



OFFSHORE OIL INTERNATIONAL

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Oil the big hope for the Falklands

Offshore Oil Reporter

Energy is at the centre of a new round of talks on the long-running constitutional dispute over the sovereignty of the Falkland Islands.

Discussions had been due to take place in Geneva towards the end of last year but were put back because of the unsettled political state of Argentina, with whom Britain is joined in the controversy on territorial rights.

Argentina's claim to the Falklands has been presented much more forcefully since the oil companies involved in seismic studies around the islands reported that the potential for petroleum riches could be more than dramatic.

For the 1,700 English speaking islanders, fiercely British in their outlook, and ever determined to resist any takeover by Argentina, high hope is vested in the bargaining power created by the oil discovery.

SIGNPOST

They see this not only as a signpost to prosperity on a level they have never known before, but as a bulwark against Argentina's bid to achieve a takeover.

If the oil that could lie around the islands is of the value that has been estimated, the Falklanders are aware Britain is much more likely to redouble its fight on their behalf.

It has become a "what's in it for me" situation in which new oil wealth could do more than satisfy all aspirations.

The next meeting between the three interested parties will now be held towards the end of February.

Observers from a fourth 'interested party' — the oil industry — will almost certainly be looking on and lobbying hard.

FALKLANDS

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-682 0155

Financial Times

Planner No. 652-80

Daily - 196,495

8 JAN 1982

EDITION

mg

Fresh talks on Falklands planned

BRITAIN and Argentina are preparing a new round of negotiations on the future of the potentially oil-rich Falkland Islands, the disputed British colony in the South Atlantic.

Fresh talks had been planned to take place in Geneva in the week before Christmas, but were postponed because of the removal from the Argentine Presidency of Gen Roberto Viola and the major Government reshuffle that followed it.

According to Foreign Office officials in London, the two sides are planning to meet early this

year, probably in February, although the location of the talks has yet to be decided.

Whitehall has yet to assess fully the implications of the change-over in Argentina, although it recognises that the new Argentine Government may be tempted to take a tougher stand than its predecessor on foreign policy issues.

Gen Leopoldo Galtieri, the new President, has in the past taken an uncompromising stand on Argentina's other major territorial dispute, involving Chile and its claims to three Argen-

gintian islands in the Beagle Channel.

Argentina wants sovereignty over the Falkland Islands. Whitehall, however, has always insisted it must respect the wish of the 1,700 islanders to remain British.

Both sides are pressing for a solution because of the recent discovery of oil-rich offshore fields near the islands. Oil companies are reported to be reluctant to commit themselves to any major investment unless the territorial dispute is settled.

falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-682 0155

Kidderminster Shuttle

Planner No. 72B-1440

Weekly - 17,226

1 JAN 1982

mg

Hartlebury WI

Mrs R. Bakewell, the new president, opened the December meeting when Mrs Bell presented the 1982 programme and Mrs Kellett previewed proposed handicraft classes.

Mrs Parker thanked the drama group for the entertainment they gave at the Darby and Joan party. Mrs

Maybury read her narrative poem "Hartlebury Christmas" which was the institute's entry in the Mary Pedley Award competition.

The speaker, the last of Diamond Jubilee Year, kept up the sparkling standard to the end!

Mrs Freda Cocks, Lord Mayor of Birmingham in the Queen's jubilee year, gave a fascinating and entertaining glimpse of the private person

behind the public face.

In a year in which she made 940 speeches and attended 2,000 engagements, Mrs Cocks visited France, Italy, Israel and Germany when she learned to drive a tank and made visits to schools, factories, hospitals, banks and other businesses. She stressed how much she had learned in her "Year of Pride".

Mrs Cocks was thanked by Mrs Cartwright for a splendid evening and of the glimpse she had given members of the visit of the Queen to the Midlands.

The speaker in January will be Mrs Grave and her subject "The Falkland Islands".

There is a party on January 18 and a patchwork follow up on January 25 at the home of Mrs Richardson.

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel 01-682 0155

South Wales Argus

Newport

Planner No. 67b-2090

Daily - 54,000

2 JAN 1982

mg

Stamp corner

THE waters round the Falkland Islands are teeming with life: fish, whales, seals, clams, mussels, starfish, squids, crabs, octopuses and the shrimp-like krill are to be found in unbelievable numbers.

But as yet, little has been done to harvest these riches, though a glimpse of what could be caught if fishing really started off the Falklands is given by a new set of stamps showing some of the fish to be found there.

All of them are familiar in this country, though they differ slightly from the fish found in the north.

There is a herring and a hake which look very familiar, while the skate, though rarely seen in the shops in its entirety, is almost indistinguishable from the fish sold here.

The only fish which could be rather different is the Southern Blue Whiting, which lives near river mouths.

But if it were ever caught, it would probably be perfectly acceptable on British tables — after all, older readers will remember we managed to eat the "snoek" when times were



hard, and that was like nothing we had met before.



Here is another claim to fame for St. Helena — the Atlantic island has the biggest earwig in the world.

Three inches long this monster measures compared with the minute creatures which scuttle round houses and gardens in this country.

And just to show the world what the earwig is like, its jet black form appears on the top value of a set of stamps devoted to St. Helena insects.

The other insects chosen for this set suggest that Helena is not over-blessed with attractive wildlife.

There is a fearsome looking black beetle and a green wasp whose mission in life seems to be the elimination of cockroaches.

But to show that all is not nasty, there is also a picture of a dragonfly.

Sad to say, this delicate insect has not been seen since 1977 — its fate was probably sealed when the mynah was introduced to the island, for this bird will eat just about anything, and is very fond of dragonflies.

83
DAILY LATIN AMERICAN
POST
RIO DE JANEIRO, BRAZIL
DAILY

FEB 5 1982 *Byfeller*

Argentina Protests Falkland Islands Stamp

BUENOS AIRES *21* Argentina has protested to the British government against a postage stamp issue featuring the Falkland Islands, which Argentina claims, Foreign Ministry officials said.

The protest note was sent to the British Embassy in Buenos Aires. Its contents were not revealed.

The offending stamps will be released July 1 as part of a series contributed by 16 Commonwealth countries honoring the Princess of Wales on her 21st birthday.

Argentina and Britain have had drawn out negotiations over the Falkland Islands, known in Argentina as the Malvinas. The group of approximately 2,000 islands 300 miles (500 km) off the southern coast of Argentina, has been claimed by Argentina since British troops landed there in 1833 and expelled the Argentine governor.

Daily Post Wire Services

(803)
AMERICA LATINA
INFORME SEMANAL
WASH. D.C.
JAN 29 1982 *Byfeller*

• **ARGENTINA/ATLANTICO SUR:** Argentina está preparándose para lanzar un ultimatum a Gran Bretaña para la solución inmediata de la disputa sobre las Islas Malvinas (Falkland Islands), según el bien informado columnista J. Iglesias Rouco de *La Prensa*, esta semana. Argentina espera que se definan las fechas de unas negociaciones definitivas que concluyan con la recuperación de las islas. Si los ingleses no aceptan, los argentinos podrían considerar soluciones militares, sugirió el columnista. Añadió que las dilaciones británicas en esta disputa abren el Atlántico Sur a la penetración de la Unión Soviética. El gobierno argentino adoptó una actitud similar respecto de Chile, la semana pasada, al denunciar el tratado de 1972 por el cual ambas partes se comprometieron a buscar un arbitraje en la disputa que mantienen por el canal del Beagle. El nuevo enviado argentino al Vaticano, Carlos Ortiz de Rozas, anterior embajador en Londres, tiene instrucciones de insistir para que Chile acepte el principio bi-oceánico, limitándose a las costas del Pacífico y dejando a la Argentina la soberanía sobre las aguas del Atlántico.

Falkland

R&C

ROMEIKE & CURTICE
THE PRESS CLIPPING BUREAU Tel. 01-882 0155

East Essex Gazette
Clacton
Planner No. 72b-1000
Weekly - 19,500

12 MAR 1982

made
at
original
price
mg

Civil Service Fellowship. - The retirement fellowship held its monthly meeting in the Red Cross Hall, Hayes Road. The chairman welcomed 90 members, who were told of the death of Mr Hoult, a founder member. Social secretary Mrs Smith outlined the various spring events including the annual social evening to be held on Friday, March 19. The speaker was Mr Thompson, at one time governor of the Falkland Islands. Tea was provided by Mrs Ethel Gray and her helpers.

2
BUENOS AIRES HERALD
BUENOS AIRES, ARGENTINA
D. & SUN. 18,000

JAN 3 1982

Byline

* * *
THE ~~11~~ MALVINAS
(Falkland) islands institute
issued a statement
demanding more energetic
measures to obtain the return
of the islands from the
British crown. It called for a
halt to the "endless rounds
of negotiations" which show
no results, and criticizes the
United States for not
supporting Argentina's
claims. The institute, which
is presided over by Rear
Admiral Jorge Fraga, has
repeatedly emphasized that
Great Britain forcibly
occupied the islands on
January 3, 1833. (NA)
* * *

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-982 0155

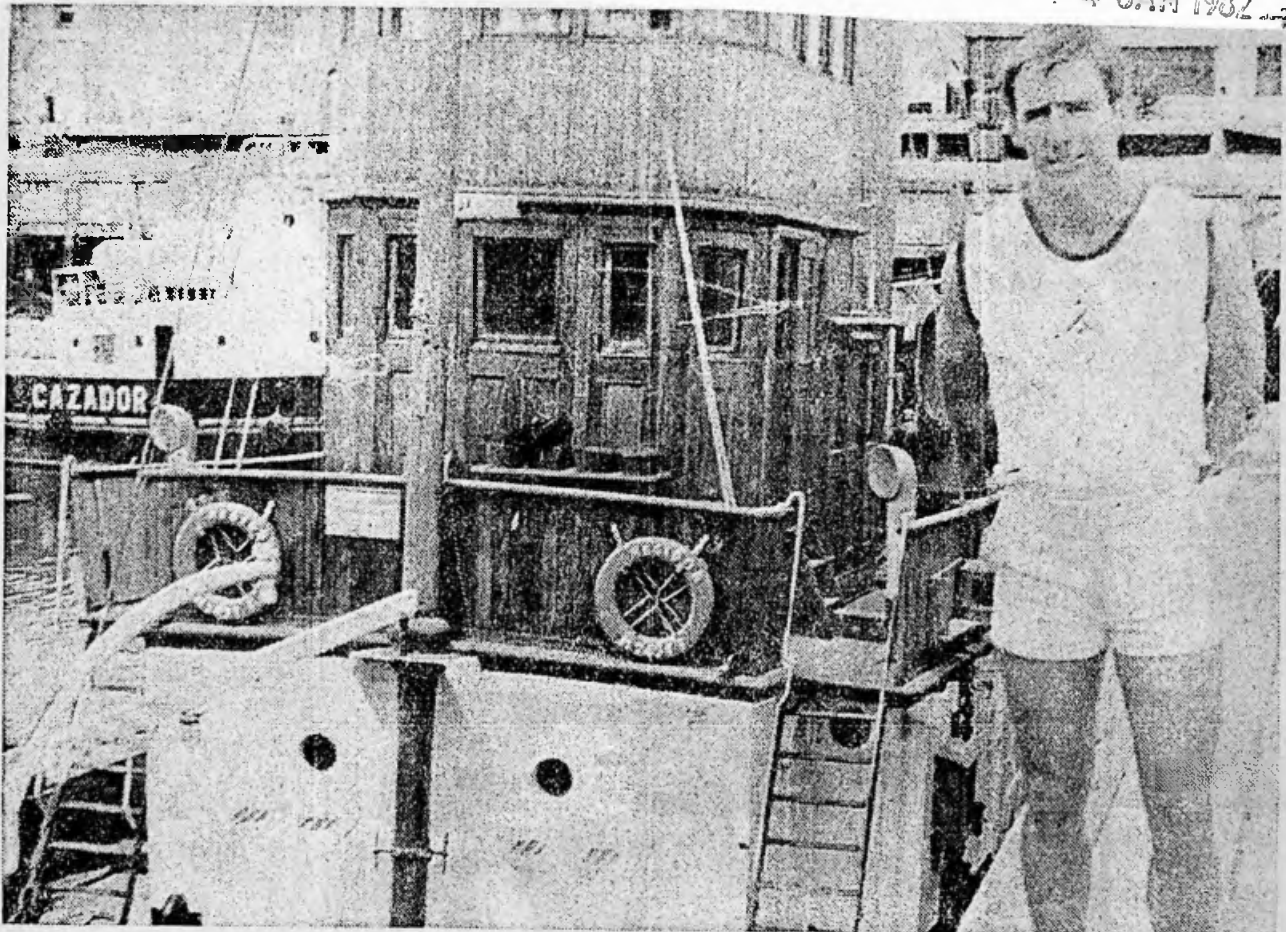
Doncaster Evening Post

Planner No. 67b-220

Daily - 30,250

4 JAN 1982

mg



When a Royal Navy sailor from Doncaster visited the Argentine port of Bahia Bianca he came across an elderly tug built at Goole.

The sailor is Leading Physical Training Instructor Trevor Gienn, whose family home is in Ash Hill Road, Hatfield, near Doncaster.

Trevor, who is 23, is at present serving on the Royal Navy's ice patrol ship HMS Endurance, which is on its way to the Falkland Islands to begin its annual

patrol of the British dependencies in the Antarctic area.

A former pupil of the Hatfield School, Trevor joined the Royal Navy seven years ago: among his previous ships was the survey ship HMS Herald and the mine countermeasures vessel HMS Thames, a tender to the London Division of the Royal Naval Reserve.

Trevor lives in Gosport with his wife Amanda and their small daughter Katrina while he is serving aboard HMS Endurance.

The tug was the Regidor, which was built in the 1920s by the Goole Shipbuilding and Repair Company, having the builder's number 279. The vessel's Argentine crew believe Regidor to be 54 years old, and she still has her original steam engines and auxiliary equipment.

-5 JAN 1982

m9



GEOFFREY GOODMAN

MIRROR INDUSTRIAL EDITOR

Cabinet full of secrets

IT'S ALL very well to hark back to what Burgess and Maclean were up to in 1951, or what happened to Clem Attlee, Aneurin Bevan and Herbert Morrison in those far off days, thirty years ago.

But what, I wonder, will we read about the State Secrets of 1981?

In the year 2012 when they open the musty files of Cabinet boxes, what great mysteries will they reveal of events now swirling round our heads?

It seems a pity to wait so long for these titbits of history so I have looked into my crystal ball for an advance glimpse into what the future has to say about the present.

The scene is the Cabinet room at 10 Downing Street at a Cabinet meeting just before Christmas, Mrs. Thatcher, presides.

"Well," she says, "I agree that things don't look very good for 1982 but there's no point in making it worse for ourselves by admitting it."

"We mustn't be too gloomy, colleagues. I agree with the Chancellor—we've simply got to talk success in the hope that we might get it right this time, don't you think?"

She turns to Sir Geoffrey Howe. "Do let me have some strong notes from your chaps so I can issue a hopeful New Year message. Give the job to one of your less critical civil servants—and quickly, please."



SCARGILL: Man of the Year, '82?
careful about sounding too optimistic.

"At the risk of repeating myself I remain convinced that we must have MORE not LESS public spending if we are to make even a modest improvement in the serious unemployment situation..."

Whispers are heard from Defence (Mr John Nott) and Trade (Mr John Biffin) about Agriculture being "at it again." The Prime Minister overhears. Heatedly she rebukes Walker.

"How many times do I have to repeat to the Minister of Agriculture that we are already well over our spending targets? In fact, much of our original economic strategy has already disappeared, and he knows it."

"What else can we do? Does anybody round this table have any new ideas on how to overcome the unemployment crisis?"

There is what seems a very long silence.

THE Foreign Secretary quietly broke the silence saying he had seen the TUC earlier to discuss Poland.

"Friendly lot" Lord Carrington observed looking surprised. "We had quite a good talk. They're not such a bad bunch, really, once you get them talking about industrial affairs outside Britain." At this Tebbit stiffens.

THIRTY YEARS ON: Cabinet minutes report that Employment strongly disagreed with the Foreign Secretary's friendly assessment of the TUC.

There was a Press briefing later where it was confided, purely for background information, that the Cabinet met briefly to discuss the future of the Falkland Islands. There were no disagreements.

THE Secretary of State for Employment looks edgy.

"Frankly Prime Minister," says Norman Tebbit, "with unusual coyness, 'we must be a bit careful. As I have already told the Cabinet the unemployment prospects look much worse than I had expected."

"In truth we are already over the 3 million mark but we've managed to do a bit of surgery. Yet there's no hope that we can avoid 3,300,000 or even more in 1982. Not without a change of policy, Prime Minister, and you know I wouldn't urge that on you..."

Tebbit, notices that Agriculture (Mr Peter Walker) is itching to get a word in so he decides to plod on.

"Another point—we've got to decide what we're going to do about the miners. They could do us great damage."

"I don't want to trespass on the Chancellor's territory but we may have to let the Coal Board come to terms with the miners while Joe Gormley is still there. We don't want to make Arthur Scargill the man of the year—I mean 1982, of course—do we?"

Mr William Whitelaw, the Home Secretary, is seen nodding gently when finally Agriculture spots an opening.

"If I may say," says Mr Walker, "I agree with Employment. I know it's not often that happens but on this issue I think he is right. We must be."

WASHINGTON, D.C.
TIMES OF THE
AMERICAS
BI-WEEKLY 3,800

JAN 6 1982 *By Heller*

Oil Resources Complicate Problems of Malvinas

BAHIA BLANCA—Anthony Williams, British ambassador to Argentina, asserted here that the subject of the Malvinas Islands' sovereignty is "practically at the bottom of the list" due to the existence of petroleum and other resources in the zone.

The ambassador stated that investigations are being carried out to determine the magnitude of the resources in the south west Atlantic and pointed out that it "is impossible to predict what will happen, strategically speaking, to the islands in the 21st century."

Williams, who visited this city because of the presence of the British icebreaker *Endurance* anchored at Ingeniero White, pointed out that "The state of relations between Great Britain and Argentina is intimate, very good and has a lot of substance."

He also recalled that that relationship "had been interrupted for some time but that this situation has been overcome."

He said "it is a difficult, complicated problem but I believe that now there is an understanding between the two parties which will make handling the subject easier."

Asked about British willingness to return sovereignty over Malvinas Islands to Argentina, he stated "for us now it is not a question of returning it because this is a subject which is at the bottom of the list."

He added, "the problem now, the heart of the matter, is the situation



of this entire part of the world and its unexploited resources."

From his point of view the issue revolves around "the investigations being carried out by both nations in the southern seas."

He emphasized: "It is not only petroleum. There is also fishing and other mineral resources in the South Atlantic."

He denied that the United States and other nations are exerting pressure on Great Britain to give up the islands. He also said that even though "there is good will on both sides, there are also judicial issues and personal psychological matters."

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel. 01-882 0155

Evening Star

Burnley

Planner No. 67B-130

Daily - 25,000

24 DEC 1981

mg

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel. 01-882 0155

Financial Times

Planner No. 65a-80

Daily - 196,495

FC JAN 1982

mg

Christmas in the Falklands

THE Royal Navy ice patrol ship HMS Endurance is spending Christmas in the Falkland Islands at the islanders' special request.

It is the red-painted ship's 12th Christmas in the Southern Hemisphere and the third away from home for many of the crew.

Destroyers will be sold as scrap unless buyers are found soon

THE ROYAL NAVY must dispose of 20 destroyers and frigates in the next two years but so far buyers have been found for only three of the ships.

The Chilean Navy is to buy HMS Norfolk, a County class frigate, and two Leander class frigates, Dido and Bacchante, are being sold to New Zealand.

Unless buyers can be found for the remaining 17 ships soon, they will be sold for scrap.

The same fate probably awaits the amphibious assault ship Intrepid, which is due for disposal this year. Its sister ship Fearless is destined to go out of service in 1984.

The Navy's instructions to sell, mothball or otherwise dispose of key ships in its fleet was given emphasis in last June's Defence Review.

Mr John Nott, the Defence Secretary, said the Navy's force of frigates and destroyers would be reduced from 59 to 50 by 1984-85.

These figures, however, gave only a partial picture of the intended reduction in fleet size. In 1980 alone, one helicopter cruiser and seven frigates, as well as two inshore minesweepers and a fast attack craft, were taken out of service.

According to information given recently to Parliament, 24 ships will be withdrawn between now and 1983.

One anti-submarine warfare

The Royal Navy's fleet must be cut by 20 in the next two years. Only three have been sold, Bridget Bloom reports.

commando carrier, a County class destroyer and three frigates were withdrawn last year. So, too, were a coastal minesweeper and three fast target boats.

In the coming year, Intrepid will go, as will one destroyer, three frigates, two coastal minesweepers, a coastal patrol craft and Porpoise, the only submarine in its class in the Navy.

Due for disposal next year is HMS Endurance, Britain's only ship adapted for work in the Antarctic. Suggestions that the 3,600-ton ship will be sold to Brazil, which has shown interest in it, have aroused controversy among some Tory MPs and peers who say the sale would weaken Britain's position in the Falkland Islands and Antarctica.

Projected withdrawals from service next year include the carrier Hermes, one frigate, a coastal minesweeper, a coastal patrol craft and HMS London-derry, the Navy's trials ship.

Most controversial is probably the decision to sell one of the three new aircraft carriers. HMS Invincible is likely to be sold to Australia, leaving the

Royal Navy late next year. On present plans, Ark Royal, launched by the Queen Mother in June, and Illustrious, which is being completed, will remain.

It is suggested Australia is being offered Invincible for £175m—what the ship cost to build in the 1970s.

Its "follow-on" sister ships will cost £200m and £220m respectively.

Cost is the main reason why the size of the fleet is diminishing. The cuts are affecting warship building, which experts believe is approaching lowest-ever levels.

In the next four years three SSN submarines, three Type 22 and six Type 42 frigates are due to be delivered. There are seven coastal minesweepers/hunters on order. No new orders for warships are on the horizon, however.

Mr Nott put the Navy's declining fleet—and rising defence spending—in historical perspective in a recent speech to the International Institute for Strategic Studies.

"In 1950 the Navy had 12 aircraft carriers and commando ships, 111 destroyers, 165 frigates and 62 submarines. In 1980 the figures were three carriers, no cruisers, 12 destroyers, 54 frigates and 28 submarines."

Five years ago, Mr Nott said, about 31 per cent of the defence budget went on equipment, against 44 per cent today.

FEB 17 1982 *Bj*

Reanudan negociaciones sobre Islas Malvinas

BUENOS AIRES (UPI)—Las negociaciones por la soberanía en las islas Malvinas, Georgias y Sandwich del sur, entre Gran Bretaña y la Argentina, serán reanudadas el 26 del corriente en Nueva York, informó la cancillería.

La representación argentina estará integrada por el subsecretario de Relaciones Exteriores, Enrique Ross, y el ex embajador argentino ante el Reino Unido, Carlos Ortiz de Rozas, recientemente designado jefe de la delegación argentina ante la mediación papal en el conflicto de límites con Chile.

(9).
LA PRENSA
BUENOS AIRES, ARGEN.
D. & SUN. 178,367

JAN 7 1982 *Bj*

Bajo presión económica

La gran liquidación de los buques de guerra británicos

Por Alfonso Barra

Londres (EFE) — Gran Bretaña vive la hora de las liquidaciones en las grandes tiendas y hay millones de británicos en la lucha para asaltar sus mostradores; pero hay muy pocos clientes que se hayan movilizado para comprar los buques de la Real Marina, ofrecidos a precios de ganga.

Las ofertas de la Marina de Guerra estarán en pie durante dos años, y a la disposición de los interesados, hay entre otros lotes, veinte destructores. De ellos, tan sólo tres ya encontraron nuevos dueños.

La marina de Chile abrió negociaciones para adquirir la fragata "Norfolk", y las fuerzas navales de Nueva Zelanda se quedarán con las fragatas "Dido" y "Bacchan- te".

Si no hay otras potencias interesadas en las 17 unidades disponibles, serán condenadas al desguace, a ser vendidas al peso de chatarra, un final poco glorioso para los buques que pasearon el pabellón británico por los mares en el ocaso del imperio.

La misma suerte espera al buque de asalto "Intrepid", que será ofrecido en venta este año, un anticipo de la oferta, en 1984, de su buque gemelo "Fearless", que también será dado de baja en la flota de Su Majestad.

Reforma naval

La operación de venta de unidades de la escuadra en condiciones dignas de una liquidación de los saldos de enero, quedó esbozada por el plan para la reforma naval anunciado el pasado mes de junio, con el propósito fundamental de ahorrar dinero y dedicar los recursos disponibles a la creación de una miniflota dotada con la última hornada de proyectiles nucleares.

El proceso de reducción de efectivos navales es, sin embargo, más antiguo: en 1980, un crucero con helicópteros, siete fragatas, dos barreminas y una unidad rápida de desembarco fueron dados de baja.

El año pasado sufrieron el

mismo destino un buque anti-submarino, un destructor, tres fragatas, un barreminas y tres lanchas rápidas.

Según los planes del Ministerio de Defensa, anunciados hace poco tiempo, en 1982 y en 1983 serán retirados del servicio activo 24 buques de primera línea.

También condenado a la jubilación el año próximo está el "Endurance", única unidad de la escuadra británica adaptada para operar en el Antártico.

Las Malvinas y la Antártida

Los rumores sobre la adquisición del "Endurance" por Brasil levantaron una oleada de lamentaciones políticas en Londres, porque entiende que la baja de esa unidad debilita la posición de Gran Bretaña en las islas Malvinas, reivindicadas por la Argentina, y en el Antártico, donde hay una colisión de

intereses con las potencias continentales próximas a esa región que tantas promesas de bienes ofrece para el futuro.

Un punto de referencia para trazar la carta del gran desguace de la escuadra británica: en 1950, Gran Bretaña disponía de 111 destructores, 165 fragatas y 62 submarinos.

En 1980, sólo quedaban 12 destructores, 54 fragatas y 28 submarinos, unidades condenadas ahora, en gran parte, a la jubilación irrevocable.

Si un estratega del año 1939, antes de la Segunda Guerra Mundial, hubiera anticipado esa trituración de la escuadra británica, habría sido condenado a pena de galeras por supuesta complicidad con Adolf Hitler, pero lo que no consiguió el canciller del Tercer Reich alemán lo ha logrado una economía anémica, de la mano de la decadencia política que dejó en herencia la brillante victoria de Gran Bretaña en aquella guerra.

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel. 01-882 0159

Western Morning News

Plymouth

Planner No. 67b-700

Daily - 58,692

-1 DEC 1981

mg

Sale veto

THE Defence Ministry is vetoing the sale of the Royal Navy's ice patrol ship HMS Endurance to Brazil, Whitehall sources disclosed yesterday.

The opposition is based on Brazil's backing for Argentinian claims to sovereignty over the Falkland Islands and large sections of Antarctica, it is understood.

The move comes after negotiations have got under way with the Brazilians. A naval team from Rio de Janeiro has already inspected the ship, and a sale was discussed last month when Prof. Antonio Delfim Neto, the Brazilian Planning Minister, visited Britain to sign a major trade deal.

It is understood, however, that the Ministry of Defence is still keen to sell the Endurance, which would save £4-million running costs a year, and that the mounting campaign by scientists and explorers to save the ship was not a factor in the sudden pull-back from a deal with Brazil.

FALKLANDS

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel. 01-882 0159

Financial Times

Planner No. 65a-80

Daily - 196,495

8 JAN 1982

mg

Fresh Falklands talks planned

BRITAIN and Argentina are preparing a new round of negotiations on the future of the potentially oil-rich Falkland Islands, the disputed British colony in the South Atlantic, Jimmy Burns writes.

Fresh talks had been planned to take place in Geneva in the week before Christmas, but were postponed because of the removal from the Argentine Presidency of Gen Roberto Viola and the major Government reshuffle that followed it.

According to Foreign Office officials in London, the two sides are planning to meet early this year, probably in February.



Israeli annexes Antarctica

Mr Didi Menusy, an Israeli satirical columnist and world traveller, watched by a local resident, plants an Israeli flag in Antarctica and stakes an Israeli claim to a chunk of the frozen continent (Moshe Brilliant writes). His act was a jibe at the expansionist policies of Mr Menachem Begin, the Israeli Prime Minister. "Now the Prime Minister can extend Israeli law to Antarctica instead of the Golan Heights", he said. Mr Menusy, who writes for *Yediot Aharonot*, said he went to Antarctica at the start of its brief unthawing summer last month and left the blue and white flag

with the Shield of David about 500 miles from the South Pole. He had sailed from the Falkland Islands with bird watchers going to see the nesting of penguins and scientists visiting American, Argentine, Chilean, Polish and Russian research stations. He left the flag on the mainland about 300 yards from a Russian meteorological and mineral research station on the coast near Graham Land. Mr Menusy said a Soviet scientist told him the area was no-man's land and there was no authority to prevent him from planting his flag and staking a claim.

Fahland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel. 01-882 1185

South London Press

Planner No. 72a-460

Weekly - 69,758

12 JAN 1992

mg

Trouble-winds hit lone sailor

LONE yachtsman Paul Rodgers has hit more trouble in his unique attempt to sail twice around the world.

Paul, a 36-year-old Stockwell company director, has encountered winds of 60 knots and heavy fogs around Cape Horn.

In heavy seas, a wall of wind has damaged the self-steering gear on his 55ft schooner, "Spirit of Pentax".

Paul was due to round the Horn last Thursday but unless he can mend the gear he may have to call in at the Falkland Islands.

The gear was damaged in winds that hit the boat some 1,000 miles from New Zealand, according to a Telex message.

Since starting in June there have been several problems. After two months a fault in his high frequency radio

meant Paul lost contact with the outside world.

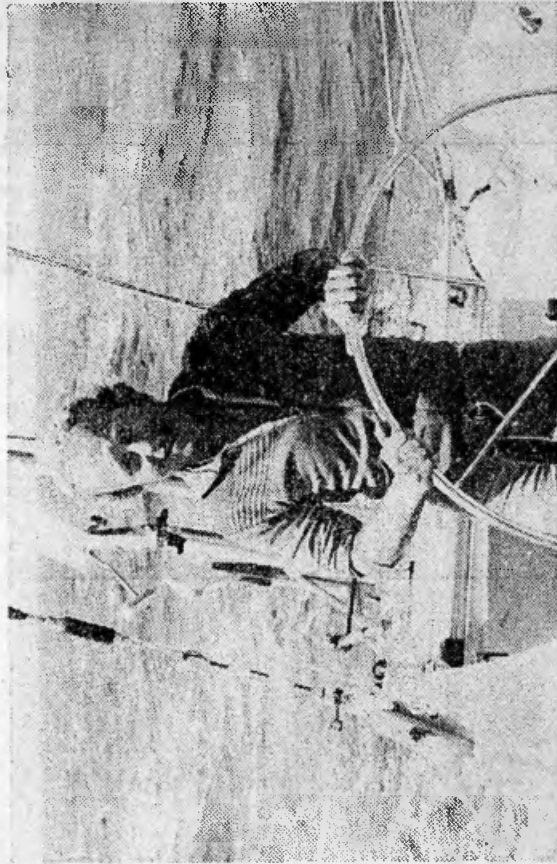
In September winds damaged the boat's foremast and capsized it twice. Repairs had to be carried out in Western Australia.

Winds

The voyage was expected to take about 11 months when Paul set out on June 28. He still hopes to be the first man to sail twice round the world on his own.

His friend Jack Huke, a director of the firm which helped build the rudder, said: "I last heard from him on December 11 when he seemed to be in good spirits."

"The boat was going fast but since then he has had these steering problems. Apparently he is being followed by a school of dolphins which he thinks will help guide him around the Cape."



Paul... sailing into trouble.

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel 01-682 0155

Jewish Telegraph

Planner No. 87-148

Weekly

15 JAN 1982 

Israel annexes Antarctica!

MR DIDI MENUSY, an Israeli satirical columnist and world traveller, planted an Israeli flag in Antarctica and staked an Israeli claim to a chunk of the frozen continent!

His act was a jibe at the expansionist policies of Mr Menachem Begin. "Now the Prime Minister can extend Israeli law to Antarctica instead of the Golan Heights", he said.

Mr Menusy, who writes for Yediot Aharonot, said he went to Antarctica at the start of its brief unthawing summer last month and left the flag about 500 miles from the South Pole.

He had sailed from the Falkland Islands with bird watchers going to see the nesting of penguins and scientists visiting American, Argentine, Chilean, Polish and Russian research stations.

FALKLAND

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU TEL: 01-482 0135

Arts & Antiques

Planner No. 7-110

Fortnightly - 16,500

15 JAN 1982

Stanley Gibbons

Will less be more?

Stanley Gibbons Auctions has announced that, during 1982, they will hold only one "large" auction a month instead of the previous two or

three smaller sales. The change will enable the company to make much-needed economies.

Stanley Gibbons' next sale, to be held on February 23-26, will specialise in British Empire items, with proofs, essays, specimens, issued stamps, and covers. Among

the rare items will be an Australian 1915-28 £1 'chestnut and bright blue' with inverted watermark in a marginal block of four at £3,500; also a T.S. Harrison imprint gutter pair of the £2 'purple-black and pale-rose' from the same issue at £2,500. From the Falkland Islands will be a block of four 1933 centenary 10 shilling stamps at £1,500, while a rare Gibraltar 1889-96 10c with value omitted is estimated at £2,000. Other fine items include the Gold Coast 1889-94 20 shilling 'red and green' at £2,000 and

New Zealand 1931-40 Arms 35 shilling on Wiggins Teape paper at £1,200.

Among the independent countries will be good sections for Austria, Japan and the United States; and Great Britain itself will be well represented. Amongst line-engraved issues is an example of the 1841 small trial plate of the 2 penny 'blue' with void corners at £2,500. Later issues include the King Edward VII 3 penny 'grey on lemon' from the 1911 Harrison printing, which is valued at £3,000.

(9)
LA PRENSA
BUENOS AIRES, ARGEN.
D. & SUN. 179,367

JAN 17 1982 *Bygones*

"La única espina"

Futuras negociaciones sobre la restitución de las Malvinas

El embajador argentino en Gran Bretaña, Carlos Ortiz de Rosas, dijo que "la única espina que está clavada" en las relaciones entre los dos países es la disputa por la soberanía en las islas Malvinas pero que "esperamos removerla muy pronto".

También estimó que "los ingleses debieron comprender hace muchos años la legitimidad de los reclamos de la Argentina" sobre la soberanía en la zona "pues las islas Malvinas son uno de los últimos reductos coloniales que quedan en el mundo y es una situación que debe ser resuelta a la brevedad".

Ortiz de Rosas hizo esas declaraciones a poco de arribar al Aeropuerto de Ezeiza para conversar con las autoridades de la Cancillería.

Motivo del viaje

"Vengo para informar a la Cancillería sobre mi gestión, pues hace casi un año que estoy fuera del país y es hora de cambiar ideas con las nuevas autoridades del ministerio", dijo cuando fue interrogado sobre el motivo de su regreso en momentos en que se especula con que podría ser destinado a la embajada argentina en Roma dejando su puesto al ex gobernador de Santa Fe, Rodolfo Luchetta.

Ortiz de Rosas también fue interrogado sobre las relaciones entre la Argentina y Gran Bretaña y dijo que "son

de signo positivo y en los últimos tiempos hemos hecho progresos en todas las áreas" acotando que el "único problema es la restitución de la soberanía sobre las islas Malvinas".

Las negociaciones

Cuando se le preguntó sobre la postergación de la reunión de enviados de ambos países a pedido del gobierno argentino y que debió realizarse el 18 de diciembre pasado para continuar analizando el tema de las islas Malvinas, dijo: "Yo creo que (las conversaciones) se reanudarán a la brevedad pues los contactos entre ambas cancillerías son fluidos y permanentes a través de las embajadas respectivas. Creo que en plazo breve habrá novedades con respecto a la reanudación de las negociaciones".

La ONU

Por último fue preguntado sobre la elección del peruano Javier Pérez de Cuellar como secretario general de las Naciones Unidas, y dijo sentir "una gran satisfacción" por ese nombramiento pues "es mi dilecto amigo".

También detalló que "el motivo fundamental de las candidaturas latinoamericanas al cargo de secretario general —entre quienes estuvo Ortiz de Rosas— fue la de permitir la elección de un hombre de esta región para tan alto puesto. El objetivo

fue logrado. Pérez del Cuellar es el secretario general y todos los latinoamericanos debemos congratularnos de ese hecho". (NA).

(574)
LA PRENSA GRAFICA
SAN SALVADOR,
EL SALVADOR
D. 67,070 S. 85,550

MAR 3 1982 *Bygones*

Argentina recuperaría Malvinas militarmente

Buenos Aires, marzo 2 (AP). La Argentina ha comenzado a considerar seriamente la posibilidad de recurrir a una "solución militar" para recuperar la posesión del archipiélago de Las Malvinas, que Gran Bretaña ocupó por la fuerza hace 149 años, según dijeron fuentes oficiales y diplomáticas.

La eventualidad de una acción militar fue sugerida por un comunicado del Ministerio de Relaciones Exteriores distribuido anoche, que amplió y aclaró otro anuncio conjunto con Gran Bretaña, difundido horas antes. El anuncio de los gobiernos de Londres y Buenos Aires se refirió a las reuniones que sus representantes realizaron en Nueva York, los días 26 y 27 de febrero. Se limitó a consignar que "las dos partes reafirmaron su decisión de hallar una solución a la disputa de soberanía y consideraron en detalle, una propuesta Argentina sobre procedimientos para lograr mayores progresos en este sentido".

JAN 17 1982

El Beagle y las Malvinas

Por J. Iglesias Rouco

74

La decisión de reemplazar a los señores Moncayo y Etcheverry Boneo como representantes en las negociaciones de Roma sobre el Beagle ya es definitiva, e incluso se han seleccionado dos o tres nombres, con otras tantas variantes funcionales, para ocupar sus puestos. En primer lugar figura el del actual embajador en Londres, señor Ortiz de Rosas, quien si es nombrado se desempeñará también como embajador ante el gobierno italiano. Por lo que sabemos, la determinación ha sido recibida con inocultable pesadumbre por los interesados, a quienes, sin embargo, se ha confirmado en su categoría de embajadores, acaso para suavizarles el trance y, al mismo tiempo, no desairar a quien durante años hubo de ser en el Vaticano su distinguido —y paciente— interlocutor; es decir, monseñor Samoré, autor de la "propuesta" del 12 de diciembre de 1980 y protagonista único de aquel sabroso informe por cuya difusión los señores Camillón y Frúgoli quisieron llevarnos a la cárcel. Redactará el señor Ortiz de Rosas un nuevo memorándum sobre las reacciones del prelado ante esta medida del gobierno argentino. En verdad, sería interesante leerlo.

En víspera de hechos espectaculares. Según nuestras fuentes, el problema del Beagle ha vuelto a constituirse estos días en una de las principales preocupaciones del régimen, a igual altura, o más, que la que inspira la crisis económica, y hasta puede provocar hechos es-

pectaculares en el curso de las próximas semanas, o meses. Hace apenas unas horas, en un medio solvente, se nos dijo lo siguiente: "Lo que doce meses atrás hubiera parecido ciencia-ficción, hoy puede convertirse en realidad". En fin, lo cierto es que Santiago y el Vaticano se aprestan a ejercer presiones aún más intensas, si cabe, sobre Buenos Aires, que, como ya informamos, no está dispuesto a aceptar la "propuesta" en sus términos actuales. Así, tras la anunciada "presentación" de su postura, más clara y explícita que hasta ahora, con sus condiciones mínimas para un acuerdo —reafirmación expresa del principio bioceánico, enclaves ciertos en las islas que le ofrecen seguridad jurídica sobre las aguas de la costa atlántica, y soberanía argentina indiscutible en el "mar de la paz"—, Chile podría, quizás reclamar en el tribunal de La Haya el cumplimiento del fallo de la corona británica. Tal perspectiva presenta aún, empero, un punto oscuro: en la práctica, con esa acción, Chile se alejaría de la mediación.

Otra posibilidad

No obstante, en los medios diplomáticos se está manejando otra posibilidad: Que sea el Vaticano el que dé por finalizadas sus gestiones o, simplemente, que imponga un plazo —seguramente muy corto— para concluir las, lo cual equivaldría de hecho a un ultimátum e introduciría en el ya agitado ámbito doméstico un elemento político revulsivo de efec-

tos imprevisibles. Por lo que pudimos averiguar, éste es el supuesto que con más detenimiento estaría examinando la diplomacia norteamericana y europea. Y todo el mundo se pregunta qué haría en tal caso el gobierno de Buenos Aires.

Por supuesto, quienes analizan esa eventualidad son los mismos que en diciembre de 1980 creyeron percibir en la "propuesta" finalidades políticas que poco o nada tienen que ver con el Beagle, sino más bien con el presunto deseo de la Iglesia de tomar distancias del régimen militar, al que se quedó en silencio durante cinco años. Tanto la forma en que Roma hizo llegar su "propuesta" a Buenos Aires como el documento del episcopado local, unos meses más tarde, y las declaraciones de muchos obispos sobre la situación social argentina durante los últimos tiempos —todo ello sumado a la creciente campaña en favor de la "paz" y a las últimas intervenciones personales del Papa— parecen avalar esa tesis. Si ahora el Vaticano retira su mediación, el régimen militar podría verse completamente cercado: de un lado por la imposibilidad de aceptar una "propuesta" que descompondría sus fuerzas internas, e incluso podría impulsar un enfrentamiento dentro de las propias fuerzas armadas; y del otro por la retirada del mediador y la consiguiente reaparición del fantasma de la guerra, frente al cual contaría quizás con el aliento patriótico de parte de la población, pero ya no con suficiente respaldo político, de

(Cont. en pág. 4, col. 5)

El Beagle y las Malvinas

(Viene de la pág. 1, col. 4)
manera tal que el éxito de la guerra sería posible a costa del propio régimen.

Las Malvinas

De acuerdo con nuestros informantes, el señor Ortiz de Rosas, ahora principal candidato al cargo de Moncayo y Etcheverry Boneo, no habría ocultado estos días su deseo de ser enviado a las Naciones Unidas, ámbito en el cual la Argentina ha centrado siempre sus esfuerzos para recuperar las Malvinas. Por lo que conocemos, tal aspiración habría llegado incluso al conocimiento de uno o dos comandantes en jefe. El hecho de que hoy se baraje su nombre para la complicada negociación de Roma demuestra que en la mente de los mandos militares y del gobierno, el porvenir del Beagle aparece íntimamente relacionado con el de las Malvinas. Si nos atenemos a los antecedentes del señor Costa Méndez, moderada pero claramente nacionalista, y sobre todo al conocido rechazo con que siempre acogió las pretensiones de Chile respecto del Atlántico y de los territorios fronterizos del sur —recuérdese su actuación como embajador en Santiago, a comienzos de la década de 1960, su posterior política en torno de las Malvinas, y sus manifestaciones públicas en años y meses recientes sobre ambos temas— tal vinculación resulta aún más comprensible. En síntesis: todo indica que a juicio de las máximas instancias de poder, de la solución que se dé al problema del Beagle dependerá la de las Malvinas. O viceversa. Repetimos: o viceversa.

Lamentablemente, la cancillería se está mostrando en estos instantes especialmente hermética, y por lo tanto no es posible precisar sus proyectos, si es

que los tiene. Sólo sabemos que el senador Baker y sus colegas tocaron la cuestión —o fueron, por así decirlo, tocados por ella— durante su reciente visita a Buenos Aires, y que hasta habrían sugerido que Washington apoyaría más firmemente que en el pasado la reivindicación argentina de las Malvinas, aun si entre Buenos Aires y Londres surgiesen tensiones especiales, esto es, tensiones que sobrepasasen los carriles meramente diplomáticos por los que todavía hoy discurre el asunto, tras 150 años de paciencia argentina. Se nos ha indicado también que inmediatamente después de entrar en el palacio San Martín, hace poco más de 25 días, el canciller habría ordenado a sus jefes de departamento un estudio exhaustivo acerca de las perspectivas de un entendimiento más o menos rápido con Gran Bretaña; y que los resultados de tal estudio no han sido, precisamente, positivos. Esto es todo, en lo que al gobierno se refiere.

La recuperación de las islas

Pero en los círculos diplomáticos internacionales el conflicto del sur comienza a verse con una óptica más precisa. Según nuestras fuentes, Washington no sólo estaría considerando que el problema del Beagle es para la Argentina inseparable del de las Malvinas, sino la evidencia de que todo esquema defensivo del Atlántico sur debe englobar, por fuerza, una y otra área. En consecuencia, estimaría también, se nos asegura, que la posesión de las Malvinas por la Argentina facilitaría ese esquema. Es por eso, seguramente, que en varios círculos oficiales europeos, y también en los de los Estados Unidos, se está sopesando ahora una tercera alternativa,

aparte de la aceptación de la "propuesta" papal por Buenos Aires o la de una guerra o tensión permanente entre Buenos Aires y Santiago: Que la Argentina se apodere de las Malvinas, operación menos cruenta y costosa que la guerra con Chile y que a la vez se beneficiaría del consenso internacional. Con las Malvinas en sus manos —y a partir de sus costas doscientas millas de mar hacia el sur y el sudoeste, es decir, hacia el Beagle—, el diferendo austral se situaría bajo otra luz, incluidas las islas del canal, el famoso "mar de la paz", y el petróleo. En todo caso, el acuerdo en el Beagle resultaría más factible para la Argentina y más conveniente para Chile. De ahí al tratado defensivo del Atlántico sur que patrocinan los Estados Unidos sólo mediaría un paso. Por lo demás, el proyecto económico y político del régimen obtendría un punto de sustentación en el plano doméstico, luego de la innegable repercusión que la recuperación de las Malvinas tendría en la conciencia histórica del país; o por lo menos le proporcionaría cierto campo de maniobra, hoy casi nulo. Este último factor influye también, y mucho, en las apreciaciones de quienes hoy nos observan desde el exterior.

Ya se verá qué ocurre. Por el momento, habrá que esperar a que se concrete la designación de Ortiz de Rosas, quien durante su misión en las Naciones Unidas, y más recientemente en Londres ha aprendido mucho de las Malvinas (y de los británicos); o si no la del señor Aja Espii, que sabe bastante de los Estados Unidos. Sea quien fuere el elegido, lo seguro es que pronto habrá notables, y hasta espectaculares novedades alrededor de nuestras espinas australes.

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0155

Chronicle & Echo

Northampton

Planner No. 67b-440

Daily - 46,686

18 JAN 1982

media
information
group **mi9**

Cowper heads for Albany

ENGLISH yachtsman David Cowper, trying to sail solo around the world in the opposite direction to the prevailing trade winds, expects to round the southern tip of New Zealand tomorrow.

Cowper left Portsmouth last September in his vessel Ocean Bound. It took him 61 days to reach the coast of New Zealand's South Island from the Falkland Islands.

He said in a conversation with South Island radio ham Ron Kingston today that he hoped to pass the southern tip of New Zealand tomorrow and sail for Albany, West Australia.

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0155

Yorkshire Evening Press

York

Planner No. 67b-1180

Daily - 61,000

18 JAN 1982

media
information
group **mi9**

Solo yachtsman battles on

English yachtsman David Cowper, trying to sail solo around the world in the opposite direction to the prevailing trade winds, expects to round the southern tip of New Zealand tomorrow.

Cowper left Portsmouth last September in his vessel Ocean Bound. It took him 61 days to reach the coast of New Zealand's South Island from the Falkland Islands.

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0155

Leicester Mercury

Planner No. 67B-360

Daily - 166,845

18 JAN 1982 **mi9**

Solo yachtsman full of hope

English yachtsman, David Cowper, trying to sail solo around the world in the opposite direction to the prevailing trade winds, expects to round the southern tip of New Zealand tomorrow.

Cowper left Portsmouth last September in his vessel, Ocean Bound. It took him 61 days to reach the coast of New Zealand's South Island from the Falkland Islands.

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0155

Evening News & Star

Cumbria

Planner No. 67b-150

Daily - 30,000

19 JAN 1982

Langley at large again

BOB Langley is revelling in his new found freedom now that he has left TV's "Saturday Night at the Mill."

It's a few months now since Bob left the show which attracted 10 million viewers at its peak.

And now there are rumours that the BBC is scrapping the show for good.

But Bob, talking from his hideaway home in Keswick, tells me that the regular TV spot was tying him down and holding him back from the 1,001 other things he wants to do.

He said: "I had to turn down doing a series in China and another series from Japan when I was hosting the show."

Excited

But Bob has managed to enjoy a good bit of world travel in the last few months all the same.

The BBC are shortly screening a new series called "Langley South" with Bob's experiences in the southern hemisphere.

The series took him to Argentina, the Falkland Islands and Antarctica.

It was the latter that most excited Bob.

He told me: "Antarctica is an exquisite place; endless ranges of snow-covered Alps.

"Of course, it never gets completely dark and at night you feel you're not really on this planet; it's an amazing experience.

"And it's been colder here in the last few weeks than there. At least, it's a dry cold in Antarctica," says Bob.

Novel

Bob began his series as another travelogue.

But it turned into something a bit more when he discovered that Argentina is trying to usurp Britain's old claims on the land now that oil has been discovered on the Southern tip of the world.

Bob is still hosting



Bob Langley . . . free.

Pebble Mill at One and he is also in the middle of writing another novel.

This one is set in the Sahara following a trip by Bob to the great desert.

Perhaps a copy will find its way to No. 10 Downing Street!

JAN 19 1982

Byfield

Meets with Costa Méndez

Ortíz de Rozas reports on Malvinas talks

CARLOS Ortíz de Rozas, the Argentine ambassador to Britain who returned to Buenos Aires on Saturday, was summoned back by the foreign ministry to report on progress in talks aiming at achieving Argentina's

recovery of the Malvinas (Falkland) Islands, an official ministry statement said last night.

Ortíz de Rozas was recalled to "give a full report on every aspect of his work, and mainly on what concerns negotiation on the Malvinas islands," the statement said.

The foreign ministry issued the information after a meeting between Foreign Minister Nicanor Costa Méndez and the ambassador.

Ortíz de Rozas' opinion on other diplomatic matters will also be requested by government officials, the ministry said, since his experience and past work enable him to "provide most interesting comment."

Diplomatic sources thought this to be a clear reference to Pope John Paul II's mediation of the southern border conflict between Argentina and Chile.

Ortíz de Rozas, the sources said, is one of the most qualified Argentine ambassador to provide guidance for officials involved in the mediation, due to experience gained in the Malvinas talks.

But despite the sources' interpretation of the ministry statement, the so-called "Beagle task force" met yesterday afternoon without Ortíz de Rozas joining the meeting. (NA)

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0159

Financial Times

Planner No. 65a-80

Daily - 196,495

21 JAN 1982

mtg

Royal Navy warship sold to Pakistan

THE GOVERNMENT yesterday announced the sale of one of the Royal Navy's light warships, the London, to Pakistan as part of its drive to cut defence costs.

The 6,300 ton vessel is one of 20 Royal Navy cruisers, destroyers and frigates due for sale or demolition in the next three years. The decision to sell or dispose of the ships was announced in last June's defence review.

HMS London is the fourth ship to have found a definite buyer. Her sister ship Norfolk has been bought by Chile and two Leander class frigates, Dido and Bacchante, and being sold to New Zealand.

HMS London, launched by Swan Hunter in 1961 and commissioned in 1963, will be delivered "early this year" according to the Defence Ministry. No price is quoted, although the ship is said to be going to Pakistan at a "low price."

The original cost of a County Class warship, like London, was between £14m and £17m, and—at 1976 prices—each ship cost nearly £5m a year to run.

In the next year nine major warships are due to leave the fleet, including Intrepid, the amphibious assault ship, one destroyer and three frigates.

Negotiations are under way for the sale of one of Britain's three new aircraft carriers, the Invincible, to Australia.

The purchase of the ship has been delayed partly because Australia wants to pay in instalments while the Defence Ministry is insisting on a lump sum payment.

HMS Endurance is also due for disposal soon. It is Britain's only ship adapted for work in the Antarctic. Suggestions that the 3,600-ton vessel will be sold to Brazil, which has shown interest, have aroused controversy among Tory MPs and peers who say the sale would weaken Britain's position in the Falklands and Antarctica.

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0155

Bucks Free Press

High Wycombe

Planner No. 72b-280

Weekly - 38,070

22 JAN 1982

STAMPS WITH STORIES



THE waters round the Falkland Islands are teeming with fish.

But as yet little has been done to harvest these riches, though a glimpse of what could be caught if fishing really started off the Falklands is given by a new set of stamps showing some of the fish to be found there.



All of them are familiar in this country, though they differ slightly from the fish found in the north.

There is a herring and a hake which look very familiar, while the skate, though rarely seen in the shops in its entirety, is almost indistinguishable from the fish sold here.



The only fish which could be rather different is the Southern Blue Whiting, which lives near river mouths. But if it were ever caught, it would probably be perfectly acceptable on British tables.

(8)
LA NACION
BUENOS AIRES, ARGEN.
D. & SUN. 350.200

DEC 15 1981

B. Galtieri

Postergan la reunión sobre las Malvinas

En el Ministerio de Relaciones Exteriores y Culto se informó que las negociaciones con Gran Bretaña sobre las Malvinas previstas para el viernes y el sábado, en Gi-

nebra, "han sido postergadas para una fecha próxima a acordar entre las partes."

Con relación a este hecho estuvo ayer en el Palacio San Martín el embajador británico, Anthony Willians, quien mantuvo una prolongada reunión con el subsecretario de Relaciones Exteriores, embajador Enrique Ros. Según trascendidos, éste le expuso las razones por las cuales nuestro país había solicitado la referida postergación, vinculada con la situación institucional.

Se aguardaría la asunción del teniente general Galtieri y la designación del nuevo canciller, quien tendría que confirmar al embajador Ros como jefe de la delegación que representará a la Argentina en esta nueva ronda, circunstancia que se descuenta en los ambientes diplomáticos sobre la base de la versación del subsecretario en el tema de que se trata.

La próxima reunión se habría acordado en principio, para la primera quincena de enero.

(9)
LA PRENSA
BUENOS AIRES, ARGEN.
D. & SUN. 179.387

JAN 24 1982

B. Galtieri

Próxima iniciativa en torno de las Malvinas

FRONT PAGE

La ofensiva exterior

Por J. Iglesias Rouco

El gobierno argentino presentará próximamente al británico una serie de condiciones para proseguir las negociaciones sobre las Malvinas, y si Londres no las acepta, Buenos Aires las interrumpirá inmediatamente. Según medios diplomáticos dignos de crédito tales condiciones, que aún no se habrían terminado de preparar, serán "firmes y claros", incuso impondrían plazos muy precisos para la solución de los diferentes aspectos del problema, y la devolución del de las islas a la Argentina, para lo que Gran Bretaña debería reconocer expresamente en forma previa; estableciendo además el orden de asuntos que se deberán abordar durante las distintas etapas de las conversaciones y, lógicamente, también el de las etapas mismas.

Este proyecto se encuentra sin duda ligado a las decisiones ya tomadas en relación con el Beagle, que acaban de cristalizar con el reemplazo del señor Monerrey por el señor Ortiz de Rozas (Etcheverry Bónor tampoco continuará mucho tiempo en Roma), la denuncia del tratado de 1972, y el envío de un documento al Vaticano, en el cual la Argentina detalla sus aspiraciones mínimas en la región austral. Esas aspi-

raciones se resumen en el mantenimiento del llamado principio bioceánico, la soberanía indiscutible de la Argentina en la costa atlántica y en el "mar de la paz", y su presencia tangible en las islas del Beagle, de manera tal que le proporcione seguridad jurídica en sus aguas jurisdiccionales, esto es, en por lo menos 188 millas mar adentro.

Evidentemente, al vincular la situación de las Malvinas con la del Beagle, el nuevo gobierno parece dispuesto a llevar adelante un ambicioso plan diplomático y estratégico que le asegure al país un papel relevante en el Atlántico sur, tanto en materia de recursos económicos como geopolíticos y militares. El hecho de que el gobierno brasileño haya iniciado estos días una suerte de ofensiva diplomática en dirección de la Antártida, revela que este proyecto está siendo considerado muy seriamente en los medios internacionales.

Visita de Enders

La actitud sistemáticamente dilatoria de Londres durante los últimos años no sólo ha dejado hasta ahora sin satisfacción las justas reivindicaciones argentinas, respaldadas por la ONU y la opinión pública internacional, sino también los

requerimientos de concertación occidental para la defensa del Atlántico sur y de las vías de acceso al polo, hoy objeto de incesante penetración soviética. Así, al poner sobre la mesa condiciones y plazos definidos para superar la "impasse", Buenos Aires estaría buscando algo más que la simple recuperación de una porción de su soberanía. Por lo que sabemos, Washington lo entiende así, y de ahí el apoyo que ya le habría anticipado a "todos los actos" conducentes a la restitución, sin excluir los militares.

En marzo vendrá a Buenos Aires el subsecretario de Estado adjunto para asuntos latinoamericanos, señor Enders, y esta cuestión habrá de ocupar, indudablemente, lugar preferente en sus conversaciones con el señor Costa Méndez. Como ya informamos, tanto en los Estados Unidos como en Europa se cree que si fracasa el próximo intento argentino de "clarificar" las negociaciones con Londres, este año Buenos Aires recuperará las islas por la fuerza. Como es natural, aquí se guarda silencio, pues aunque el gobierno no hubiera previsto esa alternativa, tampoco puede excluir una instancia militar cuando de lo que se trata es de su soberanía. Por lo demás, (Cont. en pág. 4, col. 5)

South American Wildlife Odyssey

We began our South American Wildlife Odyssey by flying south to Buenos Aires, Argentina. This Wilderness Travel Trip was to take us by bus, seaplane and boat on a variety of wildlife adventures in Patagonia, the Falkland Islands, and Tierra del Fuego at the tip of South America — a trip from winter to summer. Eight of us from California, New York, New Orleans and Mexico met in Buenos Aires. I expected two couples, two guys, and two gals in our group. However, Hilary, our guide, turned out to be another gal!

Buenos Aires is a vast cosmopolitan city on the muddy Rio Plata. This Paris-like capital has tree-lined streets, many beautiful parks, high-rise apartments, elegant shops, and fine restaurants. We all became "millionaires." For a hundred dollars we received over a million Argentine pesos ... but prices were astronomical. We embarked on the first part of our odyssey by flying to Patagonia, that vast treeless area of scrub with its desert shores washed by the turbulent South Atlantic Ocean. The anchor-shaped Peninsula Valdez juts out into the ocean and provides the finest wildlife viewing in Patagonia. It is the breeding area for right whales, elephant seals, sea lions, penguins, cormorants, gulls, and many wading birds. This is the only place in the world where sea elephants come to land to breed; they usually go to remote islands. Wildlife is abundant, and we saw rheas, the big ostrich-like birds that take off at incredible speed; Patagonian hares; and guanacos, a wild relative of llamas. Not far from Peninsula Valdez is a vast rookery of magellanic penguins. Over a million come here to raise their young in burrows.

The highlight of our journey was the week we spent in the remote Falkland Islands in the South Atlantic. They are three hundred miles off the

Patagonian coast. It has been an English crown colony since 1833, but Argentina claims them and calls them the "Islas Malvinas." Argentina supplies them with oil and an Air Force plane takes passengers to the Islands from Comodoro Rivadavia, a frontier oil town.

About two thousand English-speaking people live on the two main islands and a scatter of smaller ones. There is one town, Stanley; about half the people live there and half on sheep farms in the "campo" or countryside. At the airport we were met by Ian Strange, our artist-naturalist guide, who was to take us to his private reserve on the small New Island which he owns. To get there was a two-hour flight on one of the 5-passenger Beaver seaplanes. We had our first bird's eye view of the windswept, treeless Falkland Islands as we headed westward to his remote island. The only communication is by radio. Ian Strange is the leading naturalist in the Falklands where he has lived for nineteen years. He spends half of the year with his Argentine wife Maria and young daughter on New Island and writes on ornithology and Falkland wildlife. At one time this island was a whaling station and there are still remains of it rusting out and a scatter of whale bones disintegrating. Very few people visit this crescent-shaped island with magnificent cliffs and hills. Nowhere outside of Antarctica can one see the number and variety of penguins as on New Island. The week before our arrival, Society Expedition's World Discoverer had stopped there for a half-day after their trip to Antarctica.

It was a rare and wonderful wildlife experience to spend hours with Ian Strange roaming over New Island to see rockhopper, gentoo, and Magellanic penguins, where they were busy rearing newly hatched chicks. We did see a few rare Macaroni penguins,

By Florence B. Johnson

256
THE NEWS
MEXICO CITY, MEX.
D. 25,000

JAN 24 1982 *By Florence*

CONT.../

and also a brown penguin, and a white one, too. The black-browed albatross were nesting and would go out to sea as soon as they had raised their young. We saw lots of Upland geese on our walks and kelp geese near the water with the red-beaked oyster catchers who live on clams and not oyster. The grey-backed petrels live in holes in the ground and only come out at night to go to feed at sea, while one stays in the hole underground. Late one evening we experienced their return. Our evenings were mostly spent in the sitting room listening to Ian Strange or reading his books: *THE FALKLAND ISLANDS* and *THE BIRD MAN* (his autobiography). We disliked the skuas who nested near the penguins. They have no fear of man or beast. Whenever we came close to their nests, they would dive-bomb us. Often we saw them snatch a penguin egg or young if it were unattended for a moment. The penguins were the most interesting. We would watch them for hours nesting in their staked off areas in the colonies, or going down to feed in the sea. Colonies of penguins are noisy. Someone commented that penguins in their formal black and white suits sound like a gigantic orchestra tuning up.

Charles Darwin wrote in the *VOYAGE OF THE BEAGLE* about the abominable weather in the Falklands. It still is abominable with its biting wind and sleet and rain. We were to leave New Island on schedule. However, the following day when the Beaver seaplane arrived, some of us were taken to Weddell Island to return to Stanley on the Islander land plane while it returned to New Island to pick up the rest of our group to take them direct to Stanley. We discovered the hospitality of the Falklanders who took us into their home and had coffee and cakes for us while we waited for the Islander. The "camp" was small and only had 9,000 sheep.

We only had one night at the Upland Goose Hotel in Stanley that is run like a comfortable English country

Penguins of the Falkland Islands



Macaroni



Rockhopper



King



Gentoo



Magellanic (jackass)

pub. We were joined by Tui de Roy Moore, a young Belgium-born naturalist photographer-writer who lives in the Galapagos and wrote the book: *GALAPAGOS — Islands in Time*. She is now writing and illustrating articles and a book on South America.

We flew across the Strait of Magellan to the "end of the world" — Tierra del Fuego. Ushuaia, the capital of the territory, is the southernmost inhabited area in the world, overlooking the Beagle Channel. Christmastime was summertime and the weather was delightful. We spent the day hiking in Lapatia National Park with a picnic at one of the beautiful blue lakes.

Leaving Tierra de Fuego, we flew to Lago Argentino and the town of Calafate. It is

named after a local berry, and there is a saying that "once you have tasted the calafeta berry, you will always come back to Patagonia." We saw the Moreno Glacier on the southern arm of Lago Argentino. It is one of the few glaciers in the world that is advancing. Another day we had an all-day excursion by motor launch to view Upsala Glacier with its walls rising over 100 feet from which icebergs break off.

We arrived back in Buenos Aires just in time to change clothes and celebrate New Year's Eve in La Boca, the Italian section of Buenos Aires. It was our last night together. New Year's Day I arrived at home in Mexico after an unforgettable South American Wildlife Odyssey.

FALKLAND

RSC MANCHESTER ED
ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-862 0155

Daily Express

Planner No. 65a-10

Daily - 2,313,083

25 JAN 1982

mg

Royal seal for coat the rain can't beat

JOHN BARBOUR began his business selling knee-length knickers to Africa-bound missionaries' wives.

Little did he know his firm would one day produce a garment that saved lives, was worn by Royals and brought work to a job-starved town.

For today his firm has grown from its Edwardian beginnings to be one of Britain's most prosperous family concerns.

Barbours, who produce a range of hardy outdoor wear, are recruiting while other firms are cutting back.

In the past three years the South Shields firm has increased its workforce from 100 to 170.

Last year it moved into a new factory and this month — to crown it all — came a letter from Buckingham Palace.

J. Barbour and Sons Ltd., was delighted to learn it had been awarded the Royal Warrant to supply waterproof and protective clothing to the Queen.

The firm's best-known product, the Barbour jacket — 100 per cent cotton treated with a secret blend of oils and spices — keeps the rain off shooters, anglers, horse-



ALAN BENNETT looks at the firm whose clothes are helping a job-starved town and keeping people dry all over the world. It has had to expand its workforce.

men, gamekeepers and country folk the world over.

Adding to its annual turnover of several million pounds are turkey shooters in Texas and oilmen in Alaska. Tributes flow in from as far afield as the Falkland Islands.

The fan mail includes a letter from Dr. Bernard Lee who wrote: "I purchased the enclosed jacket in the Falkland Islands in 1975.

Freezing

"On October 14, 1975, I was wearing the same jacket together with a woollen underjacket when I was involved in a light airplane crash into the sea.

"Following several hours immersion in near freezing water, I was rescued after a total of 26 hours lying on an exposed rock in the wind and rain.

"I was astonished to learn that beneath the jacket my clothing had almost dried.

"I cannot help feeling that my survival was in no little

way helped by this waterproof and windproof garment."

Another customer lost his Barbour while sailing on lake Windermere. Eight months later he found the jacket still in the water — and soon had it back in commission.

The delighted sailor wrote to Barbours: "After hosing it and scrubbing it down I bought a tin of re-proofing and coated it twice. I'm still shooting in it now after it had been in the lake for eight months."

It is this type of praise which gives the workforce such pride in their product.

General manager Malcolm Sutherland said: "It's just as much a family business as it was in old John Barbour's day. People come to work here and often stay all their working lives. Most of the staff have 10 years' service.

"They're real craftsmen and women, and very proud of our reputation."



Princess Anne wearing a Barbour jacket

Falklands

RSC FRONT PAGE

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel. 01-882 0155

The Times

Planner No. 65a-130

Daily - 292,714

27 JAN 1982

mig



Birthday stamps for a princess

A birthday present for the Princess of Wales was announced yesterday by the Crown Agents, representing 16 Commonwealth administrations who are to issue special series of postage stamps on July 1, the Princess's twenty-first birthday.

The special issue follows the highly popular omnibus issue for the Royal wedding, in which 22 Common-

wealth members participated. It reflects "the wealth of feeling for the Princess" in the Commonwealth, a Crown Agents spokesman said.

Each postal authority will issue four values. The top value will feature a recent unpublished photograph of the Princess (enlarged above) "which, by gracious permission of Her Royal

Highness, is exclusive to our stamp designs".

The administrations involved are Ascension Island, Barbados, British Virgin Islands, Falkland Islands, Fiji, Mauritius, St Helena, Swaziland, Bahamas, British Antarctic Territory, Cayman Islands, Falkland Islands Dependencies, The Gambia, Pitcairn Islands, Solomons and Tristan da Cunha.

Falkland

RSC

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel 01-882 0185

Daily Mail

Planner No. 65a-20

Daily - 1,963,054

27 JAN 1982

mig

BIRTHDAY PRINCESS IS FETED



A NEW photograph of the Princess of Wales will grace one of a special issue of four stamps to come out on her 21st birthday, July 1. The stamps will be issued by 16 Commonwealth countries

The lowest value stamp will feature the country's coat of arms and a birthday greeting; the second, an informal picture of the Princess; and the third, a picture from the Royal wedding. The top value features a recent unpublished



photographic portrait of the Princess looking straight into the camera with a gentle smile. Who took the picture? No-one is saying.

The countries paying tribute are: Ascension Island, Bahamas, Barbados, British Antarctic Territory, British Virgin Islands, Cayman Islands, Falkland Islands, Falkland Islands Dependency, Fiji, The Gambia, Mauritius, Pitcairn Islands, St Helena, Solomon Islands, Swaziland and Tristan de Cunha.

Daily Telegraph
27.1.82



One of a set of four stamps to be issued on the 21st birthday of the Princess of Wales on July 1. It features a new photograph of her. The stamps will be issued by 16 Commonwealth countries and also feature the country's coat-of-arms and a birthday greeting, an informal picture of her and a wedding picture.

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0155

Sun

Planner No. 65a-120

Daily - 3,997,759

27 JAN 1982

RIDDLE OF PRINCESS DI STAMPS

By HARRY ARNOLD

A MYSTERY last night surrounded a new-look Princess Diana featured on a series of Commonwealth stamps.

For Buckingham Palace would not reveal who snapped the radiant Princess.



The new portrait, which will mark her 21st birthday in July, shows Di with a different hairstyle.

Identity

On the Falkland Island stamp (left) her hair looks shinier and longer than usual.

Royal favourite photographers like Lord Snowdon or the Earl of Lich-

field are not responsible for the new work.

A Palace spokesman said: "We have given an undertaking not to release the name of the photographer."

"He doesn't want it known and we will respect this."

"We were informed by the Prince of Wales's own office that the photograph was not to be used for any other purpose than the stamp and the identity of the photographer was not to be revealed."

FALKLAND

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0155

Daily Express

Planner No. 65a-10

Daily - 2,313,083

27 JAN 1982

made information print

Revealed: A stamp of beauty



A NEW exclusive portrait of the Princess of Wales has been used in a special set of stamps to mark her 21st birthday.

They will be issued on that day—July 1—by 16 Commonwealth countries and will have four different prices.

The top value stamp (right) features the recent unpublished portrait which, according to the Crown Agents, is exclusive to their stamp design.

Another one (left) is an in-

formal picture of the Princess, and the third is of the newlywed royal couple.

The fourth one features the country's coat of arms.

The countries paying tribute: are Ascension Island, Bahamas, Barbados, British Antarctic Territory, Virgin Islands, Cayman Islands, Falkland Islands, Falkland Islands Dependency, Fiji, The Gambia, Mauritius, Pitcairn Islands, St Helena, Solomon Islands, Swaziland and Tristan da Cunha.



Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0195

Echo

Sunderland

Planner No. 67b-1070

Daily - 83,000

23 JAN 1982

media information group



Josh Mowll aged 11, of Grafton Flyford, Worcs., with the steam — driven model of Brunel's ocean liner, the Great Britain, built over four years by his father William.

The model of the liner

brought back from the Falkland Islands to Bristol in 1970, won a gold medal at the 51st Model Engineer Exhibition at Wembley Conference Centre, London.

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0195

Hampshire Chronicle

Planner No. 72B-1370

Weekly

15 JAN

media information group

Photographing Antarctica.

The superb slides of Antarctica and its wild life shown by Capt. James Lord, R.N., at the January meeting of the Meonstoke, Exton and Corhampton Natural History Group dispelled any illusions that the continent is a vast white waste. Panoramic views of icebergs, ice floes, volcanic cliffs and snow blown by 100 mile an hour winds showed how refracted sunlight on summer days tinged the land and sea scapes with an outstanding variety of colour. Taking photographs from H.M.S. "Endurance" in sub-zero temperatures presented Capt. Lord with enormous technical difficulties. In spite of the ship's vibrations and the heat haze which continually surrounded the vessel in Antarctic conditions, slides of the 12 foot wingspan Wanderer albatross, a variety of petrels and gulls, seals and whales were sharp and clear. There were delightful studies

of penguin colonies in tussock grass and black browed and sooty albatross. Remarkable views of deserted whaling stations and the Survey Ship, "Bransfield," in an ice sea highlighted the inhospitable environment man found round South Georgia's glacier and the Falkland Islands.

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0195

Scotsman

Edinburgh

Planner No. 67b-2250

Daily - 96,325

27 JAN 1982

media information group

Birthday stamps for princess

A new photograph of the Princess of Wales will grace one of a special issue of four stamps to come out on her 21st birthday, July 1. The stamps will be issued by 16 Commonwealth countries and will be in four values varying from country to country.

The countries paying tribute are: Ascension Island, Bahamas, Barbados, British Antarctic Territory, British Virgin Islands, Caman Islands, Falkland Islands, Falkland Islands Dependency, Fiji, The Gambia, Mauritius, Pitcairn Islands, St Helena, Solomon Islands, Swaziland and Tristan de Cunha.

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0199

Evening News

Hereford

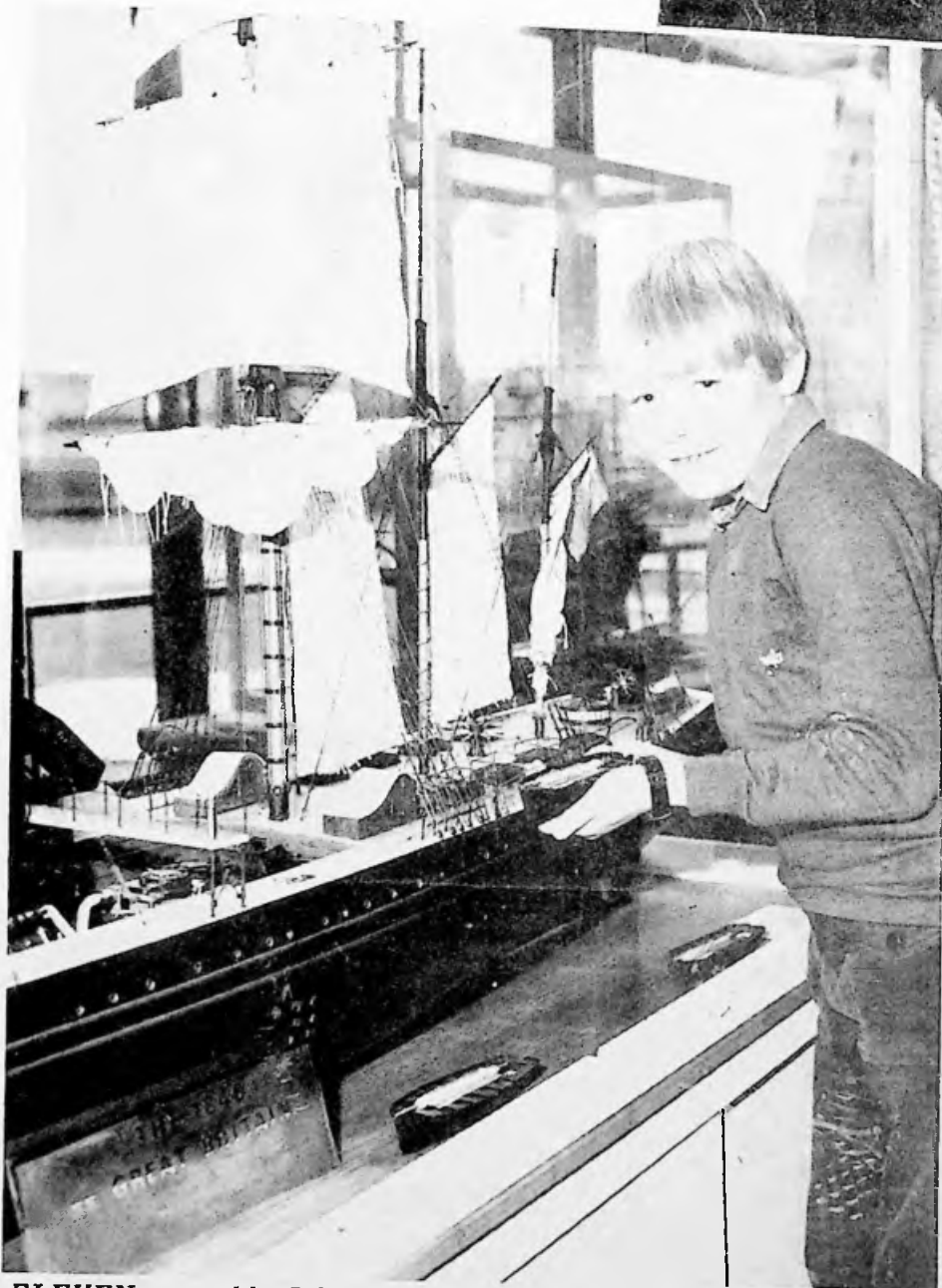
Planner No. 67b-270

Daily - 38,146

28 JAN 1981

mg

It's
all
my
dad's
work!



ELEVEN-year-old John Mowll admires the steam drive model of Brunel's ocean liner, the *Great Britain*, built over four years by his father William.

Mr Mowll, rector of Grafton Flyford, near Worcester, has been making models

since boyhood.

The original of the ship, which was the first iron boat to cross the Atlantic, is being restored at Bristol after being rescued from the Falkland Islands in 1970.

The model has just won a gold medal at the 51st Model Engineer Exhibition at the Wembley Conference Centre in London.

2
BUENOS AIRES HERALD
BUENOS AIRES, ARGENTINA
D. & SUN. 18,000

JAN 31 1982

Puesta en orden

LO realizado por la administración del General Leopoldo Galtieri en relación a la disputa entre Argentina y Chile por el Canal de Beagle bien podría considerarse una limpieza general. Con rápidas medidas políticas y diplomáticas que deben haber tomado de sorpresa tanto a los chilenos como al Vaticano — acostumbrados como están a la actitud lerda, confusa y vacilante que los sucesivos gobiernos argentinos mostraron hacia las negociaciones por el Beagle en el pasado inmediato — el gobierno de Galtieri canceló un tratado con Chile de 1972 por el cual cualquier conflicto entre los dos países vecinos sería llevado ante el Tribunal Internacional de Justicia de La Haya, cambio al jefe del equipo negociador argentino, ofreció a Chile la posibilidad de elaborar un nuevo acuerdo con la Argentina para reemplazar al denunciado, formuló un llamamiento para que ambas naciones suspendan las compras de armamentos y envió al Papa una declaración explicando las intenciones del gobierno en relación al proceso de la mediación. Es evidente que el gobierno pensó que estas medidas eran necesarias para cambiar los aires en las estancadas negociaciones. Sin embargo, de una remoción de obstáculos que dificultaban las negociaciones — fue un intento por romper un impasse de duración embarazosa en el Vaticano.

En la realización de esta puesta en orden en relación con las negociaciones por el Beagle, sin embargo, queda bien en claro que el jefe de la misión argentina, Guillermo Moncayo, no fue apartado de las discusiones en el Vaticano a causa de alguna deficiencia en sus funciones diplomáticas. Por el contrario, parecería que fue promocionado al puesto especial de consejero del ministro de relaciones exteriores en la cuestión del Beagle sólo como un medio de traer una cara nueva, ya que el Embajador Moncayo, sin culpa alguna de su parte, se identifica con la indecisión y volubilidad que hasta ahora Buenos Aires demostró en las negociaciones. La elección de Carlos Ortiz de Rozas, embajador argentino ante Gran Bretaña, como reemplazante del Embajador Moncayo, parecería significativa. A pesar de que el propio Embajador Ortiz de Rozas negó que exista algún vínculo entre el conflicto con Chile por el Beagle y la disputa con Gran Bretaña por las Malvinas (Falkland), necesariamente los observadores unirán en una relación diplomática los dos desacuerdos territoriales, pensando que existe la posibilidad agregada que Ortiz de Rozas aplique lo que conozca en las negociaciones por el Beagle, combinado con lo que ya sabe de Londres, para ayudar a resolver el centenenario conflicto por las Malvinas.

Lo que debemos esperar, en beneficio del prestigio y la credibilidad argentinos dentro de la comunidad internacional, es que ésta sea la última puesta en orden de este tipo por parte del gobierno de Buenos Aires en las negociaciones por el Canal de Beagle. Otras medidas — particularmente el rechazo de la decisión de la Corte Internacional hecha por el gobierno de Jorge Videla, el pedido de "aclaraciones" de la primera propuesta papal realizado por el mismo gobierno y la muy reciente cancelación del tratado de 1972 entre Argentina y Chile sobre las negociaciones binacionales, decidida por el gobierno del Gral. Galtieri — ya suscitaron dudas en el plano internacional acerca de la ética argentina en las conversaciones. Argentina llevó el caso ante el Papa y expresó su confianza en que el Vaticano arribe a una solución justa. El Presidente Galtieri reiteró "la absoluta confianza" de la Argentina en la Santa Sede. Esta vez, cuando se consideren cerradas las negociaciones y el Papa entregue su decisión, la Argentina debe aceptarla o de lo contrario abandonar su pretensión de negociaciones civilizadas y apelar a la fuerza bruta como medio futuro de zanjar desacuerdos.

(381)
VANIDADES
CONTINENTAL
PANAMA CITY, PANAMA
SEMI-MONTHLY
DEC 23 1981



Príncipe Carlos

Con el mismo y ya casi cansino tema se han emitido tres serie de estampillas postales en Barbados, Bermudas, Islas Falkland, Hong-Kong, Lesotho, Maurice, Norfolk, Pitcairn, Santa Helena, Sierra Leona, Salomón, Australia, Chipre, Gibraltar, Jersey y Kenia. La más cara es la de Gibraltar. El motivo de las estampillas es, respectivamente, un bouquet de flores, el príncipe Carlos solo y la pareja real en foto tomada antes de efectuarse su matrimonio.

15 JAN 1982



IT'S easier by Huskie! The shopping problem — a nightmare, particularly for villa-ers — has been solved by Mrs Eileen Mace, of 112 Sheering Lower Road.

Her Huskie Angie, has been roped in to help, and brings home the bacon (and other essentials), by sledge from Lower Sheering Stores.

Born and bred seven years ago in the Antarctic by the British Antarctic Survey, this is the weather she loves. And no sleeping indoors for this cold-loving canine! Both she and her fellow Eskimo dog Cree (9), sleep out in the open — unlike Mark, Mrs Mace's nine-year-old greyhound who insists on indoor human comforts and would wear ear-muffs outdoors if he got the chance!

Mrs Mace, chairman of the Eskimo Club of Great Britain (formerly called the Huskie Club), has owned Huskies for about 27 years.

Her most famous dog was Apple, who trudged across the Antarctic in the famous expedition from Alaska to Spitzbergen with Wally Herbert.

Her most beautiful Huskie was undoubtedly "Crio", who stood out for his exquisite apricot colouring.

Both black-and-white Angie and sable-coloured Cree go for long walks twice a day with their owner. "In this weather they take me rather than the other way round," laughed Mrs Mace.

Both dogs need extra meat during the cold and have hot porridge for breakfast.

Our picture shows Mrs Mace and Angie at the village shop — appropriately a "Mace" food-store (no relation, though!).

"Angie is definitely our most unusual customer," confirmed shop owners Ann and Don Kellerher.

Mush, mush!
Angie's got it
all roped up!

INTERNATIONAL PRESS
CUTTING BUREAU

Extract from:
SOUTH KENT GAZETTE
-Folkestone-

INTERNATIONAL PRESS-CUTTING BUREAU
1, Knightsbridge Green, London, S.W.7

Extract from
Southern Evening Echo, Southampton

9 JAN 1981

Antarctic scenes on canvas

THOSE WHO, EACH AUTUMN wistfully wonder what sights await the Royal Research Ships after they leave Southampton cannot fail to be interested in a new art exhibition which opens in the city on Tuesday.

The Bargate Museum will display the work of an artist who accompanied the Bransfield on its 1979-80 voyage to Antarctica.

Mr. David Smith, who mainly works in water colours, returned with a wealth of studies.

Working always in situ — either from the ship's bridge or at the shore base — he attempted to capture the spectacular scenery surrounding him, concentrating particularly on the often astonishing effects of the brilliant Antarctic summer sunlight.

Two RRS vessels bring relief personnel, visitors and stores to Britain's scientific research bases on the Antarctic coast each autumn.

The ships return at the end of the Antarctic summer, bringing home those men who have completed their tour.

The British Antarctic Survey, which is part of the Natural Environment Research Council, maintains five permanent stations there.

British Shipbuilders' Sunderland subsidiary

ROUND THE
PORT WITH
QUENTIN COWDRY

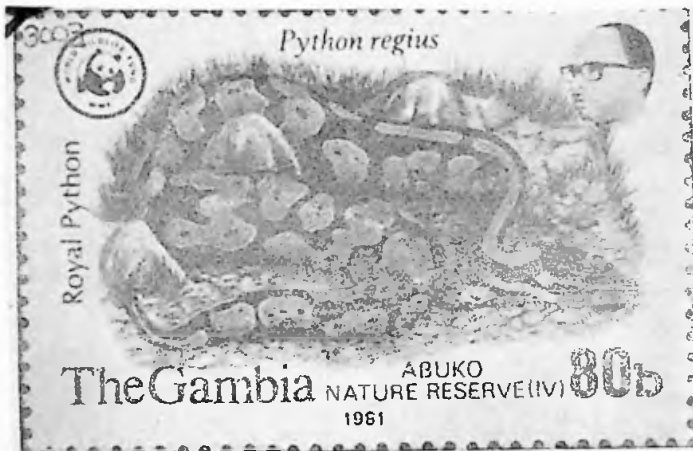
has won an order worth more than £14m to build a 45,000 tonne dead-weight bulk carrier for the Taikoo Navigation Company, Hong Kong, a member of the Swire Group.

The vessel, to conform to BS's B45 economy design for bulkers, will be built at Sunderland Shipbuilders' Deptford yard with delivery early in 1984.

It will be the third of the B45 design. Govan Shipbuilders received the first two orders.

BS chairman Mr. Robert Atkinson said: "The contract is of special importance to us as Swire's are one of the oldest established and leading shipping organisations in Hong Kong.

"It is also a further measure of the success of our marketing campaign in the Far East, based on our office in Hong Kong. We now have orders from Hong Kong for ships totalling 452,000 tonnes deadweight and worth about £165m."



Stamp corner

IF YOU were to run across this large snake (ABOVE) in Africa there would be no need to panic—the reptile would almost certainly ignore you and bury its head in its coils.

That is why the people of Gambia, which has issued a stamp showing the reptile, call it the "Shame Snake," though its more usual name is the Royal Python.

In fact the chances of coming across one of these snakes is pretty remote, for not only are they shy, often hiding throughout the day, but they have been ruthlessly hunted to provide snakeskin "souvenirs" for tourists.

Its best chance of survival, in Gambia at least, is in the

Abuko Nature Reserve, for which this stamp and three others have been issued, all showing reptiles.

The waters around the Falkland Islands are teeming with life—fish, whales, seals, clams, mussels, starfish, squids, crabs, octopus and the shrimp-like krill. But little has been done to harvest these riches, though a glimpse of what could be caught if fishing really started off the Falklands is given by a new set of stamps showing some of the fish to be found there.

There is a herring and a hake (BELOW) which look very familiar, while the skate is almost indistinguishable from the fish sold in our country.



Extract from
Hansard (House of Commons Report)
London

18 JAN 1982

OVERSEAS DEVELOPMENT

School Hostel Port Stanley (Falkland Islands)

Mr. Shersby asked the Lord Privy Seal (1) why the school hostel at Port Stanley, Falkland Islands, is not yet in a suitable condition for occupation, namely, practically complete in accordance with the specifications laid down in the contract; and when he now expects completion and occupation to take place; (2) if revised calculations on the inner skin of the corridor roof of the school hostel at Port Stanley, Falkland Islands have yet been completed; and if the Crown Agents are now satisfied with the structural soundness of the building; (3) if he will arrange for the Overseas Development Administration to provide adequate resources to the Falkland Islands Government to finish work on the school hostel at Port Stanley, Falkland Islands, without delay, leaving the Government to negotiate with Coalite on outstanding contractual matters so that the hostel can be in use by February.

Mr. Marten: The calculations in respect of the main components of the school hostel have been completed and indicate that some strengthening of the building is likely to be necessary. An engineer from my Department will be going in January to the Falkland Islands and decisions will be taken in the light of his report. I cannot say at this stage when the hostel will be in use but it is unlikely to be by February. It is my intention to ensure that the hostel will be completed as soon as possible and that work will not be held up pending settlement of contractual matters. Until I have my engineer's report I cannot say what further work is required nor to what extent it is capable of being done by the Falkland Islands Government and I am not therefore in a position to consider whether any resources should be provided to the Falkland Islands Government for this purpose.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Herts. & Essex Observer,
Bishops Stortford

14 JAN 1982

Philately and food

A feast of food and philately was the reward for members of Bishop's Stortford Philatelic Society who braved last week's cold weather to attend the first meeting of the year.

Society members entertained the committee and members John Smith and Tony Lovelock, helped by Les Bottinney, arranged a buffet alongside their stamp

displays.

Stamps and the postal history of Bermuda from pre-stamp days to 1953 were shown by John Smith who included "censor" marks from both world wars and covers carried by the American airship, "Los Angeles."

Tony Lovelock gave a talk on the Falkland Island Dependencies, illustrating it with a comprehensive display of "flaws" and "errors" of the 1946 Map Issue.

Extract from:
STAMP COLLECTING
-London-

21 JAN 1982

Falkland Islands. On 15th February, a set of five stamps will be released depicting shipwrecks: 3p *Lady Elizabeth*, 13p *Capricorn*, 15p



Jhelum, 25p *Snowsquall*, 26p *St. Mary*. Designed by John Smith, these stamps are printed in offset by The House of Questa, in sheets of 50 (2 x 25), with a CA spiral watermark, perf. 14½.

Falkland Islands Dependencies. In February (exact date awaited), a set of six stamps will be released. These will depict insects: 5p *Gamaselles racovitzi*, 10p *Alaskozetes antarcticus*, 13p *Crypto-*



pygus antarcticus, 15p *Notiomomo australis*, 25p *Hydromedion sparsutum*, 26p *Parochlus steinenii*. Designed by Ian Loe, these stamps are printed in offset by The House of Questa.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Hansard (House of Commons Report)
London

19 JAN 1982

3003

"Dracone"

Mr. Shersby asked the Secretary of State for Defence if, in view of the usefulness of the "Dracone" to the Falkland Islands Government, as in the recent case where its use enabled fresh water to be supplied to the Polish factory ship "Gryt Pomorski" at Port Stanley, he will now donate the Dracone to the Government of the Islands instead of requiring it to be brought back to the United Kingdom by HMS "Endurance" in the spring of 1982.

Mr. Blaker: No. There is a continuing defence requirement for the "Dracone" in the United Kingdom.

Extract from
Paisley Daily Express, Scotland

16 JAN 1982

STAMPS

Life in the deep

ON the Coastal Shelf around the Atlantic outpost of the Falkland Islands, the waters are teeming with life. The herring (5p) is perhaps the most important fish for man, existing in great numbers and providing a major food source.

Besides being a prey for man, the herring has many other enemies.

Its eggs are eaten by haddock and flat fish.

Herring larvae provide food for jellyfish and worms and the mature herring will be attacked by mackerel, tuna, cod, salmon, dogfish, birds and marine mammals, among others.

One of the herring's predators is the hake, a sinuous fish which likes deep water.

This has enabled it to penetrate the tropical Atlantic and inhabit oceanic regions in the Southern Hemisphere, even passing Cape Horn, to enter the Pacific region.

There is only one genus — Merluccius; of which *M. hubbsi*, the Patagonian Hake, is illustrated on the 15p value.

The Rock Cod as it is known locally is shown on the 13p value.

Whittings are related to the perch family. The Southern Blue (*Micromesistius australis*) is depicted on the 25p value.

In common with sharks, rays and skates have no bones in their bodies.

Their skeletons consist entirely of cartilage, although to some extent, bony parts are found in the scales.

It is sometimes possible to see specimens of the Grey-tailed Skate (26p), washed up on the beach.

Over eighty species of fish have at one time or another been found around the Falkland Islands, but as yet, commercial fishing has never really been developed.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Herts. & Cambs. Reporter, Royston

15 JAN 1982

Bassingbourn

Young Farmers': A topical talk on 'Life in Antarctica' was given this week to members by Dr Clarkson.

Dr Clarkson showed some interesting slides which he had taken whilst in Antarctica for two years doing research work. There are camps used by Americans, Russians, Yugoslavs etc., as well as the British camps. Dr Clarkson's slides showed a typical life, which appeared to be very good considering the conditions. They are taken to Antarctica by ship carrying the year's supplies and the change-over of men. They use special ski-motorbikes to pull the sledges although some Huskies are still used. After showing a slide where they were cutting the ship of the ice, he admitted it was an experience of a life-time.

International Press Cutting Bureau
70 NEWINGTON CAUSEWAY
LONDON SE1

Extract from:

YORKSHIRE POST
LEEDS

Date: - 8 JAN 1982

STAMPS by James Stone

3003

THE tenth anniversary of the implementation of the Antarctic Treaty was celebrated by the signatories producing commemorative stamps.

In 1979 it was agreed that the 20th anniversary, 1981, should be similarly commemorated. Accordingly, four British Antarctic Territory stamps were issued last month, at one of the four permanent British Antarctic Survey Stations in the territory.

The 10p stamp is based on the Treaty

Frozen assets

emblem, a map of the continent bounded by latitude 60 degrees South.

The 13p stamp shows a biologist working among elephant seals and Adelie penguins, illustrating long-term biological research on which the various conservation measures have been based.

It bears the title "Conservation research" with the

words "Scientific co-operation" opposite Antarctic Treaty 1961-81, thus indicating one of the chief aims of the Treaty.

Basic studies of Antarctic living creatures from microscopic bacteria to elephant seals weighing up to four tonnes provide vital information for formulating conservation strategies.

Marine research,

centred on the interest in krill, involves the study of krill predators, including seals and penguins.

The 25p stamp illustrates technical co-operation and portrays satellite image mapping.

Until the mid-1970s, maps were based on ground surveys and aerial photography. But the continent is vast and even today the far side of the moon is better mapped than parts of Antarctica.

Satellites can speed mapping by imaging thousands of square kilometres at a time.

The 26p stamp shows another aspect of scientific co-operation, global geophysics.

Although some useful work can be done at individual stations, their chief value lies in forming part of a world-wide network of geophysical observatories and international co-operation is vital if progress is to be made.

Extract from
South Avon Mercury, Clevedon

22 JAN 1982

Sugar and Spice

By Frances

AS I WRITE, Clevedon's snowy wastes and sub-zero temperatures have been comparable to the Antarctic. Don't just take my word for it — listen to what Jeremy Burgan of Yatton has to say on the subject, and he should know, for since 1974 he has made five trips to the freezing south working for the British Antarctic Survey.

I tried to make two trips to interview him, without success. The first time the blizzards in the town caused conditions not far short of a whiteout and the second time my car was marooned in the car-port with a four foot snow drift up its exhaust pipe! The telephone was my only link with the outside world and Mr Burgan.

He told me that he has known temperatures of minus 33 degrees centigrade at the bottom of the world, which makes our minus 10 degs. seem like a warm spring day.

Prepared

The obvious beauty of Antarctica with its miles of snowy mountains, uncharted waters, crystal-clear air and silent, deserted landscape calls people like Jeremy Burgan back time and time again. The difference between Antarctica and Clevedon is that anybody living or working in the area is totally prepared for all that the elements can throw at them.

In our part of the world, life as we know it grinds to a halt. Not the silent beauty of desolation, but the grind of gritting lorries, the rumble of snow ploughs, the clank of milk-float chains, the screams of those tobogganning and the dull thuds of metal spades hitting the ice as paths are cleared from front and back doors.

Jeremy sails as Chief Officer on the John Biscoe, one of two ships owned by the British Antarctic Survey who supply bases on the sub-Antarctic continent. By the time you read this he will have flown from home to South America to join the ship to begin his sixth journey to the Antarctic.

Krill

The John Biscoe is an ice-strengthened ship of 1,600 tons, now 25 years old and an experienced campaigner when it comes to pack-ice. As well as delivering supplies those on board are engaged in the study of krill, a plankton type creature which is being fished and experimented on as a possible food source.

'The krill is being sought after by many countries, and part of our work is to find out what controls may have to be introduced to guarantee its survival,' said Jeremy.

He described the Antarctic as 'not unlike the Norwegian fiords in places,' but with a serenity and beauty unrivalled by anything else he has seen.

He was looking forward to returning to the Antarctic land which is at present enjoying its southern summer. I wish we were enjoying ours.

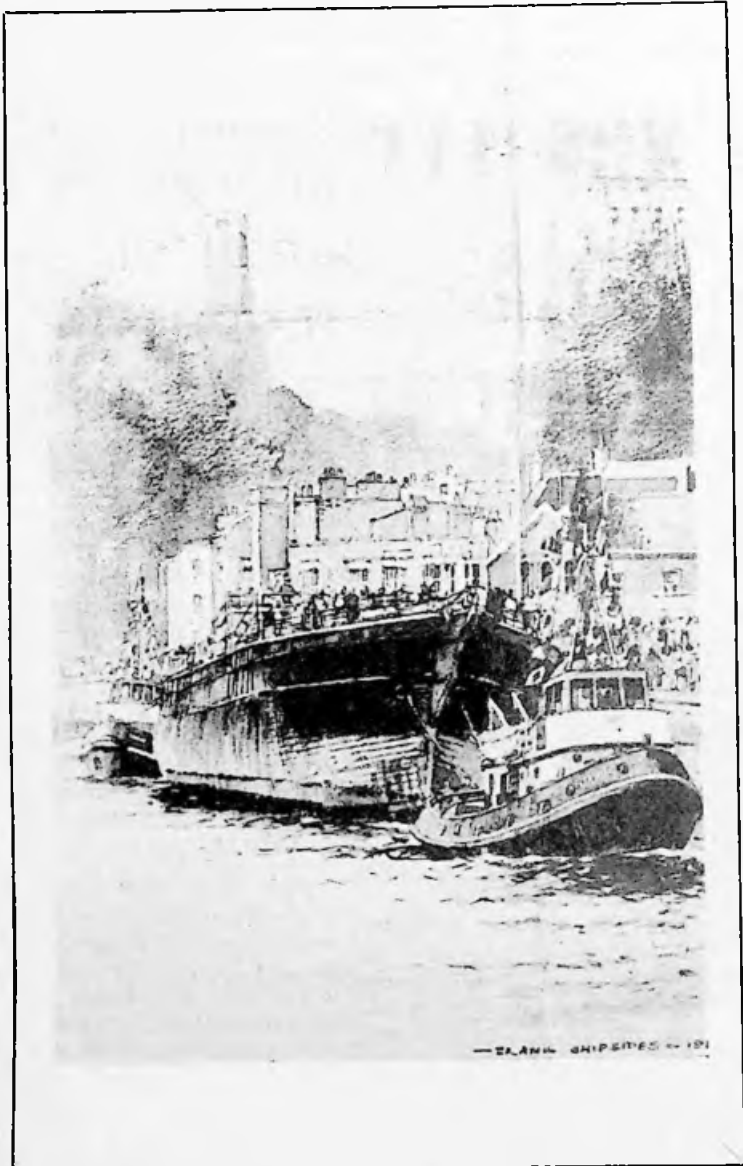
Mrs Ann Jenkins, of 25 Yew Tree Park, Congresbury is trying to form a National Housewives Register group in Yatton. The idea of the Register is that it provides a meeting point for lively-minded women, and so far has 25,000 members in 1,100 groups throughout the land.

Informal and friendly meetings are held on a regular basis in members' homes. Stimulating, non-domestic topics are open for discussion with the emphasis on members contributing to meetings. Many NHR groups have book circles, theatre groups and baby-sitting circles.

If you are interested Mrs Jenkins (tel. Yatton 832447) or Jan Denley (Yatton 833123) would be pleased to hear from you.

30 JAN 1982

All Shipsides and Bristol fashioned for art lovers



THE return of the SS "Great Britain" to Bristol from the Falkland Islands, one of the fine paintings of Frank Shipsides.

Bristol; maritime city, by Frank Shipsides and Robert Wall. 144pp. (The Redcliff Press, 14 Dowry Square, Bristol BS8 4SH, £10.00)

FRANK Shipsides is a Bristolian maritime artist of note, with several previous collections of paintings and drawings of Bristol to his name.

The present volume "not intended to be a formal history but rather a celebration of the 'City and County and Port of Bristol,' as the old toastmasters put it," extends the now large collection of Frank Shipsides' work with words by Robert Wall.

This text affords a brief survey of Bristol's rise to commercial eminence as a sea port by reason of its unique position on the Severn Estuary and Bristol Channel, a gateway to the western seaways.

With 57 black and white drawings and eight full colour paintings, plus one on the dust jacket, the book is a delight for lovers of marine art. These illustrations are complemented by Robert Wall's judicious selection from Bristol's rich and varied history.

Besides adumbrating the great tides of history which shaped Bristol's role as a great city, he has made room for dramatic vignettes and incidents, such as some of the rescues by the Bristol Channel lifeboats, the ignominious grounding on Lundy of *HMS Montague*, whose navigators thought they had gone ashore on Hartland!

That was in 1906. Radar has helped save many a navigator's face since those days.

In the Second World War U-boats haunted the western

approaches and in the second week of the war U-29 sent the aircraft carrier *HMS Courageous* to the bottom west of Lundy and appalling air raids in 1940 "tore the heart out of Bristol."

A drawing of *HMS Bristol* of 1910, the sixth of her name, reminds us that this light cruiser was the first ship to go into action in the First World War.

Another shows the four-masted grain barque *Passat* at Avonmouth in 1948, the last large sailing ship to deliver a commercial cargo of Australian grain to Bristol. Some of Bristol's most famous ships were, of course, Brunel's *Great Western* and *Great Britain*, the latter's triumphant return for preservation being the subject of one of the fine paintings in the book.

The story spans the earliest beginnings of Bristol from the earliest numismatic evidence of the 10th Century to the 20th Century controversy over the building of the Royal Portbury Dock.

Of modern arrangements for the future of Bristol, Robert Wall makes the trenchant comment that the creation of the County of Avon achieved the impossible by uniting Bristolians and Somerset men in common agreement that they detested the new arrangements. (And so say all of us!)

"Bristol; maritime city" is the kind of city history which ordinary citizens would not regret buying, especially in view of its fine collection of drawings and paintings, rather than borrowing it from the local library.

27 JAN 1982



Birthday stamps for a princess

A birthday present for the Princess of Wales was announced yesterday by the Crown Agents, representing 16 Commonwealth administrations who are to issue special series of postage stamps on July 1, the Princess's twenty-first birthday.

The special issue follows the highly popular omnibus issue for the Royal wedding, in which 22 Common-

wealth members participated. It reflects "the wealth of feeling for the Princess" in the Commonwealth, a Crown Agents spokesman said.

Each postal authority will issue four values. The top value will feature a recent unpublished photograph of the Princess (enlarged above) "which, by gracious permission of Her Royal

Highness, is exclusive to our stamp designs".

The administrations involved are Ascension Island, Barbados, British Virgin Islands, Falkland Islands, Fiji, Mauritius, St Helena, Swaziland, Bahamas, British Antarctic Territory, Cayman Islands, Falkland Islands Dependencies, The Gambia, Pitcairn Islands, Solomon Islands and Tristan da Cunha.

27 JAN 1982

Revealed: A stamp of beauty

A NEW exclusive portrait of the Princess of Wales has been used in a special set of stamps to mark her 21st birthday.

They will be issued on that day—July 1—by 16 Commonwealth countries and will have four different prices.

The top value stamp (right) features the recent unpublished portrait which, according to the Crown Agents, is exclusive to their stamp design.

Another one (left) is an in-

formal picture of the Princess, and the third is of the newlywed royal couple.

The fourth one features the country's coat of arms.

The countries paying tribute are: Ascension Island, Bahamas, Barbados, British Antarctic Territory, Virgin Islands, Cayman Islands, Falkland Islands, Falkland Islands Dependencies, Fiji, The Gambia, Mauritius, Pitcairn Islands, St Helena, Solomon Islands, Swaziland and Tristan da Cunha.



27 JAN 1982

FIRST CLASS



The new look: Diana's choice of picture on the 50p Commonwealth stamps to mark her 21st birthday

Diana picks her picture for stamp albums...

PRINCESS Diana presents a new face to the world today.

It's a brand-new picture of herself, and it will appear on millions of stamps to celebrate her 21st birthday on July 1st.

In the picture, the beautiful pregnant Princess has lost her short pageboy trim, and in its place is a longer, softer, more sophisticated look.

The Princess picked the picture herself. But last night there was mystery, intrigue and speculation over one simple question:

WHO TOOK IT?
For in an unprecedented Royal clampdown, Buckingham Palace, the Prince of Wales's own office, the Crown Agents—who are responsible for the stamps—and even the photographic agent who handled the picture ALL refused to give any clue to the photographer's identity.

Hush-hush

Never before has an official Royal picture been released without the photographer's identity being known. And it is likely that the hush-hush order was made by Prince Charles himself.

For a Buckingham Palace spokesman said: "We were informed by the Prince of Wales's own office that the photograph was not to be used for any other purpose than the stamp, and therefore the identity of the photographer was not to be revealed."

The Crown Agents, who are producing the stamps for 16 Commonwealth countries around the world, were also keeping mum.

A spokesman said: "We have given an undertaking not to release the name of the photographer. He doesn't want it known,

and we will respect this."

So who IS the shy camera man? Mr. Michael Shea, the Queen's Press Secretary, gave one tiny clue—he is NOT one of the Royal regulars, like the Earl of Lichfield or Lord Snowdon.

However, I believe the specially-posed picture of the Princess was taken at a Buckingham Palace photo session just before Christmas.

And it is true that every professional photographer in the world would like a photo session with the Princess.

The picture on the 50p stamp shows the Princess looking straight into the

camera with a slight smile, playing around her lips.

She is wearing a blue-grey dress with the typical Diana ruffled collar. But she is also revealing a new variation on the world's most-copied hairstyle.

Shinier

Her hair is now looking shinier and longer than usual, and her hairdresser Kevin Shanley admits: "It IS a little longer than usual, though the basic style is the same as before. But being pregnant always helps a woman's hair, and it also looks so good because now she is the Princess, she is having it done much more often."



The old look: Diana's official wedding portrait by Lord Snowdon

By JAMES WHITAKER

Extract from
Bucks Free Press, High Wycombe

22 JAN 1982

STAMPS WITH STORIES



THE waters round the Falkland Islands are teeming with fish.

But as yet little has been done to harvest these riches, though a glimpse of what could be caught if fishing really started off the Falklands is given by a new set of stamps showing some of the fish to be found there.

There is a herring and a hake which look very familiar, while the skate, though rarely seen in the shops in its entirety, is almost indistinguishable from the fish sold here.

The only fish which could be rather different is the Southern Blue Whiting, which lives near river mouths. But if it were ever caught, it would probably be perfectly acceptable on British tables.

All of them are familiar in this country, though they differ slightly from the fish found in the north.

70 Newington Causeway, London, S.E.1

Extract from
Hansard (House of Commons Report)
London

26 JAN 1982

HMS "Endurance"

18. Mr. Shersby asked the Secretary of State for Defence what visits will be made by HMS "Endurance" during her current deployment to British Antarctic Survey bases situated on Signy Island, Faraday on Galinde Island, Rothera on Adelaide Island, Halley, Coats Land, on the moving ice shelf, South Georgia and the Falkland Islands.

Mr. Wiggin: During her current deployment HMS "Endurance" has visited the British Antarctic Survey bases on South Georgia and Signy Island. She is planning to visit both Faraday and Rothera bases. There are no British Antarctic Survey bases in the Falkland Islands.

Extract from
Scotsman, Edinburgh.

Birthday stamps for princess

A new photograph of the Princess of Wales will grace one of a special issue of four stamps to come out on her 21st birthday, July 1. The stamps will be issued by 16 Commonwealth countries and will be in four values varying from country to country.

The countries paying tribute are: Ascension Island, Bahamas, Barbados, British Antarctic Territory, British Virgin Islands, Caman Islands, Falkland Islands, Falkland Islands Dependency, Fiji, The Gambia, Mauritius, Pitcairn Islands, St Helena, Solomon Islands, Swaziland and Tristan de Cunha.

Extract from
Sun, London

27 JAN 1982

RIDDLE OF PRINCESS DI STAMPS

By HARRY ARNOLD
A MYSTERY last night surrounded a new-look Princess Diana featured on a series of Commonwealth stamps.

For Buckingham Palace would not reveal who snapped the radiant Princess.



The new portrait, which will mark her 21st birthday in July, shows Di with a different hairstyle.

Identity

On the Falkland Island stamp (left) her hair looks shinier and longer than usual.

Royal favourite photographers like Lord Snowdon or the Earl of Lich-

field are not responsible for the new work.

A Palace spokesman said: "We have given an undertaking not to release the name of the photographer."

"He doesn't want it known and we will respect this."

"We were informed by the Prince of Wales's own office that the photograph was not to be used for any other purpose than the stamp and the identity of the photographer was not to be revealed."

INTERNATIONAL PRESS
CUTTING BUREAU
Extract from:
STAMP MONTHLY, London.

6 - FEB 1982

Auction Diary

STANLEY GIBBONS 3003

23/26 February. Great Britain, British Empire and Foreign.

10/12 March. Postal History, Documents and Autographs, Postcards, British Empire and All World stamps.

14/16 April. All World with wholesale section.

12/14 May. All World.

27/28 May. Great Britain.

7/11 June. All World with emphasis on British Empire.

7/9 July. All World with emphasis on Great Britain.

Overseas Sales

3/4 March. All World. Furama Hotel,

1 Connaught Road Central, Hong Kong.

18/19 May. All World. Landdrost Hotel,

Johannesburg.

A change in policy for Stanley Gibbons Auctions in 1982 will result in one large auction per month, rather than their usual two or three smaller sales. This will help both the company and collectors by keeping down

production costs, and in allowing each sale to hold a larger range of material, including more ephemera. Each auction will have 'specialised sections' — so appealing to both the general and specific buyer.

Their 23-26 February sale specialises in British Empire, with proofs, essays, specimens, issued stamps and covers. Among the rare items are an Australia 1915-28 £1 chestnut and bright blue with inverted watermark in a marginal block of four at £3,500 plus a 'T. S. Harrison' imprint gutter pair of the £2 purple-black and pale rose from the same issue at £2,500. From the Falkland Islands is a block of four 1933 Centenary 10/- stamps at £1,500, while a rare Gibraltar 1889-96 10c. with value omitted is estimated at £2,000.

Among the Foreign countries are good sections of Austria, Sicily, Japan and the United States, with a small group of the Waterlow & Sons sample miniature sheets of the 1898 Vasco da Gama commemorative issue of Portugal and Colonies. There is also a strong representation of Great Britain.

Extract from
Daily Mail, London

2 FEB 1987

Hope for ice ship doomed to breakers

By HARVEY ELLIOTT
Defence Correspondent

FOREIGN Secretary Lord Carrington has made a last-minute attempt to save the Royal Navy's ice patrol ship HMS Endurance from the breakers yard.

Defence Secretary John Nott has put the ship up for sale and angered the oil industry and the Falkland Islanders, who want to keep the ship on patrol in the Antarctic.

Now Lord Carrington has appealed personally to Mr Nott to change his mind.

Compromise

But Mr Nott says HMS Endurance costs £4 million a year to run and that his defence budget is already stretched to the limit.

But he is ready to indicate that Endurance can be saved provided Lord Carrington finds cash from his own budget or persuades the oil companies to pay up to keep it on patrol.

The signs in Whitehall last night were that a compromise could be reached and that Endurance would stay in the Antarctic at least for the time being.

The ship is the only permanent Navy presence in the Southern Hemisphere.

Extract from
Eastern Daily Press, Norwich.

28 JAN 1982

Lighthouses after the Antarctic

Lowestoft-born David Smith, who has just had a most successful exhibition of watercolours of Antarctica at the Bankside Gallery in London, will be giving an illustrated talk to the Ellingham Mill Art Society on February 13th.

David, the son of a Lowestoft fisherman, was invited by the British Antarctic Survey to travel out to the research ship Bransfield on its annual voyage to the Antarctic in the summer of 1979-80.

Since the Bankside exhibition opened, he has been commissioned by Trinity House to paint the lighthouses of Great Britain for a future exhibition at the Commonwealth Institute.

While in East Anglia — his illustrated talk begins at 6 p.m. at Ellingham Mill, near Bungay — Mr. Smith will be taking the opportunity to paint one of his commissioned subjects, Southwold lighthouse.

Extract from
Observer, London.

31 JAN 1982



Argentina threatens Falklands

ARGENTINA is prepared to seize the Falkland Islands by force this year, according to the authoritative Buenos Aires daily *La Prensa*, citing government sources.

The newly installed Government of General Leopoldo Galtieri is said to be tired of what it sees as Britain's delaying tactics over the Falklands issue and wants Britain formally to renounce sovereignty this year and set a precise timetable for the handing over of the remote South Atlantic territory. If this does not happen Argentina would invade.

In London the Foreign Office refuses to comment on the new threat. The 1,700 Falklanders who live in a windswept archipelago the size of Wales are defended by a platoon of Royal Marines and a local volunteer force which together do not number 100 men.

Hugh O'Shaughnessy

Extract from
South Avon Mercury, Clevedon

22 JAN 1982

Sugar and Spice

By Frances

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I tried to make two trips to interview him, without success. The first time the blizzards in the town caused conditions not far short of a whiteout and the second time my car was marooned in the car-port with a four foot snow drift up its exhaust pipe! The telephone was my only link with the outside world and Mr Burgan.

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Krill

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'The krill is being sought after by many countries, and part of our work is to find out what controls may have to be introduced to guarantee its survival,' said Jeremy.

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Mrs Ann Jenkins, of 25 Yew Tree Park, Congresbury is trying to form a National Housewives Register group in Yatton. The idea of the Register is that it provides a meeting point for lively-minded women, and so far has 25,000 members in 1,100 groups throughout the land.

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If you are interested Mrs Jenkins (tel. Yatton 832447) or Jan Denley (Yatton 833123) would be pleased to hear from you.

Argentina 'to take road to democratic rule'

From Jeremy Morgan
in Buenos Aires

President Leopoldo Fortunato Galtieri has reaffirmed his regime's intention to restore democracy eventually to Argentina.

When he toppled President Viola in what amounted to an internal coup General Galtieri's soldierly manner prompted many observers to expect that a crackdown on political activity was on the way.

Instead, President Galtieri is now widely suspected of harbouring long-term political ambitions of his own, although he has denied this on several occasions.

A distinctly presidential style has recently included a casual stroll down a central Buenos Aires avenue (when he was given flowers for his wife), a visit to the construction site of a children's hospital (where he was heckled

about the cost of living and unemployment) and general hand-shaking with the public. He is even reported to have started kissing babies.

His remarks about the move to democratic rule — which he stressed would be gradual — was made at the sort of venue politicians dream about: An Asado (rather more than just a big barbecue) for 13,000 people celebrating the foundation 100 years ago of Victoria town in La Pampa province.

He had taken office, he said, to seek a definitive and stable solution of Argentina's political future. Argentinians would solve their problems with their President at the head, directing and leading the effort.

A statute permitting greater freedom to political organisations, whose activities are effectively outlawed under a decree issued after the military seized power in March, 1976, is

officially scheduled to be ready by the middle of this year.

Despite the absence of details, considerable significance is being attached to the President's remarks, since only last week he told a meeting of provincial governors that there was room in Argentinian politics for a new force.

While the President has carefully tried to distance himself personally from any effort to create a new official party which would represent the Process of National Reorganisation instituted by the armed forces when they took power, he is already closely identified with it in people's minds.

One suggestion is that the regime sees a new Centre-Right party as the best counter action against working-class movements which could be dominated by a resurgent populist Peronism as restric-

tions on political activity were gradually lifted.

According to one seasoned observer, the new party could hope to draw support from the provincial parties, conservative elements of the population now barely represented by tiny, highly-splintered factions, and smaller right-of-centre political parties known to sympathise with the armed forces' objects.

But the new political party will need time to organise if it is to succeed. The Multipartidaria alliance of five centrist parties last week agreed on a programme of action against the continued rule by the military.

The trade unions, including the Peronist Confederation del Trabajo (CGT) are working on their programme of action, which could include public demonstrations.

At best the new party could hope to secure 15 to 20 per cent of the votes in a free

election. But in their favour is the potential for division among the regime's opponents.

For instance, the Multipartidaria includes traditional antagonists whose only common point is opposition to the regime. Specifically, the Peronist Justicialista Party, which has links with the CGT, favours a partnership with the unions, but the middle-class union, Civica Radical, who are in the vanguard of the politicians' movement, want to keep at arm's length from the unions.

After almost six years of military rule, there is widespread public disillusion with Government by the armed forces, particularly their failure to tackle the country's economic difficulties. The respected business weekly, *El Economista*, recently calculated that during the last four years, national output had dropped in real terms by 2 per cent, while



President Galtieri:
Greater freedom

prices had risen by 2,300 per cent.

But while there is broad criticism of the military's management of the country, there appears to be no great enthusiasm for a return of the politicians, many of whom have records of failure

...ists' on trial Co-pilot 'tried to stop crash'

Cambridge Evening News
28/2/82

Pauline sets sights on Port Stanley



Pauline Lockey

Cambridge nurse, Pauline Lockey, is off to the Falklands next month to help rebuild medical services now that the hostilities are over.

Pauline, a 30-year-old staff midwife at the Mill Road Maternity Hospital, has been recruited by the Government-backed Overseas Development Administration which has been busy selecting key people to help restore essential services for the islanders.

Although she admits to having "very large butterflies," working abroad is nothing new — after training in London, Pauline from Bury St Edmunds spent five and a half years in Australia.

In her new job she will get the chance to display all her nursing skills from general to district nursing, and, of course, midwifery.

She will be based at the King Edward VII cottage hospital in Port Stanley.

63
DAILY LATIN AMERICAN
POST
RIO DE JANEIRO, BRAZIL
DAILY

FEB 17 1982 *Byfield*

Argentina, Britain Meet On Falklands

BUENOS AIRES, Argentina (UPI) — The Foreign Ministry said Tuesday Argentina and Great Britain will begin a new round of talks in late February on the future of the Falkland Islands, which are claimed by both nations.

The Foreign Ministry said the talks will be held on Feb. 26 and 27 in New York.

The talks initially had been scheduled for Dec. 15, 1981, but Argentina at that time asked that they be postponed due to a change of government that was occurring at the time.

Army commander Leopoldo Galtieri replaced retired Gen. Roberto Viola, who was ailing and whose government was floundering, on Dec. 22, 1982.

2
BUENOS AIRES HERALD
BUENOS AIRES, ARGENTINA
D. & SUN. 10,000

FEB 17 1982 *Byfield*

Malvinas talks set to resume

NEGOTIATIONS between Argentina and the United Kingdom concerning the Malvinas (Falkland) islands will be resumed this month in New York after an interval of one year, according to local sources.

Enrique Ros, under secretary for foreign affairs, will preside the Argentine delegation to the meeting which is scheduled for February 26 and 27. Other delegates include Carlos Ortiz de Rozas, former Argentine ambassador to London, and Carlos Blanco, director general of the foreign ministry's department for the Malvinas islands and the Antarctic.

The San Martin palace did not divulge the names of the British participants, but spokesmen said they believed the mission would be headed by Nicholas Ridley, British minister of state for foreign affairs, who took part in previous talks and also visited the islands on two occasions.

The last meeting between the negotiators

of both countries took place on February 23 and 24, 1981, at which time no progress was made towards finding a solution to the problem. Another meeting had originally been planned for December last year at Geneva, Switzerland, but this was suspended due to the change of government in Argentina.

A statement issued yesterday by the San Martin palace said the New York meeting was in accordance with previous resolutions passed by the United Nations concerning the islands.

The negotiations commenced in 1977, but very little progress has been made at any of the many meetings held by the negotiators of both countries.

In 1983, 150 years will have passed since British troops occupied the islands in 1833. Britain later occupied the South Georgia and Sandwich islands, two archipelagos in the south Atlantic. These are also claimed by Argentina. (NA-UP)

MAR 2 1982 *By Heller*

Buscan Argentina e Inglaterra una Solución para las Islas Malvinas

FRONT PAGE.
BUENOS AIRES, Marzo 1 (EFE)— Los gobiernos de Gran Bretaña y la Argentina dieron a conocer un comunicado formal en el que reafirman la decisión conjunta de "hallar una solución" al diferendo por la soberanía en las islas Malvinas, situadas en el Atlántico Sur.

El comunicado, que se refiere a la última reunión de los grupos delegados para considerar la cuestión en las Naciones Unidas, sin aludir a sus resultados, expresa que "la reunión tuvo lugar en un clima cordial y positivo".

Delegaciones gubernamentales de la Argentina y Gran Bretaña se entrevistaron el 26 y 27 de febrero último en Nueva York, para tratar la cuestión de las islas Malvinas "dentro del marco negociador a que se refieren las resoluciones relevantes de la Asamblea General de las Naciones Unidas".

El comunicado afirma que "las dos partes reafirmaron su decisión de hallar una solución a la disputa de soberanía y consideraron en detalle una propuesta sobre procedimientos para hallar mayores progresos en ese sentido, acordaron informar a sus respectivos gobiernos".

(262)

EL UNIVERSAL
MEXICO CITY, MEX.
DAILY

FEB 8 1982 *By Heller*

Amenaza el régimen recuperar Malvinas por medios militares

BUENOS AIRES, 7 de febrero (ANSA).— El gobierno argentino presentará el miércoles o jueves próximo a Gran Bretaña una serie de condiciones "para seguir negociando el ya insoportable problema de las Malvinas", asegura en su edición de hoy el matutino La Prensa.

"Si Londres no se aviene a ceñirse a un cronograma añade, Buenos Aires se reservará el derecho de emprender otras acciones", entre las cuales indica el diario que "no es descartable ni mucho menos la recuperación de las islas por medios militares".

"Según nuestras fuentes dice el comentario, firmado por Jesús Iglesias Rouco, entre las condiciones que el miércoles o jueves la Cancillería presentará a Londres, figurarían una serie de plazos para evacuar los aspectos del problema, y las exigencias del reconocimiento británico de la soberanía argentina sobre las islas, y de su intención de devolverlas, de acuerdo con las resoluciones de la ONU".

Señala igualmente el periodista que el gobierno argentino "no está dispuesto a seguir conversando indefinidamente" sobre esa cuestión de soberanía que, en su estado actual, "limita sus proyectos económicos y geopolíticos, incluidos los relativos a la Antártida, e incide, además, en forma muy negativa, en su diferendo con Chile por el Beagle".

Puntualiza luego que visto el problema con una óptica "internacional u occidentalista, la presencia británica ahí priva a Argentina de la participación que le corresponde en la defensa de la región frente a la constante penetración soviética, lo cual, como el propio Departamento de estado observa desde hace tiempo, hace poco menos que inviable, o de pronóstico dudoso, cualquier esquema estratégico por el área".

FEB 25 1982 *Byfeller*

Williams leaves for Malvinas talks

BRITISH Ambassador Anthony Williams, left yesterday for New York, accompanied by two members of the executive council of the Malvinas (Falkland) islands.

He will be meeting later this month with representatives of the Argentine government for talks concerning the future of the islands.

Asked at Ezeiza international airport for comments on the situation, the ambassador told a representative of the Noticias Argentinas news agency that he did not

think it was the opportune moment to make any public statement.

The reporter asked the ambassador why Britain refused to return the islands to Argentina, when it had got rid of colonies such as India and Rhodesia. The ambassador said these examples could not be compared with the current talks. "What happens is that we have the tradition of respecting the will of the inhabitants of our colonies. What the people of India wanted was one thing, those in Rhodesia wanted another, and what the islanders want is another," the ambassador said. (NA)

MAR 1 1982 *Byfeller*

Malvinas statement to be issued today

A STATEMENT will be issued today concerning progress in talks on the Malvinas (Falkland) islands between Argentina and Great Britain, according to sources in the Argentine delegation to the United Nations in New York. No agreement whatsoever was reportedly reached by delegations from both countries meeting here at the end of last week.

Government activity this week is likely to focus on the return to Buenos Aires of the Argentine officials who were in New York for the talks, Foreign Undersecretary

Enrique Ross and Argentine ambassador to the UN Carlos Ortiz de Rozas.

The military junta will meet again tomorrow after a three-week recess. President and Army Commander-in-Chief General Leopoldo Galtieri, Navy C-in-C Admiral Jorge Anaya and Air Force head Brigadier Basilio Lami Dozo will reportedly discuss, among other topics, the recent visit here of Salvadorean Army Chief of Staff Colonel Rafael Flores Lima, who headed home on Saturday night. (UP-NA)

MAR 3 1982 *Byfiles*

Argentina podría recurrir a las armas para recuperar Las Malvinas

FRONT PAGE

La eventualidad de una acción militar fue sugerida por un comunicado del Ministerio de Relaciones Exteriores

74
BUENOS AIRES, 2 (AP).-- La Argentina ha comenzado a considerar seriamente la posibilidad de recurrir a una "solución militar" para recuperar la posesión del archipiélago de Las Malvinas, que Gran Bretaña ocupó por la fuerza hace 149 años, según dijeron fuentes oficiales y diplomáticas.

La eventualidad de una acción militar fue sugerida por un comunicado del Ministerio de Relaciones Exteriores distribuido anoche, que amplió y aclaró otro anuncio conjunto con Gran Bretaña, difundido horas antes.

El anuncio de los gobiernos de Londres y Buenos Aires se refirió a las reuniones que sus representantes realizaron en Nueva York los días 26 y 27 de febrero. Se limitó a consignar que "las dos partes reafirmaron su decisión de hallar una solución a la disputa de soberanía y consideraron en detalle una propuesta argentina sobre procedimientos para lograr mayores progresos en este sentido".

Las negociaciones comenzaron hace más de 15 años, después que las Naciones Unidas recomendaron a los dos países iniciaran conversaciones acerca de la reclamación argentina, que ha sido reiterado anualmente desde el momento en que la dotación de una nave de guerra británica desalojó a la pequeña guarnición argentina el 3 de enero de 1833.

Horas después de conocerse el comunicado conjunto, la Cancillería Argentina dio a publicidad un segundo documento, en el que se señaló que "la Argentina ha negociado con Gran Bretaña con paciencia, lealtad y buena fe, durante más de quince años, en el marco señalado por las resoluciones pertinentes de las Naciones Unidas, la solución de la disputa por la soberanía sobre esas islas. El nuevo sistema constituye un paso eficaz para la pronta solución de esa disputa. Por lo demás, si eso no ocurriera, la Argentina mantiene el derecho de poner término al funcionamiento de ese mecanismo y de elegir libremente el procedimiento que mejor consulte a sus intereses".

Voceros oficiales y medios diplomáticos indicaron que el gobierno comenzó a considerar hace varios meses, la posibilidad de tener que recurrir a la fuerza para recuperar Las Malvinas, pobladas actualmente por unas 1.800 almas de origen británico que han expresado reiteradamente su deseo de seguir perteneciendo al Reino Unido.

FEB 26 1982 *Byfiles*

Argentina reanuda negociación con Gran Bretaña sobre las Malvinas

74
NACIONES **FRONT PAGE**
(AP).-- Argentina reanudará mañana sus negociaciones con el Reino Unido con la firme determinación de encontrar una solución definitiva a la antigua disputa sobre la soberanía en el archipiélago de las Malvinas, en el Atlántico Sur, según se informó en esferas de las Naciones Unidas.

La fuente informante manifestó que Argentina había comunicado al Secretario General de la ONU (Kurt Waldheim) en julio pasado que había invitado "al gobierno del Reino Unido a impulsar resueltamente el proceso formal

de negociaciones destinado a resolver de manera definitiva" la reivindicación argentina sobre las islas Malvinas, Georgias del Sur y Sandwich del Sur.

Las dos sesiones de mañana se realizarán en la sede de la misión argentina ante la ONU con un interregno en que Argentina ofrecerá un almuerzo en honor de la misión negociadora británica. Las dos sesiones finales se efectuarán en el hotel Summit, donde se aloja el Ministro de Estado Richard Luce, quien preside la delegación de su país que la integran el Embajador británico en Buenos Aires, Anthony

Williams, R. Fearn y dos representantes isleños, Blake y Cheek.

El Subsecretario de Relaciones Exteriores, Enrique J. Ross, encabeza la delegación de su país que integran también el embajador en Londres, Carlos Ortiz de Rozas, el Embajador Carlos L. Blanco, el Ministro Atilio Molteni y el Coronel Luis González Balcarce.

La asistencia de dos representantes isleños no significa que Argentina acepte el argumento británico de que en cualquier arreglo que pueda concertarse se debe tener en cuenta los deseos de los ha-

bitantes de la isla, comentó la fuente informante. Se les admite en virtud de que Argentina tal como lo expresó en la nota de referencia al Secretario General de la ONU, contempla los intereses de los isleños, pero no sus deseos, añadió. Por otra parte, el gobierno argentino ha sostenido que la discusión sobre soberanía es de responsabilidad bilateral entre su gobierno y el de Gran Bretaña, tal cual lo reconocen las Naciones Unidas, señaló.

La fuente informante recordó que fuerzas británicas ocuparon las islas Malvinas el 3 de enero de 1833.

FEB 27 1982 *By Heller*

Malvinas

talks *7A*

resume

BRITISH and Argentine delegates yesterday commenced a two-day round of talks on the future of the Malvinas (Falkland) islands.

Negotiations concerning the disputed territory have been going on sporadically for several years. They were to have been resumed in Geneva towards the end of last year but were postponed at the request of the Argentine government.

The meeting was held in a downtown hotel where the British delegation is staying.

A source close to both delegations said there was nothing special with regard to yesterday's talks. This indicates that no progress has been made in solving the problem.

The second round of talks is programmed for today at the Argentine embassy before the United Nations.

The Argentine delegation is headed by Under Secretary for Foreign Affairs, Enrique Ross, and former Argentine ambassador to London and the United Nations, Carlos Ortiz de Rozas.

The United Kingdom is represented by British Secretary of State for Foreign Affairs, Richard Lee; British ambassador to Argentina, Anthony Williams, and A.B. Monk, representing the council of residents of the islands.

Great Britain forcibly occupied the islands in 1833.
(Reuters-UP)

FEB

1982

Bygones

Diario La Prensa De Argentina Aconseja Usar La Fuerza Para Recuperar Las Malvinas

El Diario La Prensa dice que es hora que el gobierno militar comience a pensar en el uso de la fuerza para recuperar las Islas Malvinas que están desde 1853 bajo poder británico.

Las Malvinas, que los ingleses denominan Falkland, están ubicadas a unos 500 kilómetros de la plataforma continental argentina en el extremo sur.

Cuentan con unos 3,000 habitantes ingleses o de descendencia inglesa que se dedican principalmente a la cria de ovejas.

Lo menos que se les puede pedir a los gobiernos militares es que no vacilen ante ninguna eventualidad militar cuando se trata de cuestiones de soberanía. Tras décadas de negociaciones infructuosas, la Argentina tiene ya muy buenos y abundantes motivos para saber que Gran Bretaña no se desprenderá de Las Malvinas por su propia voluntad ni por acuerdo alguno que signifique la pérdida de su poder administrador en las Islas. Aunque inadmisible, la tozudez británica es, sobre este punto,

no solo explicable sino admirable. Se aproxima, pues la hora de que Buenos Aires comience a pensar en la fuerza, cuyo empleo, en esos casos, se fundamenta siempre en tres premisas: razón, capacidad y necesidad, dice el columnista Jesús Iglesias Rouco en el Diario.

Agrega el columnista que de las razones jurídicas e históricas a las cuales responden los reclamos argentinos sobre Las Malvinas, ni siquiera es necesario hablar, tan claras y evidentes son. Casi lo mismo se puede decir de su capacidad para recuperarlas por medios militares, habida cuenta de la cercanía del objetivo, de su total desguarnecimiento, (apenas 80 hombres armados) y de los graves problemas militares y diplomáticos que le plantearía a Londres la contraréplica. Hoy todos ellos superiores al valor de ese territorio y especialmente, sin ninguna relación con su previsible porvenir político en Occidente. Solo falta por ver entonces la medida de la necesidad argentina.

325
DIARIO LAS AMERICAS
MIAMI, FLA.
D. 44,488

MAR 3 1982

Bygones

Argentina y el Reino Unido Tratarán sobre las Malvinas

19 BUENOS AIRES, Marzo 2 (UPI) — Los gobiernos de Gran Bretaña y Argentina dieron a conocer un comunicado formal en el que reafirman la decisión conjunta de "hallar una solución" a la disputa de la soberanía de las islas Malvinas.

El comunicado, que se refiere a la última reunión de los grupos delegados para considerar la cuestión en Las Naciones Unidas sin aludir a sus resultados, expresa lo siguiente:

"Delegados gubernamentales argentinos y británicos realizaron una reunión a nivel ministerial en Nueva York el 26 y 27 de Febrero de 1982 para tratar la cuestión de las Islas Malvinas dentro del marco negociador a que se refieren las resoluciones relevantes de la Asamblea General de las Naciones Unidas".

Point accepted

Some of the MPs at the meeting accepted his point that if the invitation issued by the committee were accepted, the chiefs would also have to speak to Labour and Social Democratic MPs if they were asked.

Others dismiss this argument, also put by Mr Nott in a subsequent letter to Mr Anthony Buck, MP for Colchester and chairman of the defence committee, as a red herring.

Backbench disenchantment over some aspects of the Government's defence policy was reflected in questions put to Mrs Thatcher during Question Time yesterday. She satisfied them to a limited extent with her assurance to Mr Robert Atkins (C. Preston North) that while the Royal Air Force would be below targeted strength, this was essentially due to the early withdrawal of obsolete aircraft.

Widespread dismay

But there was widespread dismay at her refusal of a call from Mr Callaghan, the former Labour Prime Minister, to countermand the paying off of the Antarctic vessel, *Endurance*.

More than 175 mps of all parties have signed a motion urging the retention of the vessel and voicing suspicion that its withdrawal could be connected to the fate of the Falkland Islands.

Mr Callaghan said that the "stale old proposition" that the ship should be withdrawn for economy reasons had been put to him several times when he was in office and he had rejected that out of hand.

However Mrs Thatcher said that although defence spending was being increased, "very difficult decisions" still had to be taken. Mr Nott, she said, "felt there were other claims on the defence budget to which he should give even greater priority."

Falkland
RSC

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0155

Daily Telegraph

Manchester Edition

Planner No. 65c-130

Daily

10 FEB 1982

mic

Defensive retreat in conflict over service chiefs

By NICHOLAS COMFORT, Political Staff

OFFICERS of the Conservative backbench defence committee have thought better of asking the Prime Minister to overrule the refusal of Mr Nott, the Defence Secretary, to allow the chiefs of staff to appear at its meetings.

An appeal to Mrs Thatcher was considered after an at times heated meeting with Mr Nott over the ban but was not pursued because members felt it would be counter-productive.

Mrs Thatcher's frosty reaction to the "leaking" of news of the restriction to the Press when officers of the committee met her last week is still fresh in their minds. Efforts are now being made within the committee to find a compromise enabling chiefs to appear before it, as they did in 1980, in a way Mr Nott would accept.

One idea being canvassed is that a joint invitation could be issued to a service chief and the appropriate Minister, thus meeting Mr Nott's objection to senior officers being exposed to political questions.

The Defence Secretary made it clear when he saw officers of the committee last week that, regardless of the chiefs having appeared before it in the past, he did not now want them to do so.

- 6 FEB 1982

m19

Portrait of the week

Leaders of the four biggest unions, including Mr Terry Duffy's engineers, threatened a national strike against Mr Tebbit's Employment Bill. Among other things, this measure makes unions liable to civil damages of up to £250,000 for the consequences of 'unlawful industrial action' and offers awards of up to £20,000 to those who have lost their jobs as a result of the closed shop.

The partial rail strike, still continuing, was said to have cost British Rail £80 million, which would have to be recouped in higher fares. Members of unions not involved were sent home on Sunday. ASLEF's Ray Buckton, refusing arbitration, announced further stoppages on Sundays, Tuesdays and Thursdays. London Transport's unions seemed likely to cause strikes against the Law Lords' decision on cheap fares. A *Sunday Telegraph* Gallup Poll revealed that 70 per cent thought unemployment should be given a higher priority than inflation, and 77 per cent thought that people should be prepared to share their jobs, but a *Lloyds Bank Economic Bulletin* report estimated that 1.6 million were employed in the 'black economy' which was put at £15,000 million or six per cent of the Gross National Product. Inland Revenue figures put it rather higher. Mr Pym saw nothing but gloom in the economic future, and the CBI seemed to agree.

Riots in Gdansk over fourfold increases in the price of food led to 205 arrests. The military regime tightened control of factories and universities. Russia accused the Italian Communist Party of giving 'direct aid to imperialism' after the PCI had criticised Russia's 'negative attitude' towards the military takeover in Poland. The *Morning Star* suggested that Russia might have been responsible for the Katyn Wood Murders in Poland — something the British Foreign Office has never been prepared to consider. Western concern over Poland was demonstrated by a £250,000 television spectacular starring Ronald Reagan, Mrs Thatcher, Chancellor Schmidt, President Mitterrand, Kirk Douglas, Charlton Heston and Frank Sinatra. Reports of massacre in El Salvador did not deter the Reagan administration from sending further large arms shipments.

In Italy, General Dozier was rescued from his captivity in Padua. Subsequent police activity put 32 Red Brigades suspects in prison. The remains of Mrs Jeanette May were also found, in the Appennines. In France, riot police eventually broke up huge blockades caused by French farmers

on the Spanish border. In Egypt it was found that the Sphinx was threatened by sewage effluent from a neighbouring village. From Argentina there came reports of a plan to invade the Falkland Islands.

Dr Garret FitzGerald's government in Dublin fell on a Budget vote. In Ulster, the De Lorean sports car factory claimed that someone might be prepared to buy it if the government wrote off £80 million of loans. Constant fire-bombing was a hazard of commercial life in Belfast, said Mr De Lorean. John McKeague, a Protestant extremist, was murdered.

Politics at home saw what was called a 'power struggle' beginning to develop between Mr Jenkins, Mrs Williams and Dr Owen for leadership of the SDP. Tony Benn announced his plans for the creation of four million jobs. He also said that the SDP was a long way to the right of Mrs Thatcher, and compared its emergence to the rise of Hitler in Germany. Journalists who wrote unfavourably about ASLEF train drivers, he said, were 'like Jews in Dachau who herded other Jews into the gas chambers.' Later he apologised for saying it.

Fire in a Glasgow colliery injured 40 miners, seven of them seriously. Rioters in the St Paul's area of Bristol turned on a 'community policeman' and injured him severely. The Government proposed fixed penalties for speeding; also the end of the 'meal ticket' for divorced women contained in the Matrimonial Causes Act of 1973. The Home Office declined to release Myra Hindley. Sir John Betjeman opposed plans to destroy the Natural History Museum. Sir Hugh Casson, of course, supported them. Sir John Foster QC died and Fr. Maurice Couve de Murville, from Cambridge, was appointed Roman Catholic Archbishop of Birmingham. Stanley Holloway, the comedian, died at 91. Oxford City Council agreed to give paired homosexuals of over 35 the same housing priority as married couples, and Mr Frank Giles denied that as editor of the *Sunday Times* he had been improperly influenced by Mr Rupert Murdoch in recent staff changes.

AAW



'On in five minutes, Sarge.'

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0155

Western Mail

Cardiff

Planner No. 67b-2070

Daily - 90,000

- 3 FEB 1982 - 

BUENOS AIRES: Argentina yesterday protested over the scheduled issue of a British postal stamp depicting the Falkland Islands, a South Atlantic archipelago administered by Britain and claimed by Argentina. The stamp is to commemorate the 21st birthday of the Princess of Wales.

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0155

Western Morning News

Plymouth

Planner No. 67b-700

Daily - 58,692

- 3 FEB 1982



Stamp row

ARGENTINA has protested over the scheduled issue of a British postal stamp depicting the Falkland Islands, which are administered by Britain and claimed by Argentina. The stamp, to commemorate the 21st birthday of the Princess of Wales, is to go on sale on July 1.

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0155

Shropshire Star

Wellington

Planner No. 67B-1120

Daily - 86,661

- 3 FEB 1982



Protest over British stamp

Argentina has protested over the scheduled issue of a British postal stamp depicting the Falkland Islands, a south Atlantic archipelago administered by Britain and claimed by Argentina. The Foreign Ministry delivered a note of protest on the matter to the British embassy in Buenos Aires.

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0155

Eastern Daily Press

Norwich

Planner No. 67b-450

Daily - 94,500

- 3 FEB 1982

FRONT PAGE



Stamp protest

Argentina yesterday protested over the scheduled Princess of Wales' birthday issue of a British postage stamp for the Falkland Islands, the South Atlantic archipelago possessed by Britain and claimed by Argentina. The foreign ministry delivered a note of protest on the matter to the British Embassy in Buenos Aires.

FALKLAND
R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel 01-882 0155

The Times

Planner No. 85a-130

Daily - 292,714

4 FEB 1982

HMS Endurance

From Lord Shackleton and others

Sir, Your columns have already carried correspondence (October 26, *et seq.*) regarding the retention in service of HMS Endurance, the Royal Navy's only vessel capable of carrying the White Ensign into the south Atlantic and ice-filled Antarctic seas, thus maintaining, both symbolically and practically, Britain's traditional position in this potentially very important land and sea area.

Since the intention to pay off HMS Endurance at the end of the current southern summer season became known, considerable public and parliamentary concern has been expressed. We the undersigned, who all have personal experience or knowledge of the present and developing situation in the area, share their anxieties.

While we appreciate the problems facing the Royal Navy in meeting essential defence commitments in a climate of economy, the decision to axe HMS Endurance is tantamount to the withdrawal of the Royal Navy from the hazardous waters where no other naval vessel can undertake all her various tasks. The saving is likely to be greatly outweighed by the consequences to Britain's future interests in what is expected to become a vital resource area.

With 21 nations from all quarters of the world now moving fast to establish or enlarge an Antarctic presence, in many cases at an expense considerably greater than this country seems willing to envis-

age, this is no time for Britain to pull back or be thought to be moving along a path of retreat. Besides the loss of the ship's special facilities, the withdrawal of HMS Endurance will be seen as a step in this direction. Thus Britain's influence will be diminished at a time when it will be greatly needed in the determination of conservation measures and the regulation of exploitation, as the successful Antarctic Treaty comes up for review, a treaty which Britain played a leading part in instituting.

In anticipation of that review, and of the future beyond it, national self-interests will inevitably come to the fore. No country will then want to lose out on the prospects; least of all should Britain. It seems to us vital that the White Ensign should continue to fly regularly in the south-west Atlantic and the Antarctic Ocean, for its implication of national interest goes far beyond that expressed by the presence of research ships. This would not only maintain general British interests in the area, but would also provide moral support for the totally British population of the Falkland Islands.

Yours faithfully,
SHACKLETON,
PETER SCOTT,
V. E. FUCHS,
E. G. IRVING,
MORRIS,
ERIC OGDEN,
J. R. W. PARKER,
MICHAEL SHERSBY,
T. WOODFIELD,
Royal Geographical Society,
Kensington Gore, SW7.
January 28.

HMS Endurance

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J. R. W. PARK,
MICHAEL SH,
T. WOODFIE
Royal Geographical Society,
Kensington G.
January 28.

The Times
4th February 1982

Sunday Express 7th February 1982

Warship refit soars to £51m

NAVY chiefs are facing a disastrous cost explosion in the refit of one of Britain's older destroyers.

This comes at the moment the Navy's newest and most powerful ship is being sold overseas to save money.

The guided missile destroyer Fife, built in 1966, is being refitted at Portsmouth at a cost greatly in excess of the original estimates. Though no precise figures are available, the refit is now said to be heading for £51 million.

For that kind of money the Navy's only ship in the vital Antarctic waters, the Endurance, could be kept on station for years, instead of

Sunday Express
Defence Reporter

being scrapped on economy grounds.

Alternatively, the money might have been used to help save the new aircraft carrier Invincible, which is being sold off to the Australians at a cut rate.

Even when Fife is refitted, she will still be obsolescent, with a limited operational life.

She is a steam vessel with combined steam and gas turbine engines, requiring boilers and black oil fuel. The latest destroyers have gas turbines.

Her armaments are beginning to be outdated. Fife's weapons include Sea Slug guided missile launchers. Modern destroyers mount Sea Dart missiles.

Fife is also expensive on manpower. She requires a ship's company of about 470.

The original refit was arranged as a 'make-do and mend' measure to compensate for a cut in Britain's frigate-building programme. But defence experts now admit this was a mistake. The £51 million which it is costing amounts to more than three times the original cost of the vessel. A new guided missile destroyer would now cost about £285 millions.

It is because they cost so

much that the Defence Ministry has decided not to go for mid-term refits in future.

Mr Anthony Buck, chairman of the Tory backbench Defence Committee, said yesterday the Fife refit proved the Ministry was right to avoid this option.

"My own view is that we should go for a shorter life in our ships, and then order new ones," he said.

DAILY MAIL

Tuesday 2nd February 1982

* PAGE 13

Hope for ice ship doomed to breakers

By HARVEY ELLIOTT
Defence Correspondent

FOREIGN Secretary Lord Carrington has made a last-minute attempt to save the Royal Navy's ice patrol ship HMS Endurance from the breakers yard.

Defence Secretary John Nott has put the ship up for sale and angered the oil industry and the Falkland Islanders, who want to keep the ship on patrol in the Antarctic.

Now Lord Carrington has appealed personally to Mr Nott to change his mind.

Compromise

But Mr Nott says HMS Endurance costs £4 million a year to run and that his defence budget is already stretched to the limit.

But he is ready to indicate that Endurance can be saved provided Lord Carrington finds cash from his own budget or persuades the oil companies to pay up to keep it on patrol.

The signs in Whitehall last night were that a compromise could be reached and that Endurance would stay in the Antarctic at least for the time being.

The ship is the only permanent Navy presence in the Southern Hemisphere.

R&C

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FALKLAND

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Evening News

Worcester

Planner No. 67b-1160

Daily - 38,146

9 FEB 1982

mg

Stamp of success

MEMBERS of the Worcester Philatelic Society have been soundly licking all-comers recently.

At a meeting of the Royal Philatelic Society, the Worcester president, Charles Glass, was given a commemorative plaque for his Falkland Islands Exhibition.

Chairman Michael Young won a silver bronze medal in a national competition and secretary George Chesworth won a bronze.

Falkland Islands

PRESS INFORMATION (SCOTLAND) LTD
SUITE 20, VIRGINIA HOUSE,
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Press & Journal

3.2.82

Stamp. protest

ARGENTINA yesterday protested over the scheduled issue of a British postal stamp depicting the Falkland Islands, a South Atlantic archipelago administered by Britain and claimed by Argentina.

Falkland Islands

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Aberdeen Evening Express

4.2.82

Argentina stamp claim

Argentina has protested to the British Government against a postage stamp featuring the Falkland Islands, which Argentina claims.

The stamps will be released on July 1 as part of a series by 16 Commonwealth countries honoring the Princess of Wales on her 21st birthday.

Falkland
R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0155

Financial Times

Planner No. 65a-80

Daily - 196,495

17 FEB 1982

Delayed talks over Falklands to go ahead

By Stephanie Gray

DELAYED TALKS between Britain and Argentina over the future of the potentially oil-rich Falkland Islands, the disputed British colony, are to go ahead in New York on February 25 and 26, the Foreign Office announced yesterday.

Fresh negotiations were due to take place in Geneva late last year but were postponed at Argentina's request because of the major Government reshuffle that followed the removal of General Roberto Viola, the President.

Recent Press reports in Buenos Aires have referred to a possible invasion of the Falklands if the dispute is not settled by the end of this year.

Falkland
R&C

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THE PRESS CLIPPING BUREAU Tel: 01-882 0155

Yorkshire Post

Leeds

Planner No. 67B-350

Daily - 100,076

17 FEB 1982

Falkland talks

TALKS on the future of the Falkland Islands are to be held between Britain and Argentina on February 26 and 27 in New York. Argentina is expected to make new proposals, but there is no indication what Buenos Aires has in mind except that the historical claim to the islands still stands.

But Britain is ready to listen to whatever proposals may be made and the talks are being held at Argentina's request, but it is stressed that though Britain wants to guarantee the islanders' future, their wishes are paramount.

Falkland
R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0155

Guardian

Planner No. 65a-90

Daily - 267,497

17 FEB 1982

Falklands talks

BRITAIN and Argentina will resume talks on the future of the Falkland Islands later this month in New York, the Argentine Foreign Ministry said yesterday. Argentina has a claim on the islands, but Britain maintains that the 1,800 people on the islands must have the final say. —
Reuter.

FALKLAND
R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0155

The Standard

Planner No. 65a-115

Daily - 641,449

17 FEB 1982

Island talks

BUENOS AIRES: British-Argentinian negotiations on the future of the Falkland Islands will resume this month in New York, the Argentine foreign ministry announced.

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel. 01-882 0199

Eastbourne Gazette

Planner No. 72B-3240

Weekly - 51,000

40 FEB 1982

mg

Seeing a penguin's point of view...

WHEN THIS 19-year-old Royal Navy sailor from Willingdon visited the Antarctic Peninsula recently, he received a warm welcome from the local 'residents.'

Marine Engineering Mechanic Mark (Tug) Wilson is serving in the Royal Navy's only ice patrol ship, HMS Endurance, currently in the Antarctic.

Hère Tug is taking a photograph of life as a penguin sees it on Seymour Island at the north end of the peninsula.

Undisturbed by man, the Adelie penguins that inhabit the island approached Tug and his colleagues with total trust.

Tug's parents, Mr and Mrs Edward Wilson, live in Broad Road, Lower Willingdon. Educated at Willingdon School, Tug joined the Royal Navy 2½ years ago and has since visited the USA, Trinidad, Bermuda, Argentina and the Falkland Islands. His favourite off-duty pastimes include fishing and playing basketball.

2
BUENOS AIRES HERALD
BUENOS AIRES, ARGENTINA
D. & SUN. 19,000

JAN 15 1982 *By Helen*

7 Polish seamen end strike

Vancouver

A POLISH fishing boat was on its way to the Falkland (Malvinas) fishing grounds yesterday after a one-day strike by seven seamen belonging to the suspended Solidarity trade union.

The Regulus with its 75 crew left port on Wednesday night after the seven men who picketed the ship agreed to sail.

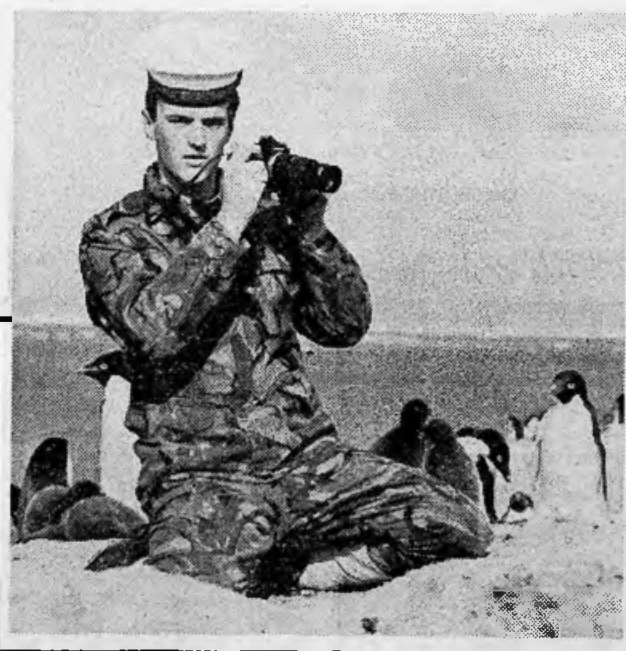
They were demanding more news on the Polish situation, better communication with their families, additional payments in dollars and news of their next stop.

After speaking to Polish ambassador

Stanislaw Pawlak by telephone, the men called off their strike. A Polish embassy spokesman in Ottawa said Pawlak had satisfied their demands.

Spokesman Olgierd Glinski said the embassy did not regard the men's action as a strike, adding it was mainly organized by a Vancouver-based Polish-Canadian claiming to represent Solidarity.

Glinski said he was not sure if the men would be disciplined on their return to Poland: "they may be fired but I'm not sure..." he told Reuters. (Reuters)



16 FEB 1982



Frank Johnson in the Commons

Napoleon. Hitler. Blaker

They never learn

Mr Peter Blaker, Minister of State for the Armed Forces, menaced during yesterday's defence debate by both the Labour Party and the Conservative backbenchers, went ahead and waged war on two fronts. What makes him think he is cleverer than Hitler?

That statesman could have told him, with the benefit of hindsight, that this policy never works. But then Napoleon could have told Hitler. Napoleon! Hitler! Blaker! They never learn.

If one can be allowed to lapse into the armchair strategist's patter traditionally employed by retired officers in golf clubs, and by the older Tory backbenchers in defence debates, where Blaker and Hitler went wrong was to underestimate the threat in the East. What he should have done was to make peace with Mr John Silkin, the shadow Secretary for Defence, and then to march against the Conservative backbenchers. Alternatively, he could have demanded from them a free hand against Mr Silkin and betrayed them later. Another strategy would have been not to accept the job from Mrs Thatcher in the first place.

But it is easy to be wise after events. Debates are a filthy business. Mr Blaker was faced with a dreadful situation yesterday: the last Tory election manifesto. This, it will be remembered, was an extremely warlike document.

Yet the most aggressive action the Government has taken has been to close down the naval dockyard at Chatham and run down the one at Portsmouth. In the face of that onslaught, the defence buffs among the Tory backbenchers fought on yesterday, stubbornly defending their ancient peasant homeland below the gangway.

The debate was launched on a private member's motion by Sir Frederick Burden, Conservative Member for Gillingham. This was an area which according to Sir Frederick had been much affected by the *Blakerkrieg*: the Government's sudden dash to the sea and the strategic prize of Chatham, with all the public expenditure savings which that entailed. Unfortunately, this master stroke had put a lot of Sir Frederick's voters out of work. For Mr Blaker appears to be a field marshal in the bloodthirsty and legendary

"Public Sector Borrowing Requirement" brigade.

Mr Julian Amery (Conservative, Brighton, Pavilion) with his plummy tones and slow delivery, rose. No defence debate is complete without this much-loved figure. He is the Liddell Hart, nay the Clausewitz, of armchair strategists. Lloyd George had said a backbencher should make only one point in a speech, he began. Well, his point was about the Government's running down of HMS *Endurance*, which had been recalled from Antarctic waters and which was essential if there were ever any threat to the Falkland Islands. "Britain has a long and distinguished connexion with the Antarctic continent", he rumbled.

Here was the authentic armchair sweep and breadth of vision. It was a remark worthy of Mr Anthony Powell's Widmerpool who, it may be remembered, was always trying to impress people at dinner parties by talking about such things as China's dependence on Manchuria for its bauxite.

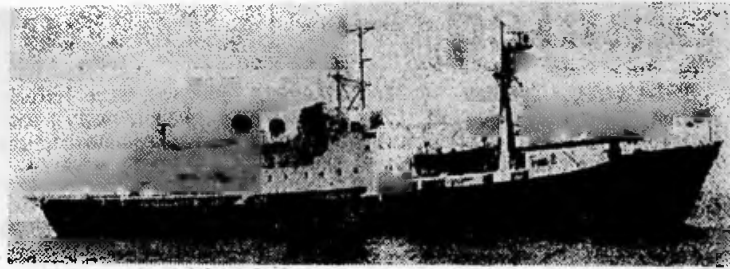
Britain, of course has no greater connexion with the Antarctic than has anyone else. But Mr Amery pressed on with the references to Scott and Shackleton.

For the Opposition, Mr Silkin launched into a defence of the naval dockyards. With his keen strategic brain, he had noticed that, as a result of the Government's decision, these sea-faring towns were now awash with floating votes. Suddenly, Mr Blaker asked him whether Labour would reopen the yards. Mr Silkin replied that if there were an election tomorrow, and Labour won it, it would. "Aaaaah!" mocked the Tories.

That, however, was Mr Blaker's only direct hit of the debate. When the minister came to speak, Mr Alan Clark (Conservative, Plymouth, Sutton) knocked his rudder out with a well-aimed question accusing him of "straining his hon friends' credulity by implying that there was no longer enough work for the yards. And, after Mr Blaker had said that ships would now be spending more time at sea, Mr Peter Viggers (Conservative, Gosport) sent him to the bottom by saying that in that case they would get worn out quicker and would require the dockyards. (Somehow Mr Blaker, who was a soldier in the metaphor opening this column, seems to have ended up as a ship. Fortunes of war, as Mr Amery would put it).

10 FEB 1982

mig



HMS Endurance

Falkland ship sale attacked

By MARTIN DOWLE,
Our Political Correspondent

Mr James Callaghan, the former Labour Prime Minister, yesterday attacked the Government's decision to sell the *HMS Endurance* as "an error which will have serious consequences" for the Falkland Islands.

His plea to Mrs Thatcher to reverse the decision to sell the Royal Navy's Antarctic ice patrol ship came after the Prime Minister had told her back-benchers that she would look again at their calls for flexibility in defence spending.

Mr Callaghan told Mrs Thatcher in the Commons that when he had been Prime Minister he had had to consider whether to withdraw the *Endurance* on more than one occasion.

"I turned it down flat. Will she do the same?" he asked.

Mrs Thatcher replied that it had been "a very, very difficult decision" for Mr John Nott, Defence Secretary, to take.

"Mr Callaghan will realise there are many competing claims even though we are increasing defence spending. The defence capability of that ship is very, very limited indeed and therefore Mr Nott felt that there were other claims on the defence budget to which he gave even greater priority," she said.

Her uncompromising reply is bound to increase fears amongst the 177 MPs who have signed a Commons motion to save the *Endurance* that a sell-out of the Falkland Islands would follow the sale of the ship.

Mrs Thatcher's promise to look again at the question of flexibility in allowing "rolling over" of defence procurement spending was designed to placate back-bench unease at the cuts on military expenditure

necessary because of rising costs.

Having decided that the chiefs of staff should not be allowed to meet the Tory defence back-bench committee, Mrs Thatcher was able by her statement yesterday to take some wind out of their campaign to allow greater spending.

During Question Time, she said that the Government now recognised the advantages, particularly in capital projects, of allowing spending to roll over from one year to another.

There have been complaints from back-benchers that fixed spending by the year has arbitrarily affected expenditure when orders are not completed on time and fall in the spending category of a subsequent financial year.

But the Treasury are understood to be opposed to the idea of "flexibility" because if it is introduced in Defence, it would be hard to refuse it to other departments. Mrs Thatcher is expected to ride out the back-bench criticism without policy changes by pointing to the fact that there has been a 3 per cent overall increase in defence spending.

16 FEB 1982

Tory backbenchers attack Government over defence and dockyard cutbacks

TORY BACKBENCHERS launched an attack on the Defence Secretary, Mr Nott in the Commons last night over defence cuts.

The attack was led by a senior Conservative backbencher Sir Frederick Burden (Gillingham), who said that Mr Nott was "hell-bent" on imposing the cuts.

Sir Frederick, who had initiated a short debate on defence, protested at the proposed closure of Chatham dockyard in his constituency with the loss of 7,000 jobs, and also about the possible sale of the aircraft carrier, *Invincible*, to Australia.

He said: "This is the first opportunity to discuss these issues since last July when the White Paper, *The Way Forward*, was debated. At the time I stated my concern about our defence policy and my views have not changed.

"I am sure that some of my friends (on the Conservative backbenches) who will speak with knowledge and authority on defence, will also express strong misgivings about the way the policy is developing.

"The disaster at Invergordon was imposed by private money. The disaster of 7,000 job losses at Chatham will be imposed entirely by the Government.

"It will impose a grave risk on our ability to service and maintain an adequate number of fleet submarines."

Mr Nott planned to reduce the number of destroyers and frigates to 42, he said and he added that it was wrong to sell *Invincible*. The sale had to be stopped and if the Australians wanted a carrier they should be offered *Hermes*, which, although 20 years old, had had a refit.

He also claimed that the consequences for the Royal Navy could be "disastrous" if the entire cost of the Trident nuclear deterrent system were borne by the Navy instead of being spread across the entire defence

budget, as was the case with *Polaris*.

Mr Julian Amery (C. Brighton Pavilion) protested about proposals to phase out the Antarctic exploratory vessel, *HMS Endurance*. He said that his mother had launched its predecessor. There could be untold wealth under the Antarctic seas and the permafrost, he said. The Falkland Islands could be used as a base for development in the Antarctic.

Mr Stan Newens (Lab. Harlow) said that Mr Nott had to decide whether Britain should buy the C4 Trident missile or whether we should have the updated D5, which would increase the cost from £5,000 million at 1980 prices—this had already risen with inflation to possibly £8,000 million—to "astronomical proportions."

"I believe that the Minister has very little option since President Reagan is already determined to introduce the D5 system and he will not be able to risk introducing the system which the Americans have already discarded," said Mr Newens.

He said that Britain should renounce nuclear weapons and "refuse to go ahead with this nonsensical Trident commitment."

Mr Dick Crawshaw (SDP. Toxteth) said that he did not agree with Dr David Owen (SDP. Plymouth, Devonport) that Britain should not proceed with Trident.

The debate coincided with the anniversary of the fall of Singapore, he said. The blame for the defeat of Singapore lay with those people who occupied the Conservative benches in the 1930s. "We hear all the required noises when they are in Opposition, but when they are in Government they use every excuse to do what they did in the 1930s and help to betray this country."

Armed Forces Minister Mr Peter Blaker was continually interrupted by Tories as he tried to answer charges



Sir Frederick Burden

by the Shadow Defence Secretary, Mr John Silkin, that the Government was "robbing the country of the defences that it needs in any conventional war."

Mr Keith Speed, who was sacked recently from the post of Navy Minister, said: "There are none so deaf as those who do not want to hear. He attacked Defence Secretary Mr Nott's "cash register defence policy."

Mr Speed, the MP for Ashford, said the plan for refitting ships was in a "right old muddle," and the group of 15 new ships ordered was "just not good enough."

"What we are doing is stacking up a lot of trouble for the 1980s and 1990s with all the frigate ships in the Navy obsolete or dangerous to go to sea in, unless we change this programme."

If Labour had won the last general election and imposed the cuts made by the present Government, Tory leaders would have been acting just as their own backbenchers were now, said Mr Speed.

The Prime Minister had twice promised that the £5

billion spending on Trident nuclear submarines would not mean reducing conventional forces. "Many of us are now concerned that we are losing our conventional capability, whether through Trident or the Treasury we know not, but we are very concerned."

Sir Patrick Wall (C. Haltemprice) appealed to the Government to keep the amphibious assault ships *Fearless* and *Intrepid*. "There are only four harbours in North Norway and the idea that British Rail roll-on roll-off ferries would get the Marines there just would not work."

Mr Silkin criticised planned closures and reductions at Chatham, Portsmouth and Gibraltar dockyards. The Government had reneged on one of its most explicit pledges, and the "ripple" effect of the job losses would mean about 50,000 people out of work.

He said that the Government's defence programme was "bloated and distorted by a single extravagant and ill-conceived project—the Trident missile purchase." As a result of the Government's determination to go ahead with Trident, Britain's conventional air and sea forces were suffering. "What it means is that the Government is robbing the country of the defences that it needs in any conventional war."

Mr Blaker said Trident was not only the most cost-effective nuclear weapons system but the best, and would be operational as late as 2020.

But his claim that despite cutbacks—the number of "ship-weeks at sea" for destroyers and frigates would remain almost the same, drew criticism from Tory backbenchers.

The debate ended when the Opposition failed by 184 to 86 to force Sir Frederick Burden's motion criticising Government defence policy to a vote.

11 FEB 1987 **mi9**

SHOOTING TIMES & COUNTRY MAGAZINE FEBRUARY 11-17, 1982 7



Town Gun

Colin Willock

THIS IS an overseas sporting number. The editor asked me to fall in line for once and write something about overseas sport. In doing so, he knew that he was pushing his luck. I have said many times that where shooting is concerned, I am not keen on finding my sport away from home. Fishing is, for some reason, different. Like many things I feel about field sports, there is no logic in any of it. So perhaps it is time I tried to discover why I am so blindingly inconsistent.

I have on many occasions had the opportunity to shoot duck in tropical climates. So far I have never availed myself of the chance. In each case there were lots of duck, some of them of a familiar species such as pintail, shoveler and even mallard. There were also native species, but who wants to clobber a spur-winged or Egyptian goose, a knob-billed duck or even a white-faced tree duck? I don't for one.

It may just be fancy, but these foreigners don't seem aeronautically, or aerobically, very accomplished. Even the pintail and shoveler are not in much of a hurry. It may be something to do with the climate. Makes them a bit indolent, I daresay. If I wanted a duck for the pot I'd probably be in there quick enough. So far I have never been that short of a meal.

Now, I ask myself, supposing I were offered similar opportunities in a temperate climate, in North America, for example? When the wind begins to bite keenly on the tundra, taiga and muskeg, the wildfowl move south just as they do here in Europe. What would I say to the offer of a flight at black duck winging down the eastern seaboard of the United States, or pintail and blue-winged teal thronging into the pin oak swamps of Arkansas? What of the wind-whipped dunes of Cape Hatteras off North Carolina when the snowgeese come dropping out of the sky?

Maybe I'd pass up the snowgeese (I'm too fond of them) but I am not sure that I could turn the other offers aside. So I must look for the reasons. I think it is simply that I love shooting in my own country, in winter, with all the bleak and beautiful atmosphere of winter. This is what tropical settings lack, however seductive they may be in other ways. Who wants to go wildfowling in shirt sleeves? I don't for one though I have to recognise that I could be persuaded, maybe just once, to flight duck in a suitably chilly North American or European setting.

Pheasants? There are some superb European pheasant shoots. But pheasants are not something I'd, so to speak, cross the road, or anyway the Channel or Atlantic, for. And

Abroad thoughts from home

though it may sound a bit smug, don't we here in Britain have the best-shown pheasants in the world?

I'd go to Ireland to walk a snipe bog. That's different. I would most decidedly *not* go to Egypt to flight sandgrouse, to Alaska to shoot bear or to Finland to knock over a moose. Call me old-fashioned, or anyway inconsistent, but I don't really care for shooting large mammals unless I can drag them home, metaphorically speaking, to my smokey cave and salt them away — or at least stick them in my not-so-smokey deep-freeze — to see me and my family through the winter.

I can quite understand the longing of the old Empire-builders for the sport they'd left behind them when they set out to civilise the colonies. I can see why they imported red deer to New Zealand and other exotics, where the Union Jack once flew. I wonder whether they weren't disappointed with the outcome. Did they find that it just wasn't the same when you tried to recreate the British sporting scene 10,000 miles from base? Those New Zealand settlers can certainly never have foreseen the eventual outcome when the hills became alive to the sound of stags belling in the rut to the detriment of the native fauna. They really should have left well alone.

But now I come to another major inconsistency in my own topsy-turvy attitudes. Those same colonists also took northern hemisphere fish to outposts as far flung as Tierra del Fuego, Chile, the Falkland Islands, New Zealand, Australia, Kenya, South Africa, Kashmir, India. . . the list is almost limitless.

They took salmon ova to the South Atlantic, a major feat in itself. Mainly they conducted a

worldwide stocking programme with brown and rainbow trout. Trout of both species proved more adaptable than salmon. Give them a pure, cold, well-oxygenated hill stream and they quickly prove themselves entirely stateless. (Hasn't the rainbow shown this in our own country?) They settled down not only to be fruitful and multiply but also to wax exceedingly large.

And so, although I turn my nose up at shooting beyond the confines of the UK, fishing, particularly trout fishing, is somehow OK by Town Gun. I would not give you a half-pint of maggots to go mahseer fishing, which I confess I've never tried, although I've watched the great brutes swimming around in water the colour of cocoa; or for that matter to battle with sailfish or marlin which I *have* tried and found exhausting and rather boring. But give me a hint of a trout stream and I've packed my tackle before I've discovered whether my passport is still in date.

Here, too, I can only try for an analysis of personal motives. I believe that once again it boils down to setting. Trout the world over demand much the same living conditions. They are definitely not found amid steamy rain forests or in rivers that disappear into the heart of deserts and never reach the sea.

The old colonists carried — or rather, had their bearers carry — their tanks of fry up into the hills and there they released the contents into sparkling water that raced between rocks and struck cold to the hand. The trout recognised a home from home when they saw one and wagged their little spotted tails joyfully as they set off to start a new life. Their descendants are mostly there to this day, which is more than can be said for the descendants of their original benefactors.

There are some magnificent trout streams about the world just begging to be fished. As long as I am a travelling man I intend to fish as many of them as possible. There are two streams that come out of the Drakensberg in Natal to which I fully intend to return some time. The great rainbows of Chile and Patagonia require a visit before I hang up my rods for good.

I have already had a go at the Arctic char and Dolly Vardens of Alaska. Sometime I mean to get back there when the steelhead are running.

The editor, you see, has trapped me after all. He has persuaded me to break through my sporting xenophobia. So what's the difference for me between shooting and trout fishing abroad. I suspect it is simply this: when fishing for trout you have never really left home.

21 FEB 1982



Gardening

The return of the fern

CHRISTOPHER LLOYD on why the woodland ferns prized by the Victorians are making a comeback



Photographs by Pamela Toler

If you like plants for foliage you'll be fond of ferns; if not, they'll leave you cold. Ferns had a tremendous vogue in Victorian times and spotters out rambling in the countryside kept a sharp eye for variants on well-known fern themes. As ferns are constantly mutating, a huge range was brought into cultivation, all given hair-raisingly cumbersome pseudo-botanical names.

When fern growing sank out of fashion and the large old gardens in which they were concentrated were broken up, a great many of the variants disappeared, but many did survive, for the fern is an exceptionally tough plant. The conditions in an abandoned garden, overrun with tree saplings and bird-sown brambles, are not unlike the natural habitat of many of the woodland ferns. It is still worth prodding around on old garden sites (where the original house has in all likelihood been pulled down) to see what you can find among the boulders of old rockeries and foundations of greenhouses. Many ferns at first supposed to be tender and housed under glass turned out, once their protective covering disappeared, to be hardy after all. I have grown the popular windowsill ribbon fern, *Pteris cretica*, outside at the front of a north-facing wall for the past 10 years, having rescued it from just such a derelict greenhouse site.



Harmonious contrast, left, with Hosta, above, with Hebe 'Mrs Winder' and, right, with oriental poppies in the writer's garden at Great Dixter last winter

Ferns may be evergreen or deciduous. The evergreen kinds will give you pleasure throughout the year with, perhaps, a brief interval in spring when young fronds have not yet taken over from old.

One of my favourites is *Blechnum chilense* (*B. tabulare*), which is a native of the Falkland Islands and alpine regions of South America. At winter's end, this fern becomes tatty, especially if there was snow to break its back, so you should cut it to the ground. Within weeks, young copper-coloured fronds are unfurling and they change first to pale, then to dark green, while more young fronds succeed them until you have a many-coloured and richly-textured tapestry of young and mature fronds. This contrast lasts throughout the summer.

Contrary to what most people imagine a fern enjoys, this one grows

more densely and with a far greater range of colour variation if sited in an open, sunny position. It'll make three times the height in shade, but that is no particular advantage. It detests lime like all the blechnums, but ferns are usually tolerant of most soils.

The shield ferns of the genus *Polystichum* are evergreen too and include an enormous range of types, but they do not make a carpet like *Blechnum chilense*. Their fronds are borne in a circle, a whorl, sometimes with a twist to each frond (as in *P. setiferum* 'Acutilobum') as though the entire unit were slowly rotating. Don't plant them too closely or they'll interfere with one another and not look so good. Two to three feet apart is generally right, but you can easily move and space them more widely if necessary.

If you do not want to obscure the beauty of their fronds, don't interplant



them with taller subjects. Snowdrops go excellently among ferns, and as soon as these have finished flowering you can, indeed should, cut *polystichum* fronds away, making room for the new crop. The same with hartstongues, polypodies – indeed with all the evergreens.

I have no faith in ferneries, in which the idea is to herd different kinds of fern together. The shapes of their fronds, with the exception of the hartstongue ferns, *Asplenium scolopendrium*, which have undivided strap leaves, seldom provide enough contrast.

Ferns work in harmoniously with other garden plants, whether in sun or in shade (if they scorch in the sun they must be given some dappled shade). I was pleased with the effect, in early June, of the young fronds of a hardy maidenhair fern, *Adiantum pedatum*, against the flowers and foliage of oriental poppies. Quite a surprise package.

And the soft and hard shield ferns, *Polystichum setiferum* and *P. aculeatum*, look good with clumps of hardy orchids, notably the dactylorhizas, behind them. The plain leaves of hostas also make a startling but satisfying contrast, as do the cascades of blue funnels provided by the willow gentian, *Gentiana asclepiadea*, which likes moist and shady places, in August and September.

Falkland Island

PRESS INFORMATION (SCOTLAND) LTD
SUITE 20, VIRGINIA HOUSE,
62 VIRGINIA STREET, GLASGOW G1.

Galloway News

4.2.82

Bird watching trip to Falklands

By means of film slides and a commentary by Mr Henry Robb, members of the Ornithologists' Club meeting in New Galloway recently were transported to enjoy a spring, bird watching holiday in countries of the South Atlantic.

Patagonia, in the south of Argentina, is semi-desert, a land of tussocky grass, pools and snow-covered mountains. Wild geese were common, coming right up to the houses and so too was the negrito, a robin-like bird but black, with a red back.

After a visit to the beautiful and striking scenery of the Glacier National Park, the party of ornithologists went on to Tierra del Fuego. Like Charles Darwin, they found a land of vast for-

est, where fallen trees did not appear to rot and these impeded progress. These woods were practically birdless and silent, most birds living near water.

The remainder of the tour was on the Falkland Islands where the interior is mainly dark moor and rocks, attractive in sunshine although there were frequent showers. There is so much meat on the islands that offal is thrown out and meat-eating birds fare well.

Mr Robb was particularly interested in penguins of different kinds. He showed pictures of Gentoo penguins among diddle-dee, a heather-like plant, of rock-hopper penguins which have yellow eyebrows and a comical, tufted head and of an immense colony of Magellan penguins. Bird photography was made easy by the fact that the birds were not unduly disturbed by humans if approached quietly.

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0155

Morning Telegraph

Sheffield

Planner No. 67b-1020

Daily - 36,900

17 FEB 1982

mg

FALKLAND

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0155

North Western Evening Mail

Barrow-in-Furness

Planner No. 67b-10

Daily - 26,223

16 FEB 1982

mg

Stamp corner



After fighting their way eastwards round Cape Horn, old-time sailors were only too pleased to see the Falkland Islands looming up — even if, as a new set of stamps shows, their vessel ended up as a wreck on that lonely South Atlantic outpost.

That was all too often the fate of sailing ships fighting the winds and waves in that part of the world. There are more than 200 wrecks on and around the Falklands, and this stamp issue is intended as a memorial to the great days of sail.

Five of the wrecks have been chosen to represent the vast number, which, despite the preserving qualities of the crisp and cool air, are slowly crumbling away.

One of the ships is still remarkably well-preserved, even though she foundered in

1913, after striking a rock when approaching the Falklands.

Many of the Lady Elizabeth's fittings and masts are still in place, and the seamen's berths and the more splendid accommodation for the master and the officers are more or less intact.

The American St Mary forms a striking contrast — all that remains of her are a few timbers. But ninety years of pounding by the South Atlantic have not yet finished off this ship, which was wrecked on her first voyage.

A forty foot section of her hull was shipped back to the United States in 1978, for display at the Maine State Museum, and it is still possible to find parts of her cargo lodged in the timbers.

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel. 01-882 0155

Huddersfield Daily Examiner

Planner No. 67b-280

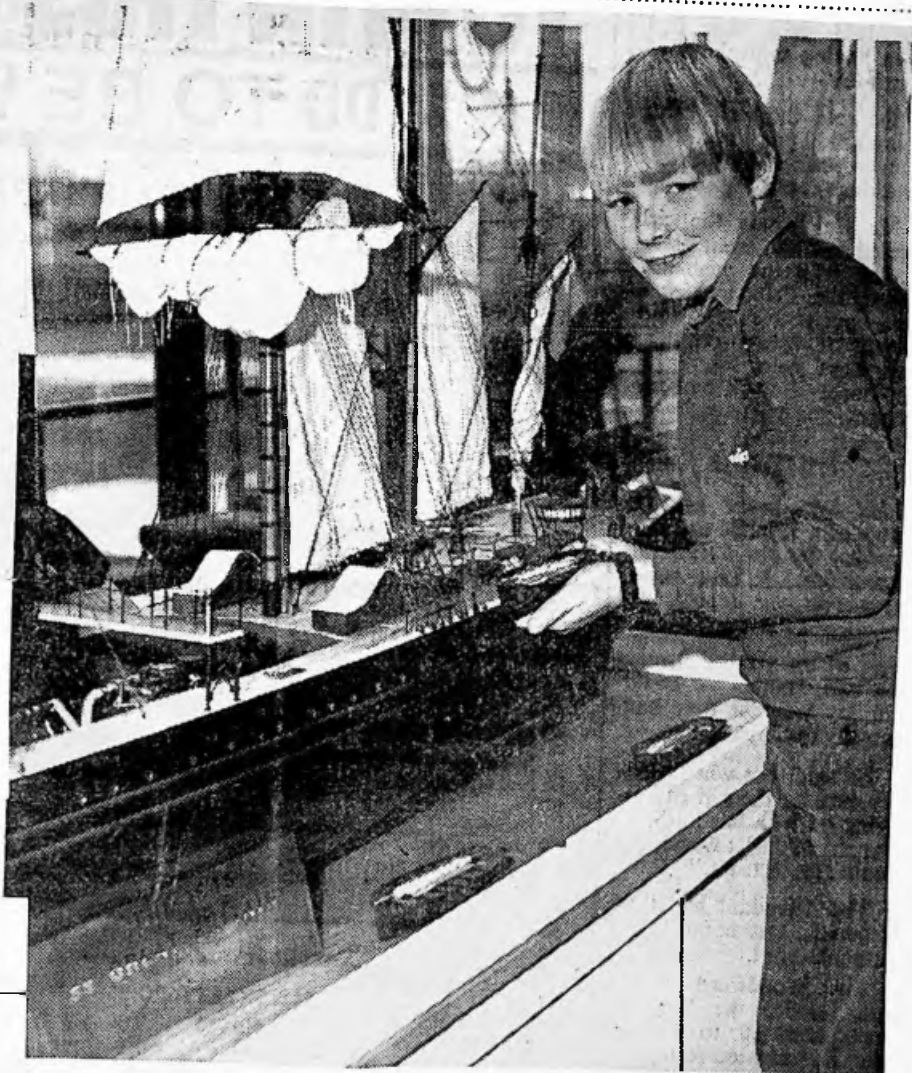
Daily - 50,648

20 FEB 1982

media
information
group
mig

JOSH Mowll, aged 11, of Grafton Flyford, Worcester-shire, with the steam-driven model Brunel's ocean liner, the Great Britain, built over four years by his father, Wil-liam.

The model of the liner, brought back from the Falkland Islands to Bristol in 1970, won a gold medal at the 51st Model Engineer Ex-hibition at Wembley Conference Centre, London, in January.



FALKLAND

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel. 01-882 0155

Daily Express

Planner No. 65a-10

Daily - 2,313,083

26 FEB 1982

media
information
group
mig

Shelling out

AN ALBATROSS egg found in an abandoned Falkland Island nest has been suc-cessfully hatched at a bird sanctuary in Bourton-on-the-Water, Gloucester.

Falkland

R&C

ROMEIKE & CURTICE
THE PRESS CLIPPING BUREAU Tel: 01-882 0159

What Camera Weekly
Planner No. 85-97
Weekly

EAR TODAY

27 FEB 1982

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information
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★ ★ ★

A strange little news item appeared in the *Sun* recently regarding the set of Falkland Island stamps which are to be released in July.

According to that paper they had been unable to discover the name of the photographer who had taken the picture of Princess Di that appeared on the 50p stamp.

So who was it who took that photograph of the radiant Princess? It seemed as though the whole affair remains a mystery.



Who took that picture of Princess Di?

Obvious names such as Lichfield and Snowdon were not responsible. And Buckingham Palace said they had given an undertaking not to reveal the identity of the mystery photographer.

Couldn't resist a challenge like that could we?

And a little bit of snooping by *ear* revealed the name that Buckingham Palace was so reluctant to give.

The pictures were from a set taken just before Christmas by photographer **Clive Friend**.

Hands up all of those who thought we were going to say **Prince Charles!**

Falklands

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0155

The Times

Planner No. 65a-130

Daily — 292,714

26 FEB 1982

made
information
group **mg**

Goodbye sailor

The sale of HMS *Invincible* to Australia will bereave Durham city, the Hall School in Swiss Cottage, the Falkland Islands Association, sea cadets in Chorley and the Royal Family. The carrier had built up a formidable list of affiliations. The complete list also includes the British Life Insurance Association, the Light Infantry, Durham School CCF and the Sector Operations Centre, RAF Buchan. The ship is also, of course, the one to which Prince Andrew is attached as a helicopter pilot.

FALKLAND

RAC

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0185

Daily Express

Planner No. 65a-10

Daily - 2,313,083

26 FEB 1982

media
information
mag

Hatched! The bird saved by a flight of fancy

Story by JOHN KING

Pictures by JOHN DOWNING

THE final dream of a millionaire who devoted his money to saving wild-life has come true . . . but he will never know.

Bird lover Len Hill hoped his 15-year-old grandson Nicholas would be able to hatch out, for the first time in Britain, an albatross egg from the South American Falkland Islands.

The baby bird made its first public appearance yesterday. But Mr Hill had died as he brought the egg home.

Mr Hill bought two of the islands, Grand and Steeple Jason, as bird sanctuaries, and found the abandoned egg on a trip there with Nicholas in December.

They were flying home, with the egg in an incubator, when Mr Hill had a heart attack and died.

But following his grandfather's instructions, Nicholas took the egg to the family's Birdland Wildlife Park, at Bourton-on-the-Water, Glos.

And Jason named after his remote island home, was hatched eight weeks ago.

Nicholas's father, Mr Richard Hill, said yesterday: "We shall have to bring back a mate for Jason on our next trip."



Winged wonder Jason yesterday



NICHOLAS HILL

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0133

Guardian

Planner No. 65a-90

Daily - 267,497

FRONT PAGE

25 FEB 1982

mg

Falkland fear

GENERALS in Buenos Aires are showing signs of readiness to take military action to press Argentina's claim to the Falkland Islands. Page 7.

Falkla

R&C

ROMEIKE & CURT

THE PRESS CLIPPING BUREAU Tel: 01-882 0133

Guardian

Planner No. 65a-90

Daily - 267,497

25 FEB 1982

mg

Tough line for negotiations with Britain

Falklands raid hint by Argentine army

By John Rettie

As Britain and Argentina prepare for a new round of talks on the future of the Falkland Islands some army generals in Buenos Aires have hinted that they are ready to take military action to press their claim.

The talks, requested by Argentina, will take place in New York tomorrow and Saturday when their deputy Foreign Minister, Enrique Ros, and Mr Richard Luce, Minister of State at the Foreign Office will meet. This will be the first round of negotiations since the new military Government under General Leopoldo Galtieri took power last December.

According to an article published in the newspaper La Prensa the new Administration is committed to a hard line on the dispute. Columnist J. Iglesias Rouco said that Argentina would seek big concessions from Britain in the dispute. If these were not forthcoming a military invasion could be considered.

Mr Ros supported this possibility when he left for New York on Tuesday. Speaking to reporters at Buenos Aires airport, he called on those who advocated "direct action" to "be patient." He asked them for "confidence that the deci-

sions of the Government will be for the best, given the circumstances and bearing in mind not only our knowledge of the past, but also our vision of the future."

Other sources within the military have also tended to confirm that at least some senior officers are prepared to consider military action. The Government is unpopular because of its economic policies and its refusal to make concessions to Opposition parties. On this argument, the invasion of the "Malvinas," as the islands are called by Argentina, would rally patriotic sentiment for the regime.

The generals in question are reported to believe that an operation to take over islands with a population of 1,800 people, scattered in farming communities, would be logistically simple. It would certainly be easier than military action against Chile, with whom Argentina is also in dispute over frontier limits involving islands near Cape Horn.

The Chilean dispute is subject to Vatican mediation, and it would be hard for the government of a predominantly Catholic country to go against the Pope. But the Foreign Minister, Dr Nicanor Costa Men- dez, who has a background of militant nationalism, is re-

ported to have said privately that the international response to an invasion would not necessarily be an insurmountable obstacle.

Jeremy Morgan adds from Buenos Aires: In the latest sign of Argentina's continuing economic crisis, military spending is reportedly to be cut this year by \$500 million in the first such reduction in more than a decade. Unofficial estimates suggest that the armed forces, which are thought to have taken about 30 per cent of total state funds in recent years, will lower their 1982 budget to four billion dollars.

This would compare with a record 4.5 billion in 1981, when the deficit on total State spending rose by an unprecedented 60 per cent in real terms.

The cut is in line with a 10 per cent reduction being enforced on all sectors of public spending by the Economy Minister, Dr Roberto Alemann, and which the military regime of President Galtieri earlier agreed should also be applied to the military.

It is not, however, expected to reduce the military's capability, or to slow down its investment programme, which includes new frigates for the navy and new tanks for the army.

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0133

Evening Argus

Brighton

Planner No. 67b-100

Daily - 106,530

22 FEB 1982

mg

MP heads key talks

Shoreham MP Richard Luce is off to New York for discussions with the Argentinian Government over the future of the Falkland Islands.

Mr Luce is leading the British delegation which will be in New York for three days.

The talks are being held to try to solve the dispute over who should control the Falkland Islands.

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0155

The Birmingham Post

Planner No. 67b-40

Daily - 39,000

26 FEB 1982

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m9

Sanctuary's hatching success



The nine-week old albatross chick now thriving at the Birdland Sanctuary in Bourton-on-the-Water, is the first to have been hatched in captivity. The egg was found in an abandoned nest on the Falkland Islands by the late Mr. Len Hill and his grandson Nicholas (above).

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0155

Glasgow Herald

Planner No. 67b-2310

Daily - 121,131

25 FEB 1982

made
in London
group
mg

Albatross egg

An albatross has hatched at the Birdland Sanctuary, Gloucester, after the egg was taken from an abandoned nest in the Falkland Islands. It is the first albatross to have hatched in captivity. The egg was found by Nicholas Hill, 15, grandson of millionaire Mr. Len Hill, who died last year.

Falklands

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0155

The Times

Planner No. 65a-130

Daily - 292,714

26 FEB 1982

made
in London
group
mg

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0155

Morning Telegraph

Sheffield

Planner No. 67b-1020

Daily - 36,900

FRONT PAGE

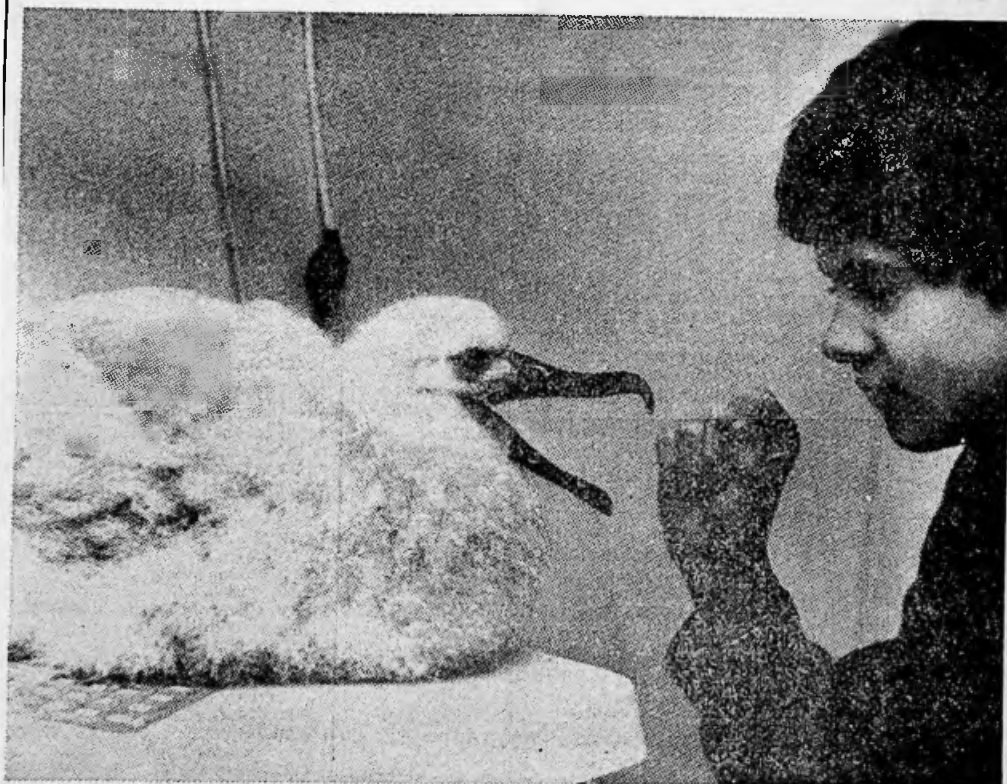
25 FEB 1982

made
in London
group
mg

Nicholas gets the bird

THE FIRST albatross to hatch in captivity has been born at a bird sanctuary in Gloucestershire from an egg taken from an abandoned nest in the Falkland Islands.

The egg was found by Nicholas Hill, 15-year-old grandson of millionaire Mr. Len Hill, who died last year on the way back from his privately-owned island in the Falklands.



Nicholas Hill examining a nine-week-old albatross chick hatched at Bourton-on-the-Water, Gloucestershire, after he found the egg in the Falkland Islands.

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0155

Grimsby Evening Telegraph

Planner No. 67B-250

Daily - 75,212

FRONT PAGE

25 FEB 1982



First to hatch

An albatross has hatched at the Birdland Sanctuary, Gloucestershire, after the egg was taken from an abandoned nest in the Falkland Islands. It is the first albatross to have hatched in captivity.

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0155

Chronicle & Echo

Northampton

Planner No. 67b-440

Daily - 46,686

25 FEB 1982



Albatross hatched

AN ALBATROSS has hatched at the Birdland Sanctuary, Gloucestershire, after the egg was taken from an abandoned nest in the Falkland Islands. It is the first albatross to have hatched in captivity.

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0155

Scotsman

Edinburgh

Planner No. 67b-2250

Daily - 96,325

FRONT PAGE

25 FEB 1982



RARA AVIS

An albatross has hatched at the Birdland Sanctuary, Gloucestershire, after an egg was brought from an abandoned nest in the Falkland Islands. It is the first albatross to have hatched in captivity.

FALKLAND

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0155

Daily Telegraph

Planner No. 65a-50

Daily - 1,357,021

25 FEB 1982



EGG SUCCESS

An albatross egg taken from an abandoned nest in the Falkland Islands has been successfully hatched at an English bird sanctuary. The chick, which is thriving at the Birdland Sanctuary in Bourton-on-the-Water, Glos, is the first to have been hatched in captivity.

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0155

Evening Sentinel

Stoke-on-Trent

Planner No. 67b-1060

Daily - 125,000

25 FEB 1982

mg

Albatross hatches

An Albatross has hatched at the Birdland Sanctuary, Gloucester, after the egg was taken from an abandoned nest in the Falkland Islands. It is the first Albatross to have hatched in captivity.

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0155

The Birmingham Post

Planner No. 67b-40

Daily - 39,000

25 FEB 1982

mg

Hatching success

An albatross egg, taken from an abandoned nest in the Falkland Islands, has been hatched successfully at a Gloucestershire bird sanctuary. The Albatross chick is now thriving at the Birdland Sanctuary in Bourton-on-the-Water and is the first to have been hatched in captivity.

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0155

Evening Advertiser

Swindon

Planner No. 67b-1080

Daily - 39,995

25 FEB 1982

mg

Eggcellent

An albatross has hatched at the Birdland Sanctuary in Gloucestershire after the egg was taken from an abandoned nest in the Falkland Islands.

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0155

Yorkshire Evening Press

York

Planner No. 67b-1180

Daily - 61,000

25 FEB 1982

mg

Albatross first

An albatross has hatched at the Birdland Sanctuary, Glos. after the egg was taken from an abandoned nest in the Falkland Islands. It is the first albatross to have hatched in captivity.

FALKLAND

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0155

Bath & West Evening

Chronicle

Planner No. 67b-20

Daily - 30,000

25 FEB 1982

mg

AN ALBATROSS has hatched at the Birdland Sanctuary, Gloucester, after the egg was taken from an abandoned nest in the Falkland Islands. It is the first albatross to have hatched in captivity.

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0155

Western Mail

Cardiff

Planner No. 67b-2070

Daily - 90,000

27 FEB 1982

mg

Falkland talks reopened

SENIOR officials from Argentina and Britain have reopened talks in New York on the future of the disputed Falkland Island—at present held by the United Kingdom but claimed by Argentina.

Argentina according to local press accounts, has weighed the possibility of occupying the territory

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0155

Evening Star

Burnley

Planner No. 67B-130

Daily - 25,000

26 FEB 1982

mg

UNITED NATIONS: Senior officials from Argentina and Britain reopened talks in New York on the future of the disputed Falkland islands. The territory lies off Argentina in the South Atlantic and the Argentinians want an end to British rule there.

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0155

Guardian

Planner No. 65a-90

Daily - 267,497

27 FEB 1982

mg

Islands talks

SENIOR OFFICIALS from Argentina and Britain reopened talks in New York yesterday on the future of the disputed Falkland Islands, diplomats said. — Reuter.

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0155

Grimsby Evening Telegraph

Planner No. 67B-250

Daily - 75,212

FRONT PAGE

26 FEB 1982

mg

Island talks

Senior officials from Argentina and Britain reopened talks in New York on the future of the disputed Falkland Islands, diplomats said.

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0155

Morning Telegraph

Sheffield

Planner No. 67b-1020

Daily - 36,900

27 FEB 1982

mg

Falklands talks

Senior officials from Argentina and Britain have reopened talks in New York on the future of the disputed Falkland islands, still under British rule.

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0155

Birmingham Evening Mail

Planner No. 67b-30

Daily - 348,000

26 FEB 1982

mg

Island talks

Senior officials from Argentina and Britain have reopened talks in New York on the future of the disputed Falkland Islands, diplomats said.

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0155

Daily Mail

Planner No. 65a-20

Daily - 1,900,246

27 FEB 1982

mg

Talks on the Falklands

THE future of Britain's most distant—and possibly most valuable—colony, the Falkland Islands, is at stake today. In talks at the United Nations in New York, Foreign Office Minister Richard Luce is attempting to fend off a new sovereignty claim by Argentina. Vast oil reserves are believed to lie off the islands.

According to the BBC, Luce is expected to make a statement on the issue.

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0155

Guardian

Planner No. 65a-90

Daily - 267,497

26 FEB 1982

mg

Mission for Luce

By Patrick Kealley,
Diplomatic Correspondent

The British Government, embarrassed at its isolated position as the only EEC power willing to send an observer team to the forthcoming elections in El Salvador, is sending a minister to Washington to demand safeguards against further potential embarrassment.

Mr Richard Luce, the Minister of State for Inter-American Affairs, is to have talks at senior level at the State De-

partment next Monday. Last night the Foreign Office was refusing to give reasons behind this short-notice decision, insisting that the minister was going to Washington for "routine discussions."

But it is an uncomfortable fact that when Mr Luce's visit to New York today for talks with Argentina's Foreign Minister on the Falkland Islands problem, was announced last week, no mention of Washington was made, nor was such a visit contemplated.

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0155

Northamptonshire Evening
Telegraph

Kettering

Planner No. 67B-315

Daily - 50,000

26 FEB 1982

mg

NEW YORK

SENIOR officials from Argentina and Britain reopened talks in New York yesterday on the future of the disputed Falkland Islands.

The territory lies off Argentina in the south Atlantic and the Argentines want an end to British rule there.

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0155

Evening Gazette

Middlesborough

Planner No. 67b-410

Daily - 86,649

26 FEB 1982

mg

Falkland talks reopen

TALKS between senior officials from Argentina and Britain have reopened in New York on the future of the disputed Falkland Islands.

The territory lies off Argentina in the South Atlantic and the Argentines

want an end to British rule there.

Negotiations, which have been going on sporadically for several years, were to have been resumed in Geneva towards the end of last year. They were postponed at the request of Argentina.

Falkland

R&C

ROMEIKE & CURTICE
THE PRESS CLIPPING BUREAU Tel 01-882 0155

The Birmingham Post
Planner No. 67b-40
Daily - 39,000

British forces ready to pull out

British forces look set to begin withdrawing from the newly-independent Central American colony of Belize at the end of next month, Whitehall officials said yesterday.

The half squadron of RAF Harriers based there will be the first to leave in the phased operation, which apparently will take some months.

Both the Defence Ministry and the Foreign Office yesterday would only say that British forces in Belize, sent there to counter a threat from neighbouring Guatemala in 1977, would remain there for "an appropriate period."

This was the phrase used when Belize became independent last September.

Cost

At present there are 1,400 British soldiers in Belize, plus 200 RAF personnel, with their four Harriers and Puma helicopters. The force costs Britain £25 million a year.

The army presence includes artillery, ground to air missiles, Royal Engineers, and the 1st Battalion of the Royal Irish Rangers.

Recently, a training programme for the 500-strong defence force of the tiny country about the same size of Wales — has got under way.

The withdrawal plans followed a review of the size of the garrison, according to Whitehall officials.

Falkland

Meanwhile, senior officials from Argentina and Britain reopened talks in New York yesterday on the future of the disputed Falkland Islands.

The territory lies off Argentina in the South Atlantic and the Argentines want an end to British rule there.

Negotiations, which have been going on sporadically for several years, were to have been resumed in Geneva towards the end of last year. They were postponed at the request of Argentina.

Sheep farming is the main industry of the windswept islands, but there have been reports that substantial oil deposits may exist in the area.

According to Argentina Press accounts, Argentina has weighed the possibility of occupying the territory if a peaceful settlement with Britain cannot be reached by the end of the year. — Reuter.

FALKLANDS

R&C

ROMEIKE & CURTICE
THE PRESS CLIPPING BUREAU Tel 01-882 0155

Financial Times
Planner No. 65a-80
Daily - 196,495

2 MAR 1982

Argentine proposal

Britain is studying an Argentine proposal to breathe life into the talks on Argentine claims over the Falkland Islands, writes David Tonge.

The proposal concentrates on procedures, and was made during last weekend's meeting in New York between Mr Richard Luce, Minister of State at the Foreign Office, and Ambassador Enrique Ros, Argentine Undersecretary of State. The meeting was described by both sides as taking place in a "cordial and positive spirit."

Falkland

R&C

ROMEIKE & CURTICE
THE PRESS CLIPPING BUREAU Tel 01-882 0155

Shropshire Star
Wellington
Planner No. 67B-1120
Daily - 86,661

20 FEB 1982

Senior officials from Argentina and Britain reopened talks in New York yesterday on the future of the disputed Falkland Islands. The territory lies off Argentina in the South Atlantic and the Argentines want an end to British rule there.

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel. 01-882 0155

Evening Herald

Chelmsford

Planner No. 67B-158

Evening

26 FEB 1982



UNITED NATIONS.

Senior officials from Argentina and Britain reopened talks in New York yesterday on the future of the disputed Falkland Islands, diplomats said.

The territory lies off Argentina in the South Atlantic and the Argentines want an end to British rule there.

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel. 01-882 0155

Evening Echo Southend

Planner No. 67b-1055

Evening - 67,788

26 FEB 1982



UNITED NATIONS: Senior officials from Argentina and Britain reopened talks in New York on the future of the disputed Falkland Islands. The Argentines want an end to British rule there and press accounts say Argentina has weighed the possibility of occupying the territory if a peaceful settlement with Britain cannot be reached by the end of the year.

FALKLAND

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel. 01-882 0155

Evening Post

Bristol

Planner No. 67b-110

Daily - 121,000

26 FEB 1982



New talks on Falklands

Senior officials from Argentina and Britain reopened talks in New York yesterday on the future of the disputed Falkland Islands.

The territory lies off Argentina in the South Atlantic and the Argentines want an end to British rule there.

falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel. 01-882 0155

Doncaster Evening Post

Planner No. 67b-220

Daily - 30,250

26 FEB 1982



Talks reopen

Senior officials from Argentina and Britain reopened talks in New York yesterday on the future of the disputed Falkland islands, diplomats said.

FALKLAND

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel. 01-882 0155

Nottingham Evening Post

Planner No. 67b-470

Daily - 145,540

26 FEB 1982



□□
SENIOR officials from Argentina and Britain have reopened talks in New York on the future of the disputed Falkland Islands, diplomats said.

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel. 01-882 0155

Lincolnshire Echo

Lincoln

Planner No. 67b-365

Daily - 39,605

26 FEB 1982



Talks reopen

SENIOR officials from Argentina and Britain have reopened talks in New York on the future of the disputed Falkland Islands

FALKLAND

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel. 01-882 0155

Bath & West Evening Chronicle

Planner No. 67b-20

Daily - 30,000

26 FEB 1982



New talks on Falklands

SENIOR officials from Argentina and Britain have reopened talks in New York on the future of the disputed Falkland islands.

The territory lies off Argentina in the South Atlantic and the Argentines want an end to British rule there.

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel. 01-882 0155

Scunthorpe Evening Telegraph

Planner No. 67b-1015

Daily - 74,000

26 FEB 1982



Island talks

Senior officials from Argentina and Britain reopened talks in New York on the future of the disputed Falkland Islands, diplomats said.

Falklands

PRESS INFORMATION (SCOTLAND) LTD
SUITE 20, VIRGINIA HOUSE,
62 VIRGINIA STREET, GLASGOW G1.

Aberdeen Evening Express

26.2.82

Falkland talks

Britain and Argentina have re-opened talks in New York on the future of the disputed Falkland Islands.

Falkland

RSC**ROMEIKE & CURTICE**

THE PRESS CLIPPING BUREAU Tel. 01-882 0155

Huddersfield Daily Examiner

Planner No. 67b-280

Daily - 50,648

26 FEB 1982

mg

Falkland talks

UNITED NATIONS, Friday. — Senior officials from Argentina and Britain reopened talks in New York yesterday on the future of the disputed Falkland Islands, diplomats said. The Argentinians want an end to British rule in the islands, where substantial oil deposits may exist.

FALKLAND

RSC**ROMEIKE & CURTICE**

THE PRESS CLIPPING BUREAU Tel. 01-882 0155

Evening Post & Chronicle

Wigan

Planner No. 67b-1145

Daily - 100,000

26 FEB 1982

mg

New talks on Falklands

SENIOR officials from Argentina and Britain reopened talks in New York yesterday on the future of the disputed Falkland Islands.

The territory lies off Argentina in the South Atlantic and the Argentinians want an end to British rule there.

Argentina has reportedly weighed the possibility of occupying the territory by force.

Falklands

RSC**ROMEIKE & CURTICE**

THE PRESS CLIPPING BUREAU Tel. 01-882 0155

The Times

Planner No. 65a-130

Daily - 292,714

09 MAR 1982

mg

RSC**ROMEIKE & CURTICE**

THE PRESS CLIPPING BUREAU Tel. 01-882 0155

FALKLAND

Extract from Radio/TV Log by arrangement with Parker Bishop Limited

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● **HIGH MOUNTAINS AND COLD SEAS** (Radio 4, 8.20 pm) is a comprehensive account of the life of H. W. Tilman who was lost with the rest of the crew when En Avant, a steel tug converted to a gaff-rigged cutter, disappeared on a voyage from Rio de Janeiro to the Falkland Islands nearly five years ago. Bill Tilman was nearly eighty when he died. For almost sixty years he led a life full of adventure — he was a sailor, an explorer, and 40 years ago his name was synonymous with mountaineering. John Snelling has put together a fascinating portrait of the man with Anthony Bate as the voice of Tilman.

FALKLAND

RSC**ROMEIKE & CURTICE**

THE PRESS CLIPPING BUREAU Tel. 01-882 0155

Yachting Monthly

Planner No. 75b-340

Monthly - 35,953

MAR 1982

mg

Cape Horn First

DAVID COWPER HAS BECOME the first singlehander to round Cape Horn in both directions. He completed his record in November in his Dutch-built aluminium cutter *Ocean Bound*. Readers may remember David Cowper completed a solo circumnavigation some while ago when he beat Chichester's time by over two days. On his present trip he is planning to beat Chay Blyth's 'wrong way' epic which took 292 days *non-stop*, although this now seems unlikely because we hear that he was forced to spend three days in the Falkland Isles. However, he could still take the speed record on the east-west run which is held by Japanese Kenichi Horie and stands at 275 days.

The first man to sail around the world in both directions was Lt Tobias Furneaux RN a little over 200 years ago.

Falkland

R&C

ROMEIKE & CURTICE
THE PRESS CLIPPING BUREAU Tel: 01-882 0155
Northern Echo
Darlington
Planner No. 67B-200
Daily - 98,732

5 MAR 1982



WHITBY: The town council has turned down an invitation to go to the 150th anniversary of the Falkland Islands, with which it is linked, in January next year because of cost.

FALKLANDS

R&C

ROMEIKE & CURTICE
THE PRESS CLIPPING BUREAU Tel: 01-882 0155
Daily Express
Planner No. 65a-10
Daily - 2,313,083

8 MAR 1982



WHAT an enchanting picture of the recently-hatched albatross chick which came (as an egg) all the way from the Falkland Islands. But one cautionary note: You refer to the "South American Falkland Islands." They may be very much in the Southern Hemisphere but they are also very British.

ALAN ILLINGWORTH,
Colchester,
Essex.

Falkland
R&C

ROMEIKE & CURTICE
THE PRESS CLIPPING BUREAU Tel: 01-882 0155
Express & Star
Wolverhampton
Planner No. 67b-1150
Daily - 244,102

25 FEB 1982



Hatched out

An albatross has hatched at the Birdland Sanctuary, Gloucestershire, after the egg was taken from an abandoned nest in the Falkland Islands. It is the first albatross to have hatched in captivity.

FALKLAND

R&C

FRONT PAGE
ROMEIKE & CURTICE
THE PRESS CLIPPING BUREAU Tel: 01-882 0155
Evening News
Worcester
Planner No. 67b-1160
Daily - 38,146

25 FEB 1982



ALBATROSS SUCCESS

AN albatross has hatched at the Birdland Sanctuary, Glos, after the egg was taken from an abandoned nest in the Falkland Islands. It is the first albatross to have hatched in captivity.

Falkland

R&C

ROMEIKE & CURTICE
THE PRESS CLIPPING BUREAU Tel: 01-882 0155
Evening News
Bolton
Planner No. 67b-70
Daily - 69,489

26 FEB 1982



Hatched

An albatross has hatched at the Birdland Sanctuary, Glos, after the egg was taken from an abandoned nest in the Falkland Islands. It is the first albatross to have hatched in captivity.

Falkland

R&C

ROMEIKE & CURTICE
THE PRESS CLIPPING BUREAU Tel: 01-882 0155
Doncaster Evening Post
Planner No. 67b-220
Daily - 30,250

26 FEB 1982



Cracking!

An albatross has hatched at the Birdland Sanctuary (Glos.) after the egg was taken from an abandoned nest in the Falkland Islands. It is the first albatross to have hatched in captivity.

Falkland

R&C

ROMEIKE & CURTICE
THE PRESS CLIPPING BUREAU Tel: 01-882 0155
South Wales Argus
Newport
Planner No. 67b-2090
Daily - 54,000

26 FEB 1982



Albatross first

An albatross has hatched at the Birdland Sanctuary, Gloucester, after the egg was taken from an abandoned nest in the Falkland Islands. It is the first albatross to have hatched in captivity.

MAR 4 1982 *Byfield*

Argentina Rompería con el Reino Unido

BUENOS AIRES. Argentina esta dispuesta a llegar a una ruptura total de relaciones, con Inglaterra si las negociaciones por la devolución de las Islas Malvinas no tienen rápidos progresos, dijo hoy un alto funcionario de la cancillería.

Consultado sobre el eventual uso de la fuerza para la recuperación de las Islas, ubicadas en el Atlántico Sur, manifestó que "ningún diplomático puede hablar del uso de la fuerza. Una decisión de esa naturaleza se toma sin publicidad anterior".

El funcionario, que pidió no ser identificado, dijo: "no creemos que sea necesario llegar a extremos, confiamos en la razonabilidad británica, pero esta situación es insostenible y ya son quince años de negociación sin ningún progreso".

En 1983 se cumplirá un siglo y medio de la ocupación por la fuerza de las Islas por parte de Inglaterra, desde hace quince años los gobiernos de Buenos Aires y Londres desarrollan negociaciones por la devolución de las Islas.

De acuerdo a un comunicado conjunto emitido por ambos gobiernos esta semana, al término de conversaciones llevadas a cabo en Nueva York, a partir de abril se realizarán reuniones mensuales para acelerar las negociaciones.

En círculos diplomáticos argentinos se ha dicho reiteradamente que Inglaterra se niega a permitir progresos en las negociaciones, aparentemente debido a la existencia de petróleo en las Islas y el mar adyacente.

"Nosotros estamos dispuestos a negociar todo lo negociable, desde la futura colaboración económica en el área hasta todas las garantías razonables a los actuales habitantes de las Islas, pero estamos dispuestos también, con mucha firmeza, a llegar hasta las últimas consecuencias si el archipiélago no es devuelto a la brevedad", dijo el funcionario de la Cancillería a United Press International.

"Si no hay progresos evidentes en los próximos meses la ruptura total con Inglaterra sería inevitable", agregó.

El Subsecretario de Relaciones Exteriores y Jefe de la Delegación argentina que la semana pasada sostuvo en Nueva York conversaciones con representantes británicos sobre el futuro de las Islas Malvinas, Enrique Ross, dijo hoy que fueron logrados "los objetivos fijados para nuestra tarea".

En el Aeropuerto Internacional de Ezeiza, Ross fue aguardado por los periodistas, cuyas preguntas se negó a responder antes de informar al Ministro de Relaciones Exteriores Nicanor Costa Méndez. UPI

FALKLAND

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0155

Liverpool Daily Post

Planner No. 67b-370

Daily - 85,000

mg

Falklands talks blow to Britain

by Leo Muray

BRITAIN has been forced to back down in its dispute with Argentina over the Falkland Islands.

The Foreign Office has now conceded monthly meetings to consider Argentine proposals to solve the islands' "sovereignty problems."

This is the first time Britain has admitted such a "problem" and the sudden change of heart has come about after increased pressure from Argentina.

This culminated last week in a government-inspired newspaper article warning the islands would be invaded if major concessions were not made.

On Tuesday the Argentine government again said it would consider itself free to choose other procedures "better suited for its interests in the Falklands", since it had negotiated with patience

and good faith for 15 years.

However, a day earlier, Foreign Office Minister Mr Richard Leece — accompanied by island leaders — rejected calls for more meetings during talks in New York.

The monthly meeting mean Argentina now has regular opportunity to press to give up her sovereignty. Until now there have never been more than two meetings a year.

Deposits

Among the first concessions required is for Britain to acknowledge Argentina's claim to sovereignty and discuss the transfer of the islands.

As in the case of Northern Ireland and Gibraltar, Whitehall has always maintained that there could be no change unless the 1,200 islanders — of British stock — agreed.

Britain has only a tiny force of Royal Marines on the island and there is no question of more troops being sent.

The islands are in the centre of a vast fishing zone and considerable oil deposits are known to be in their 200 mile territorial waters.

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0155

Evening Chronicle

Newcastle-upon-Tyne

Planner No. 67b-420

Daily - 168,126

- 5 MAR 1982 - mg

Bid for Falklands

Argentina will use all the resources of the United Nations charter to try to recover the Falkland Islands from Britain, the Argentine ambassador said in Brazil today.

(574)

LA PRENSA GRAFICA
SAN SALVADOR,
EL SALVADOR

D. 67,070 S. 85,550

MAR 4 1982

By Keller

Buscan solución a disputa sobre Islas Malvinas

Buenos Aires, marzo (UPI). Los gobiernos de Gran Bretaña, Argentina, dieron a conocer un comunicado formal en el que reafirman la decisión conjunta de "hallar una solución" a la disputa de la soberanía de las Islas Malvinas.

El comunicado, que se refiere a la última reunión de los grupos delegados para considerar la cuestión en las Naciones Unidas sin aludir a sus resultados, expresa lo siguiente:

"Delegados gubernamentales argentinos y británicos realizaron una reunión a nivel ministerial en Nueva York el 26 y 27 de febrero de 1982 para tratar la cuestión de las Islas Malvinas dentro del marco negociador a que se refieren las resoluciones relevantes de la Asamblea General de las Naciones Unidas".

"Las delegaciones argentina y británica fueron presididas por el embajador Enrique Ros, subsecretario de Relaciones Exteriores, y el señor Richard Luce, M.P., como ministro de Estado del Foreign Office.

"La reunión tuvo lugar, en un clima cordial y positivo. Las dos partes reafirmaron su decisión de hallar una solución a las disputa de soberanía y consideraron en detalle una propuesta sobre procedimientos para hallar mayores progresos en ese sentido.

Acordaron informar a sus respectivos gobiernos al respecto".

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0135

The Birmingham Post

Planner No. 67b-40

Daily - 39,000

1 MAR 1982

UIC 000
m19

New threat over Falklands

Argentina is threatening to break diplomatic relations with Britain if the Falkland Islands are not handed back by next year's 150th anniversary of the British presence, a foreign ministry official in Buenos Aires said yesterday.

He said, however, he could not

confirm reports that Argentina would use force to seize the islands if a solution to the dispute is not reached soon.

"No diplomat can talk about the use of force," the official said. "A decision of that nature is taken without announcing it previously.

"We also believe that it will not be necessary to take the case to extremes as we trust that the British will be reasonable," he said. "But the situation as it is now cannot continue, as we have negotiated for 15 years without any progress. — UPI.

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0135

Yorkshire Post

Leeds

Planner No. 67B-350

Daily - 100,076

1 MAR 1982

UIC 000
m19

World News

'Deadline' over Falkland Islands

ARGENTINA is threatening to break diplomatic relations with Britain if the Falkland Islands are not handed back by next year's 150th anniversary of the British presence on the islands, a Buenos Aires Foreign Ministry source said yesterday.

The source said, however, he could not confirm reports that Argentina would use force to seize the islands in the South Atlantic if a solution to the dispute was not reached soon.

The source said: "No diplomat can talk about the use of force. A decision of that nature is taken without announcing it previously.

"We also believe that it will not be necessary to take the case to extremes as we trust that the British will be reasonable.

"But the situation as it is now cannot continue as we have negotiated for 15 years without any progress."

The Foreign Ministry source said that if a solution to the conflict was not reached soon, Argentina would break relations.

The solution would have to come before the 150th anniversary of the British presence on the islands, which have a population of less than 2,000.

A newspaper columnist, Mr. J. Iglesias Rouco, said Argentina

was seriously considering breaking relations with Britain and ordering a military occupation of the wind-swept islands, known in Spanish as the Malvinas and situated 300 miles off the Argentine coast.

British troops occupied the islands in 1833.

CHRISTOPHER FORBES ADAM, Diplomatic Correspondent, reports: Britain is considering the Argentine proposal to speed up negotiations on the Falkland Islands by holding monthly meetings. But there is little enthusiasm on the British side.

The proposal was made during weekend talks in New York attended by a Foreign Office Minister, Mr. Richard Luce.

A decision will be taken by Lord Carrington on his return from visits to Kenya and Zimbabwe.

Meanwhile, Mr. Luce yesterday deplored Argentine threats to "seek other means" to resolve the dispute unless there is an early settlement.

Britain remains determined not to agree to any solution on future sovereignty which is not acceptable to the islanders and the British Parliament.

Falklands

R&C
ROMEIKE & CURTICE
THE PRESS CLIPPING BUREAU Tel: 01-882 0155
The Times
Planner No. 65a-130
Daily - 292,714

05 MAR 1982

Argentina steps up Falklands pressure

By Peter Strafford

By issuing ill-defined threats of action against the Falkland Islands, the Argentine military Government appears to have taken a deliberate decision to raise the temperature on this sensitive issue.

Both in Britain and Argentina there are strong feelings about the future of the islands. In Argentina it is believed that they are rightly part of Argentine territory, in spite of having been ruled by Britain since 1833, and that they should be handed back.

In Britain it is government policy, repeated on Wednesday by Mr Richard Luce, Minister of State for Foreign and Commonwealth Affairs, that there can be no contemplation of any transfer of sovereignty without consulting the wishes of the islanders, or without the consent of the House of Commons.

The decision to press the issue more aggressively bears the mark of General Leopoldo Galtieri, who took over as President of Argentina last December. But it is still not clear whether he intends to take coercive action against the islanders if he does not get a satisfactory response from Britain, or whether he is primarily using the issue to drum up support inside Argentina.

As a last resort, Argentina has the military capacity to take over the islands, which are about 300 miles from the mainland. There are only about 1,800 inhabitants, defended by a Royal Marines platoon and a force of local volunteers, in all a total of fewer than 100 men.

But it would lead to a serious crisis with Britain; and the Argentine forces could have considerable difficulties in taking the airport, where the Marines are deployed.

It is more likely, therefore, that pressure would be exerted at a lower level. Press reports in Buenos Aires, where the issue has been receiving banner treatment, talk of recourse to the United Nations (where Argentina has considerable support on the issue), a break in economic or political relations with Britain, or a total rupture of relations with Britain.

It would also be possible for Argentina to bring direct pressure to bear on the islands because of their remoteness. Apart from a ship which sails from Tilbury four times a year, the only communications with the outside world are by means of a limited air service provided by the Argentine Air Force. This could be cut off.

To do this would, however, be a reversal of the policy followed in recent years of winning over the islanders by good relations rather than coercion.

There are different views of how to tackle the issue in Buenos Aires. Some military men would be ready for a military solution, while officials in the Foreign Ministry show more understanding of the complexity of the issue and are ready for a more gradual approach.

Talks have been held on and off for several years, but with little progress.



FALKLAND
R&C

ROMEIKE & CURTICE
THE PRESS CLIPPING BUREAU Tel: 01-882 0155
Daily Telegraph
Planner No. 65a-50
Daily - 1,357,021

4 MAR 1982

made column 1982

BREAK-OFF THREAT BY ARGENTINE

By Our Diplomatic Correspondent

AN Argentine statement on the Falklands which verged on being an ultimatum has doused British hopes of being able to conduct negotiations well away from the fierce light of nationalist passions.

Even before its negotiator had returned home from Anglo-Argentine talks in New York jointly described as "cordial and positive," the Foreign Ministry in Buenos Aires was breaking an agreement to say nothing much more than that.

The statement revealed that Argentina wanted monthly meetings of "top-level officials," with a pre-arranged agenda and a pre-arranged meeting place.

"The new system constitutes an effective step for the early solution of the dispute. However, should this not occur, Argentina reserves the right to terminate the working of this mechanism and to choose freely the procedure which best accords with her interests," the statement said.

'Complete rupture'

Government sources disclosed that the "procedures" available ranged from taking the issue to the United Nations to a complete rupture of relations with Britain. Force was not among the options mentioned.

Nevertheless, a rupture of relations would be sufficiently serious, since it would almost certainly include a cut-off of air communications with the islands.

The British negotiator, Mr Richard Luce, a Foreign Office Minister, said in the Commons yesterday that the Argentine statement was "unhelpful."

The islanders had two representatives at the New York talks. Very few of them favour a change in the islands' status as a British colony, but there is recognition of the need for an agreement if seabed and other resources are to be properly exploited and a secure future ensured.

Negotiations have been going on over the past 15 years and have made some slow progress.

Recently, though, the Argentine appetite for the islands has been heightened by the belief that their territorial waters contain valuable oil reserves.

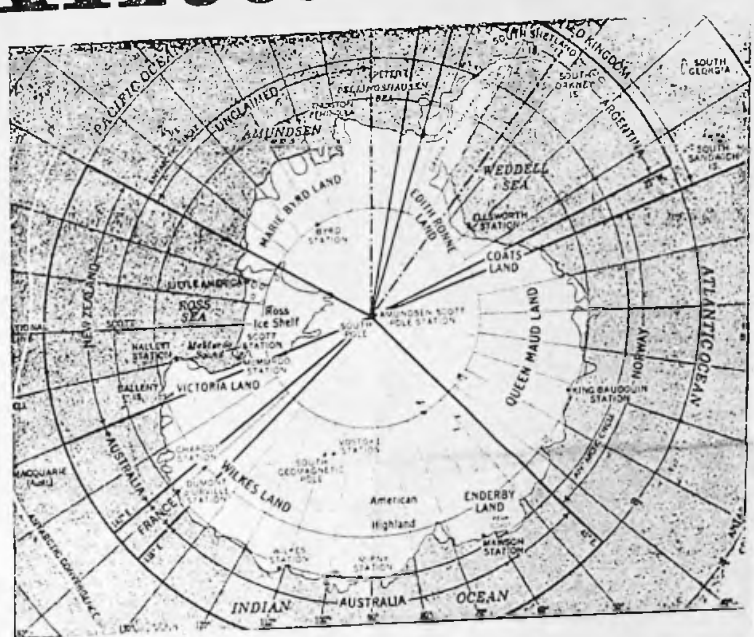
- 6 MAR 1982



Ice station Antarctic



Where
'home'
is 50-feet
under a
glacier,
the cold
drops to
minus
50 . . .



● ANTARCTICA . . . The Halley Bay base is in the Coats Land area. Left, the entrance tunnel to base headquarters 50 feet underground. Life here may be hard and cold, but the Union Jack still flutters proudly in the background.

by Norman Denby



● HOME again, John Tooze with his penguin chick. "I wouldn't fancy the South Pole for another 12 months."

A diesel mechanic has returned to his Port Talbot home after spending more than 12 months in the Antarctic sleeping every night 50 feet below the windswept surface of an ice glacier.

John Tooze, aged 24, who lives in York Place, left for the Antarctic in October, 1980, on the research ship Bransfield from Southampton.

He had been made redundant after a local engineering firm went into receivership and applied for a job with the Cambridge-based British Antarctic Survey organisation.

He was lucky and got the job and arrived at Halley Bay, the organisation's most southerly base in Antarctica, which is only 800 miles from the South Pole, in January, 1981.

The Bransfield made ports of call at Rio de Janeiro, Georgia, and the Falkland Islands and John, a keen photographer, took hundreds of pictures of whales, seals, penguins and wild birds on the trip and on excursions across the ice cap and by dinghy to famous Bird island.

Darkness

Most of the Halley Base is 50 feet below ground on the edge of the glacier and only the radio masts and generators are on the surface.

"The temperatures even during the summer months between January and March never went above freezing point, but it was quite pleasant because the sun was shining 24 hours every day," said John.

"At the beginning of May the sun starts to go down and by August it disappears and there is darkness around the clock," he added.

The coldest temperatures during

the harsh winter months when blinding blizzards raged for a fortnight at a time reached minus 50 degrees Centigrade.

"There were 15 of us at the base and we had to go to the surface every day to maintain the generators and shovel snow into our water tanks to keep our water supply going," said John.

His twin generator was linked to a computer used in experiments to measure the magnetic storms around the South Pole. He also took part in blood pressure experiments with one of the scientists.

"I never got bored because there

was too much to do, but I would not fancy staying at the South Pole for another 12 months," said John.

Two films were shown every week in the underground ice cave and when their egg and meat supplies ran out. Russians at a nearby base flew in some fresh supplies in their helicopters.

Chick

John who had a trip around the pole in one of the helicopters said: "There is always a link with New Zealand and if someone is taken ill helicopters come in from one of the

many bases run by several countries under an international agreement to rescue them."

The British organisation has six bases on the Antarctic and at Halley Bay, more than 100,000 gallons of fuel is unloaded every summer

John brought back many souvenirs of his trip, but his favourite is a six-week-old Emperor penguin chick.

"On one trip to Bird Island I found the chick dead. Its parents had abandoned it, so one of the doctors at the base skinned and stuffed it and I managed to bring it back home. It is a beautiful creature," he said.

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel. 01-882 0185

Guardian

Planner No. 65a-90

Daily - 267,497

8 MAR 1982

mg

Falklands: no solution ahead

This week has seen the issue of the Falkland Islands back on the agenda. One of the regular desultory annual talks about the future of the islands broke up at the United Nations in New York last weekend with both sides saying that they had been "cordial and positive." These talks have

been going on since 1977. In the past the phrase "cordial and positive" has meant that, while both sides have gone through the motions of asserting and rejecting claims to the sovereignty of the islands, in practice both would have been extremely grateful for any suggestion as to how the Falkland Islanders might be brought to accept Argentinian claims. This time, however, the bland statement out of New York was abruptly contradicted by an ultimatum of a kind from Buenos Aires. Negotiations would cease, the Argentina government said, unless the dispute was speedily settled.

There is always a tendency in polite society to think that where there is a problem there must be a reasonable solution, provided men of goodwill on both sides search diligently for it. The case of the Falkland Islands contradicts this theory. The Falkland Islanders, all 1,800 of them, do not wish to come under the sovereignty of Argentina and who can blame them? But the island's communications and commercial links with the rest of the world are all through Argentina. Argentina's claim to the islands is moral and genuinely felt. Now, however, the desire to reverse a 150 year-old act of British colonialism is much heightened by the need of the unpopular government of General Leopoldo Galtier to use a popular foreign issue to divert attention away from the uncontrolled economic crisis at home.

The role played by successive British governments in the matter in recent years has been less than glorious. The basic Foreign Office position has been that we should get shot of the Falkland Islands, if some even half-way respectable way of doing so could be found. In order to encourage the Falkland Islanders themselves into a submissive frame of mind, the Whitehall line has mixed guarantees to the islanders that nothing would be done without their consent with a steady series of actions designed to make it clear to them that, in practice, they were more and more out on their own in the South Atlantic, unless they found ways of coming to terms with Argentina. This mirrored the Argentina government's mixed tactics of threats and promises.

The 'official' Whitehall view is conditioned by the fact that the islands are in

fact indefensible against a serious Argentinian invasion. The resident garrison consists of a company of Royal Marines. As part of Mr Nott's penny-pinching conventional defence cuts to make room for the cost of his Trident nuclear missiles, the one naval ship on regular patrol in the area, the ice-patrol ship HMS Endurance, is about to be taken out of commission. But this argument of *real politik* does not in practice provide the Foreign Office with a practical short-term policy either. For, as Mr Luce repeated in the House of Commons last Wednesday, it is inconceivable that any British government could now lend its name to a deal with Argentina without obtaining in some form the approval of both the islanders themselves and of the House of Commons. On this basis, the problem of the Falkland Islands is likely to be with us and souring Anglo-Argentinian relations for some time to come.

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0188

**Western Evening Herald
Plymouth**

Planner No. 67b-650

Daily - 63,000

8 MAR 1982

00000
mg



Josh Mowll, aged 11, of Grafton Flyford, Worcs, with a steam driven model of Brunel's ocean liner the Great Britain, built over four years by his father William. The model of the liner, brought back from the Falkland Islands to Bristol in 1970, won a gold medal at the 51st Model Engineer Exhibition at Wembley Conference Centre, London.

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0188

Western Daily Press

Bristol

Planner No. 67b-120

Daily - 73,000

- 8 MAR 1982

00000
mg

A mountaineer, lost at sea

THE En Avant sailed from Rio for the Falkland Islands in November 1977, manned by a tough wiry man of nearly 80. She never reached her destination.

His name was H W Tilman and although it probably meant little in the seventies, 40 years earlier it had been the most famous name in mountaineering.

High Mountains And Cold Seas on Radio 4 at 8.20pm tomorrow is a portrait of this remarkable man, who led a life of adventure for almost 60 years.

Rev Canon Victor L Whitchurch lived from 1868 to 1933 and pub-

Your Radio Week

lished several novels including The Canon In Residence, which is Radio 4's new Story Time serial beginning today at 4.45pm.

The main character is a vicar on a visit to Switzerland. He is persuaded to change clothes with a contentious stranger and then discovers the man drinks, gambles and robs banks.

Jimmy Young moves from his normal morning

spot to present Budget Special on Radio 2 at 3.2pm tomorrow with economics expert Dominic Harrod analysing the measures announced.

Jimmy gets reactions from politicians, trade unionists and businessmen and plays a little music to lighten the burden.

Learner comedians have a chance to show off their skills to a wider audience than usual in the new

series You've Got To Be Joking on Radio 2 at 10.3pm on Wednesday, with Cardew Robinson introducing newcomers and inviting them to tell jokes on the theme of well known proverbs and quotations.

Maurice Denham stars in Woodbrook on Radio 3 at 8 pm on Thursday about David Thompson who went to Ireland as a tutor in the thirties and there fell in love with the countryside, the people and his pupil, Phoebe.

**CELIA
ANDREWS**

Lynne Curry hears the riches to rags story

of Polar explorer Ronald Worswick

From the Antarctic to a Council caravan for the homeless

IN 1955 Ronald Worswick was at the bottom of the globe and on top of the world.

He was one of an elite band of Government meteorologists engaged on the Falkland Islands Dependencies Survey. When he returned from his third spell in the Antarctic he was awarded the white-ribboned Polar Medal for his contribution to the exploration of the Polar region, one of nine recipients that year.

But if he was low then, geographically, he is even lower now. Bankrupt. About to be homeless. Wifeless. He even had to borrow the money to apply for bankruptcy.

"It is," he says, "rags to riches and back to rags."

The medal is gone — sold for £400 when he needed the cash, years ago. The 19-bedroom hotel in Scarborough's Esplanade Gardens, which he once owned, is also gone. It was sold when he and his wife separated.

The catering franchise he went on to win at Scarborough Sports Centre is gone. He lost that when he ran into severe debt less than a year after taking it.

And his home, a £130-a-month bungalow in Stony Hags Rise, has to be vacated by today. By Wednesday his home will be a £20-a-week Council caravan for the homeless off Seamer Road where, he dryly remarks, the bed is bound to be too short.

The size 15 boots under Mr Worswick's 6 ft 7 in are treading the depths. Yet the 53-year-old ex-climber, ex-fell walker, ex-teacher (of 20 years' experience), ex-hoteller, ex-Polar expeditionist, says: "I'll be back. If you'd seen me a month ago I was like a man 20 years older, but I'll be back."

Peak years

His peak years were when he was young. Born into a family of five children, his father died when he was a child and his mother worked for the old Manchester Education Authority to bring them up.

He won a scholarship to grammar school at Chorlton-cum-Fildary, but went instead to Fleetwood, where the family had been evacuated. Armed with a school certificate he was taken on as an electrical apprentice at Metropolitan Vickers, where Lancaster bombers were in production. Four nights a week he continued



Early days in the Antarctic.

Mr Worswick

to study at Salford Technical College.

When his boss hopped off with a month's pay roll he left too and joined ICI in their catalytic department. So it is that he comes by the knowledge that Stergene detergent was placed in opaque bottles because housewives of the day thought that a blue liquid would turn their washing blue. ("Just one of the things I've learned during my life," he says.)

He started climbing then with Joe Brown, an ex-plumber who has since gained an international reputation for climbing all over the world. He skied too, with a pair of abandoned skis that someone never bothered to claim from a lost property office.

And he got his place with the Air Ministry as a meteorologist. The local press were full of adulatory articles about young Ronald, 6 ft 5 in (his height was always mentioned).

A local shoe shop even bothered to install a blow-up of a newspaper photograph showing that his shoes bore their soles. It did not go down well with his own cobblers, who made his size 14½ boots, as they were then, to order.

He was in his prime when he arrived in the snowy depths of the Antarctic in 1949. He spent three periods there.

"If I were young enough I'd be back," he says. But after about nine years, the Government decided that he had

served long enough. Their decision could have been connected with new colonial rules entitling anyone who had served for 10 years or more to a pension.

So he came back to England, failed to get into teacher training college because they were oversubscribed by returning servicemen (apart from one which turned out to be girls only) and went to run a youth hostel in Goathland. He met his ex-wife, Ann, there. She was 14 years younger than him.

He went off to train, finally, as a teacher, and they married a couple of years later. His teaching career took the couple and their enlarging family to Basildon (Essex) then back to Whitby. They bought a seven-bedroom guest-house in Glaisdale in its own grounds. Mr Worswick's ambition now is to buy it back — one day.

In 1965 he took his wife and two daughters to Singapore where he went to teach on the Ministry of Defence staff. They had to come back in 1971 when the forces were expelled, and by this time they had more children, twin daughters. They returned to their home in Glaisdale.

During their absence the property had been let by an estate agent.

"That was my first big mistake," said Mr Worswick. "The tenants left owing six months' rent and £2,000 worth of damage had been done to the property."

He decided to instill central heating at vast expense and went ahead. Then he found he was unable to get a job. He wrote after 60 and got five replies, one of them from a boys' school at Hardwick, near Stockton. From head of the geography department in Singapore, he became an assistant teacher.

"I taught for five hours a week and for the rest of the time I kept order. The day I left there was a riot." He stayed for only a year, moved to another school, then to another, this time as head of the geography department.

He was travelling daily between Glaisdale and Nunthorpe, on the outskirts of Middlesbrough, sometimes through snow several feet deep. In 1978 he was taken ill. It reached the stage where he was lifting his legs from the car by the trousers, and, in 1979, he had to retire through ill health.

The same year, having sold his Polar Medal, the family



decided they had to leave the house and moved to Scarborough to buy the Derwent Hotel on Esplanade Gardens. It brought them 19 bedrooms and a mortgage as high as their eyebrows. But things were going reasonably well until the marriage broke up.

The couple fought for custody of the twins, now 12. The second and eldest daughters stayed with their father. He decided to sink his remaining capital into taking the catering franchise at Scarborough Sports Centre. It was the first time it had been offered.

"I knew the potential of the Sports Centre bar because while I was still at the hotel the catering up there was nonexistent and the badminton players used to come down to Scarborough for chicken and chips. It was a goldmine — still is — run properly."

It did not turn out to be a goldmine for him, however. He was broken into twice during the first month and took to camping there. The culprits, schoolboys, were eventually caught, but Mr Worswick continued to stay at the Sports Centre.

In July that came to an end when he had a heart attack. Lying on his camp-bed he felt a pain in the chest that he thought was indigestion. After the heart attack he continued to go to the Sports Centre but could not work. His ideal ambition was to set up her job to help, but they still could not manage.

"Early in November I said 'that's it'. I knew I was losing money so I brought the receiver in. I had to borrow £60 to go bankrupt from some friends. I have a few genuine friends — lots of acquaintances who wanted to jump on the bandwagon when I was doing well, but a few genuine friends."

At the end of last month Mr Worswick had to sit at Scarborough Bankruptcy Court to answer for debts of £7,000. He told the court that he had underpriced drinks because of his lack of experience in the licensed trade.

Spent money

He also attributes his failure to the fact that he had spent money on alterations. Although he had the consent of the licensing justices and the fire authorities, he did not get planning permission.

The order to leave his home had come 16 days earlier, when Mr Worswick was ordered to pay the £365 rent he owed and to leave the house within 28 days. His income now is his invalidity benefit and his teachers' pension. His home will be the caravan.

"I shall have a bed that's literally 11 in too short for me, and they expect a 17-year-old daughter to sleep in a bunk," he said.

His intentions now are to get his second daughter settled and to see his surviving brother, in London. Then he hopes to go abroad, maybe to South America or Italy or Portugal.

"What demoralises me most at this moment is that when I'm walking into town some old dear comes walking past me. Then I realise that to keep going I've had to slow down so much. I've climbed in the Andes, all over the UK, and in Europe.

"I've enjoyed it, that's the main thing. Problems are there to be surmounted and I'll surmount them. Not with ease, but I will."

David is still at it!
Falkland
R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0135

Yorkshire Post

Leeds

Planner No. 67B-350

Daily - 100,076

10 MAR 1982

DO NOT
use
this
group
mg

... the South Sandwich group of islands. a United States geological survey estimates an oilfield around the islands to be three times the size of the North Sea's and these waters are rich in alginates.

With a 200 mile limit around those islands and rocks, Argentina would also control one of the world's almost untapped and richest fishing grounds. But that is not all. Argentina have also laid claim to the British Antarctic Territory. If the Foreign Office doesn't already know, that covers an area of 1,724,933 square kilometres.

The military rulers of Argentina are empire building. Before it is too late, Her Majesty's Government should instruct the Foreign Office Britain will not sit back and allow Argentina to do an Afghanistan style occupation of British people and British territory.

The Foreign Office seems to pretend that, in relation to the Falkland Islands pressures from Argentina will go away if they are ignored. The Falklands are British and our sovereignty over them is indisputable in international law. It is time we

stopped ourselves from being pushed around. — Yours faithfully,

H. DAVID TOULSON
Iles Lane, Knaresborough.

Junta's aim

Sir, — Re "Deadline Over Falklands" (March 4) as one who spent years sailing in and out of Argentina, it is no surprise to me to read what the present "military Junta" is threatening.

The Foreign Office knew Argentina were illegally occupying "Thule," one of the South Sandwich islands, for 18 months before it was made public and they have now been under occupation since December, 1976.

It is time everyone, including the Foreign Office, realised what is at stake. It is not only the Falkland Islands Argentina wants. If they get the Falklands, they will also take the Dependencies, Black Shag and Clerke Rocks, South Georgia and

Falkland
R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel. 01-892 0199

**Guernsey Evening Press
and Star**

Planner No. 67B-2430

Daily - 15,712

- 9 MAR 1982

mg

Remarkable mountaineer

**BILL TILMAN, MOUN-
TAINEER (Radio 4, 8.20
p.m.)**

THE En Avant sailed from Rio for the Falkland Islands on 1 November, 1977 but never reached her destination.

On board was a short, tough, wiry man of nearly 80, with a sharp, weatherbeaten face. His name was H. W. Tilman, and though it probably meant little in the 1970s, 40 years earlier it had been about the most famous name in mountaineering.

John Snelling presents Radio 4's High Mountains and Cold Seas, a portrait of this remarkable man who, for almost 60 years, led a life of adventure and exploration.

Anthony Bate plays 'Bill' Tilman.

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0155

Evening Echo

Bournemouth

Planner No. 67b-80

Daily - 63,903

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0155

Hertfordshire Countryside

Planner No: 80,140

Cir: 9,311

Bill Tilman- adventurer

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His name was W. H. (Bill) Tilman, and though it probably meant little in the 1970s, 40 years earlier it had been about the most famous name in mountaineering.

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Anthony Bate plays Bill Tilman.

MAR 1982

mg

PHILATELIC FEAST

THOSE members who braved the cold and ventured out to the January meeting of the Bishop's Stortford and District Philatelic Society were amply rewarded. The first meeting of the year is given over to Society members to "entertain" the committee. On this occasion a feast of both food and philately was on the menu.

Members John Smith and Tony Lovelock, ably assisted by Les Bottomley arranged a tasty buffet to compliment their displays.

Stamps and postal history of Bermuda from pre-stamp days to 1953 were shown by John Smith who included some fine "censor" marks from both world wars and covers carried by the American Zeppelin, "Los Angeles". Stamps shown included examples of the tercentenary issue of 1920-21 and blocks of the "key plates" of the King George VI high values.

Tony Lovelock gave an amusing and informative talk on the Falkland Island Dependencies, illustrating it with a comprehensive display of "flaws" and "errors" of the 1946 map issue.

The evening was brought to a close with a display of the issues of British Antarctic Territory.

FALKLAND

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0155

South Wales Echo

Cardiff

Planner No. 67b-2050

Daily - 113,056

5 MAR 1982

mg

ISLAND'S CLAIM

Argentina will use all the resources of the United Nations charter to try to recover the Falkland Islands from Britain, Argentine Ambassador Nicanor Costa Mendez said in Brasilia.

Falklands

RSC

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0195

The Times

Planner No. 65a-130

Daily - 292,714

23 MAR 1982

media mg

Argentines hoist a flag on Falklands

By Simon Scott Plummer

About 50 Argentines landed illegally on an outlying part of the Falkland Islands, a British colony in the South Atlantic, and hoisted an Argentine flag, the Foreign Office said yesterday.

The group, which arrived in a ship chartered from the Argentine Government, had a commercial contract to remove scrap metal from an old whaling station at Leith, on South Georgia, about 1,400 miles east of the Falklands archipelago.

The British Antarctic survey team at Grytviken, on South Georgia, reported the arrival of the Argentine group on March 19. They were asked to leave immediately and to seek permission from the British authorities if they wished to continue their work.

The British Government, which is in dispute with Argentina over the sovereignty of the islands, sought clarification from Buenos Aires and was informed that the party had left South Georgia on March 21. Yesterday, Whitehall was awaiting confirmation of this from the British survey base.

After talks between Britain and Argentina in New York last month, the Argentine Government said it would break off negotiations with London and seek other means of solving the dispute unless there was a speedy settlement.

Mr Richard Luce, Minister of State at the Foreign Office, who headed the British side at the talks, said the Argentine statement would not help to resolve the dispute and reiterated the British position that the islands would not be handed over to Argentina without the express approval of the Falkland islanders and the British Parliament.

Yesterday the Foreign Office reacted sceptically to the suggestion that the landing on South Georgia last week was instigated by the Argentine Government. It was more likely to have been to an irresponsible action by people acting for a commercial company.

However, Mr John Biggs-Davison, Conservative MP for Epping Forest, alled the landing "a provocative act of aggression."

Falkland

RSC

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0195

Sun

Planner No. 65a-120

Daily - 3,622,720

18 MAR 1982 media mg

4 THE SUN, Tues

Falklands invaded by rebels

A REBEL BAND "invaded" part of the disputed Falkland Islands and hoisted the Argentinian flag.

News of the raiding party infuriated the British Government, which demanded an explanation from Argentina.

The Foreign Office branded the landing "illegal" and Foreign Secretary Lord Carrington called for a full report.

The landing — particularly the flag-raising ceremony — was seen as a serious breach of British sovereignty.

Remote

Britain has been engaged in a long-running dispute with Argentina over the sovereignty of the islands. They have been ruled by Britain since 1833.

The Argentinians — a party of whalers — landed on the remote isle of Grytviken (population 250) last Friday.

They stayed for two days to collect equipment from an old whaling station.

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0155

Derbyshire Times

Chesterfield

Planner No. 72B-710

Weekly - 53,196

CUTTING

19 MAR 1982

CC-B-71
media
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group
mig

World renowned

Although based at Bolsover, the activities of the Coalite Group of Companies are worldwide, from Scotland in the north to the Falkland Islands in the South Atlantic.

It began over 60 years ago with the development of low temperature carbonisation of coal and today "Coalite" is Britain's leading

smokeless fuel for open fires, roomheaters and boilers.

Smaller-sized "Coalite" is used in industry and exported to places as far apart as Scandinavia and Venezuela.

The company's oils and chemicals refinery is also based at Bolsover, processing the by-products from the "Coalite" production, along with other chemical raw materials.

The wide range of high quality chemicals manufactured and researched at Bolsover are used in products from creosote to cosmetics, disinfectants and dyes, antiseptics and glues

and from winter washes to weedkillers.

Millions of clay pigeons are also made at Bolsover each year.

The Group's activities now extend to solid fuels distribution, fuel distribution, builders' merchandising, automotive distribution and contract hire, vehicle building and engineering, warehousing, transport and shipping services, wool production and processing, instrument manufacture and a high temperature coke oven.


In addition the Group has an investment in the future of the North Sea where it is engaged in the exploration for oil.

Falkland

R&C

ROMEIKE & CURTICE
THE PRESS CLIPPING BUREAU Tel: 01-882 0155

Liverpool Echo
Planner No. 67b-380
Daily — 239,007

19 MAR 1982 

Plea to stand by the Falklands

SIR, — In a recent publication of the "Commonwealth Institute" the Falkland Islands are not shown as part of the Commonwealth, nor are they included in the list of Commonwealth countries.

Furthermore, GREAT BRITAIN is insultingly listed simply as "Britain," in alphabetical order. The Falkland Islands are different from every other part of the old empire, in that Britons are the native population.

Yet against the whole trend of self-determination for dependent territories, Whitehall appears determined to hand over the Falklands to a foreign country.

The Falklanders, with not a single exception, desire to remain part of Britain, under the British Crown. One way in which people in Liverpool could show the policy makers their solidarity with the Falklanders is by sending St. George's Day Greetings to the Falkland British. All that is required is a postcard of some English scene or painting and the words "Happy St. George's Day, Falklanders" and signature. It will only cost 24p by air-mail, and for convenience may be addressed to "The Editor, Weekly Newspaper, Port Stanley, Falkland Islands. — Anthony Cooney, Lark Lane.

Falkland

R&C

ROMEIKE & CURTICE
THE PRESS CLIPPING BUREAU Tel: 01-882 0155

Yorkshire Post
Leeds
Planner No. 67B-350
Daily — 100,076

19 MAR 1982 

Forgotten isles

Sir, — Those of your readers concerned about the treatment of the Falkland British may be astonished to know that a recent publication of the Commonwealth Institute of a map of the world with Commonwealth countries coloured yellow, neither

shows the Falkland Islands in yellow, nor lists them among the other Commonwealth countries.

This calls for a massive demonstration of concern. Such a demonstration could be constructive if it consisted of everyone sending a St. George's Day greeting to the Falkland Britons.

This need be nothing more than a postcard of some famous British scene or painting. If it has only five words of greeting and signature on it, it will cost only 24p by air mail.

It might be addressed to the Editor, Weekly Newsletter, Port Stanley, Falkland Islands. —

ANTHONY COONEY,
Hadassah Grove, Lark Lane,
Liverpool.

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0155

Sunday Express

Colour Magazine

Planner No. 65B-35

Weekly

21 MAR 1982

COMMON
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STAMPS FOR A PRINCESS

These are some of the first stamps with the Princess of Wales on them, and this is the first time they've been shown in colour. They will go on sale in time for the Princess's 21st birthday in July, but only for use in certain Commonwealth, and colonial countries like the Falkland Islands.

Altogether 16 of these countries will have Princess Diana stamps. Collectors will rush to buy the new sets in the hope that their value will grow over the years. More than £70 million was spent on last summer's royal wedding stamps. But royal stamps have to be kept a long time before they make a profit. The Queen's Coronation stamps cost £12 a set in 1953 but are now worth £80.



FALKLANDS

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0155

Financial Times

Planner No. 65a-80

Daily - 196,495

23 MAR 1982

CEB-10
mig

Illegal Falklands landing

BY STEPHANIE GRAY

A GROUP of 50-60 scrap iron merchants landed illegally on South Georgia, a Falkland Islands dependency, last week, established a camp near the harbour at Leith and hoisted the Argentine flag, the Foreign Office announced yesterday.

The incident is expected to add to the tension between Britain and Argentina, both of which claim sovereignty over the islands.

Buenos Aires warned after fruitless talks last month that, unless there was rapid agreement, Argentina would end negotiations and seek "other means to end the dispute."

Recent Press reports in Buenos Aires have referred to a possible invasion by the end of the year.

The Foreign Office said the men had been put ashore last Friday by a cargo vessel, operated by the Argentine Government for naval transport, without having obtained the necessary clearance from the British authorities. The group has a contract to remove equipment from old whaling stations on the island.

A field party from the 22-man British Antarctic Survey — the island's only inhabitants — spotted the camp and the flag.

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0155

The Standard

Planner No. 65a-115

Daily - 641,449

DATE PRICES
22 MAR 1982

CEB-10
mig

Falkland

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-882 0155

Daily Star

Planner No. 65a-40

Daily - 1,336,116

23 MAR 1982

CEB-10
mig

FLAG STARTS A FLUTTER

AN Argentinian flag hoisted on a Falkland island has started a diplomatic storm. The flag was raised by an Argentinian commercial group who illegally landed on South Georgia last week, the Foreign Office said yesterday. Foreign Secretary Lord Carrington is demanding a full report on the incident.

FALKLANDS 'RAID' BRITAIN PROTESTS

Britain to protest to Argentina over planting of Argentine flag on one of Falkland Islands. Flag planted by illegal landing party from Argentine government ship. Party, discovered on March 19, left yesterday after urgent British complaints to government of Argentina, which claims sovereignty of Falklands.

FALKLANDS
RSC FRONT PAGE

ROMEIKE & CURTICE
THE PRESS CLIPPING BUREAU Tel: 01-882 0195

Financial Times
Planner No. 65a-80
Daily — 196,495

23 MAR 1982

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Island 'invasion'

Fifty scrap iron merchants landed illegally in the Falkland Islands and raised the Argentine flag. Britain claims sovereignty over the islands.

Falkland

RSC
ROMEIKE & CURTICE
THE PRESS CLIPPING BUREAU Tel: 01-882 0195

International Herald Tribune
Daily

22 MAR 1982

media
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mg

Argentines Occupy British Island

United Press International

LONDON — An Argentine government ship put ashore on a British-controlled island in the South Atlantic and a landing party raised the Argentine flag, the British Foreign Office said Monday.

The incident occurred Friday on South Georgia Island, a dependency of the Falkland Islands, which are claimed by Argentina, a spokesman said. He said the British Antarctic survey commander on South Georgia reported that an Argentine party established a camp on the island, which has a population of about 20. It was not known whether the party was still there Monday.

The party landed without clearance from British authorities, the spokesman said. He said London had sought clarification from Argentine officials. In Buenos Aires, a government spokesman promised a detailed Foreign Ministry report on the incident but declined to comment further.

FALKLAND

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel. 01-882 0155

Yacht and Boat Owner

Planner No. 75-295

Monthly

APR 1982

media
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Stop, start

Paul Rodgers' attempt at sailing twice around the world non-stop is rapidly changing style. After his initial disappointment at having to pull into Freemantle with a broken mast he has since made two further stops. The first was as a result of a failure in his self-steering, which ended with his putting into New Zealand for two-day emergency repairs. His next stop came after a foggy rounding of the Horn when he put into the Falkland Islands with



Paul Rodgers trying it out with a crew before leaving alone last year. Note the angle of heel on his very narrow boat.

damage to his wheel steering. Repairs were effected and he then set off for his second rounding of the Southern globe.

It is difficult to see what Paul will salvage from his stop-start voyage, as the initial thinking behind this trip was to be the only man twice round without a break, setting an endurance record that would be hard to beat. Perhaps he's just going around again to try and catch a glimpse of the Horn on the second passing, before heading home, which he hopes to reach in July.

The Standard

23rd March 1982

Argentina's 'business trip' to Falklands

BUENOS AIRES, Tuesday: The Argentine Foreign Ministry said today a Naval cargo vessel, which Britain claimed had infringed its sovereignty over a small South Atlantic island was just fulfilling a commercial contract.

Yesterday the British Foreign Office said an Argentine group had landed illegally on South Georgia, a dependency of the disputed Falkland Islands, and hoisted the Argentine flag. "They had been put ashore by a cargo vessel, operated by the Argentine Government," the Foreign Office said.

An Argentine Foreign Ministry spokesman said the ship had left technical personnel behind on the island.

Argentines land in Falklands

The Foreign Office is to be asked by a Conservative MP for a full statement about the illegal landing on an outlying part of the Falkland Islands of about 50 Argentines who raised their country's flag

Page 6

Argentines hoist a flag on Falklands

By Simon Scott Plummer

About 50 Argentines landed illegally on an outlying part of the Falkland Islands, a British colony in the South Atlantic, and hoisted an Argentine flag, the Foreign Office said yesterday.

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The British Government, which is in dispute with Argentina over the sovereignty of the islands, sought clarification from Buenos Aires and was informed that the party had left South Georgia on March 21. Yesterday, Whitehall was awaiting confirmation of this from the British survey base.

After talks between Britain and Argentina in New York last month, the Argentine Government said it would break off negotiations with London and seek other means of solving the dispute unless there was a speedy settlement.

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Yesterday the Foreign Office reacted sceptically to the suggestion that the landing on South Georgia last week was instigated by the Argentine Government. It was more likely to have been to an irresponsible action by people acting for a commercial company.

However, Mr John Biggs-Davison, Conservative MP for Epping Forest, alluded to the landing "a provocative act of aggression."

British outpost's honour defended

By Patrick Keatley
Diplomatic Correspondent

BRITISH sovereignty has been defended in the Antarctic, national honour has triumphed, and a bumptious band of Argentinian scrap metal merchants have been sent packing by four brave Britons.

It all happened over the weekend on the remote island of South Georgia, a dependency of Britain's colony of the Falkland Islands, which are claimed by Argentina.

Repelling the Argentine landing involved penguins, seals and the members of the British Antarctic Survey stationed on the remote island of South Georgia. These 22 civilians are led by Steve Martin.

Mr Martin sent a search party from his own base at Grytviken down to the old whaling station on the coast at Leith, where the Argentinians had come ashore, 60-strong, and has raised their national flag. The British party watched through binoculars from their snowy summit and forged their way back to base to make radio contact with the Governor.

From Port Stanley, 1,000 miles away, came the command to assert British sovereignty at Leith and see that the foreign flag came down.

Steve Martin, in a tradition stretching to Sir Francis Drake, reckoned that a ratio of 15-1 was about right when repelling Hispanic invaders and despatched a party of four Britons. On arrival at the old harbour, the Britons, asked the Argentinians their business and ordered them to lower their intrusive flag immediately.

Down came the flag of Argentina. But the invaders said that they were acting under a contract from the Scottish firm of Christian Salveson to remove the machinery and other scrap metal of the old whaling station. They proposed to continue this task if British blessing were given.

Meanwhile, Her Britannic Majesty's Ambassador in Buenos Aires, Mr Anthony Williams, demanded an appointment at the Argentinian Foreign Ministry where he insisted on British rights and demanded action.

In London, the Argentinian head of mission was summoned to the Foreign Office. Messages crackled to and fro across the Atlantic on the diplomatic wireless. Onward messages went to the Governor and to the Fearless Four in the field.

They, for their part, had reached a typical British compromise with the invaders of South Georgia, graciously accepting the sociable offer of food and drink before seeing the blighters off the premises.

Sadly, this comic opera episode, so soothing to British pride, is certainly not the end of the story. The Argentinians came away from recent talks with Britain on the future of the disputed islands saying that they reserved the right to take "other measures" if swift progress in negotiations was not apparent.

Buenos Aires certainly has the capacity to do far more than stage a half-baked flag-raising ceremony on the remotest bit of an already remote group of islands.

The F.O. in a flap over foreign flag

By JOHN DICKIE

Diplomatic Correspondent

ALARM bells rang in Whitehall when the message came in: Argentina's flag had been hoisted in the British Crown Colony of South Georgia.

Was this the invasion long-threatened by President General Leopoldo Galtieri who claims that the Falkland Islands and South Georgia, its dependency, are really Argentinian?

Lord Carrington ordered the full force of British diplomacy into action.

In Buenos Aires Ambassador



Anthony Williams drove to the Foreign Ministry and demanded an explanation.

In London Argentina's Chargé d'Affaires was summoned to the Foreign Office to give 'clarification'.

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'I shall be in touch with the Foreign Office requesting a full Commons statement.'

FALKLAND LANDING BY ARGENTINIANS ANGERS BRITAIN

By JOHN MILLER *Diplomatic Staff*

BRITAIN has reacted angrily to an illegal landing in a Falkland Island dependency in the South Atlantic by 60 Argentinian scrap merchants.

The Argentinians established a camp on the remote glacier-covered South Georgia Island, 800 miles south-west of the Falkland Islands, and raised their national flag.

The group landed last Friday from a cargo ship leased by the Argentinian Navy to collect scrap metal from a disused whaling and sealing station at Leith.

The men were spotted by a team of British scientists and biologists operating from the

Argentinian cargo ship. Signor Atilio Bignardi was summoned to the Foreign Office.

The landing was seen in Whitehall as a serious infringement of British sovereignty of the Falkland Islands and it was made clear that the flag-raising incident was "impermissible."

There are 21 Britons based on the island which is 20 miles wide and 100 miles long. They are engaged in an extensive scientific research programme including work on the life-cycle of krill and shrimps.

Britain has been "negotiating" over the Falkland Islands and its dependencies, which total some 200 islands, for 15 years. Argentina claims sovereignty mainly on the grounds that she succeeded to rights claimed by Spain in the 18th Century.

Whitehall's chief concern was that the incident was a planned provocation following an increase in tension between the two countries earlier this month.

After talks at senior Foreign Ministry level in New York the Argentinians again threatened to rupture relations unless progress was made in meeting their demands.

It has been suggested that renewed Argentinian interest has been heightened by indications of huge oil reserves in the area but the authorities also whip up the issue from time to time for nationalistic reasons.

Sir John Biggs-Davison, Conservative MP for Epping, said yesterday: "The landing of an Argentinian party from a naval vessel in British Antarctic territory was a provocative act of aggression for which an immediate explanation and apology are called for."

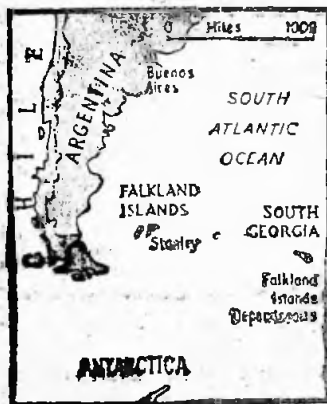
'Grave implications'

Another Conservative MP, Mr John Stokes, said the landing had the "gravest implications." He said that although the Argentinians had apparently left the island there was no certainty that they would not return on a larger scale.

The British ice patrol vessel, *Endurance*, which is expected to be withdrawn in the next few weeks and is not being replaced.

The planned withdrawal was hailed in the Argentinian Press as a sign that Britain was not really interested in the Antarctic and the Falkland Islands.

Whitehall officials said yesterday that the ship, which is equipped with two helicopters, is in Falkland waters and "was available if necessary" to have sailed for South Georgia Island.



British Antarctic Survey station at nearby Grytviken and told to leave immediately.

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Flurry of exchanges

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Mr Anthony Williams, Britain's Ambassador, complained to the Argentinian Foreign Ministry and the

Falkland

R&C

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THE PRESS CLIPPING BUREAU Tel: 01-582 0185

Guardian

Planner No. 65a-90

Daily - 267,497

FRONT PAGE

23 MAR 1982

CONCEPT
mg

British outpost's honour defended

By Patrick Keatley
Diplomatic Correspondent

BRITISH sovereignty has been defended in the Antarctic, national honour has triumphed, and a bumptious band of Argentinian scrap metal merchants have been sent packing by four brave Britons.

It all happened over the weekend on the remote island of South Georgia, a dependency of Britain's colony of the Falkland Islands, which are claimed by Argentina.

Repelling the Argentine landing involved penguins, seals and the members of the British Antarctic Survey stationed on the remote island of South Georgia. These 22 civilians are led by Steve Martin.

Mr Martin sent a search party from his own base at Grytviken down to the old whaling station on the coast at Leith, where the Argentinians had come ashore, 60-strong, and has raised their national flag. The British party watched through binoculars from their snowy summit and forged their way back to base to make radio contact with the Governor.

From Port Stanley, 1,000 miles away, came the command to assert British sovereignty at Leith and see that the foreign flag came down.

Steve Martin, in a tradition stretching to Sir Francis Drake, reckoned that a ratio of 15-1 was about right when repelling Hispanic invaders and despatched a party of four Britons. On arrival at the old harbour, the Britons, asked the Argentinians their business and ordered them to lower their intrusive flag immediately.

Down came the flag of Argentina. But the invaders said that they were acting under a contract from the Scottish firm of Christian Salvesson to remove the machinery and other scrap metal of the old whaling station. They proposed to continue this task if British blessing were given.

Meanwhile, Her Britannic Majesty's Ambassador in Buenos Aires, Mr Anthony Williams, demanded an appointment at the Argentinian Foreign Ministry where he insisted on British rights and demanded action.

In London, the Argentinian head of mission was summoned to the Foreign Office. Messages crackled to and fro across the Atlantic on the diplomatic wireless. Onward messages went to the Governor and to the Fearless Four in the field.

They, for their part, had reached a typical British compromise with the invaders of South Georgia, graciously accepting the sociable offer of food and drink before seeing the blighters off the premises.

Sadly, this comic opera episode, so soothing to British pride, is certainly not the end of the story. The Argentinians came away from recent talks with Britain on the future of the disputed islands saying that they reserved the right to take "other measures" if swift progress in negotiations was not apparent.

Buenos Aires certainly has the capacity to do far more than stage a half-baked flag-raising ceremony on the remotest bit of an already remote group of islands.

FALKLAND

R&C

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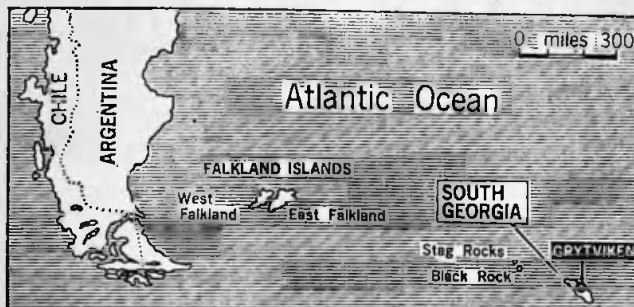
Daily Express

Planner No. 65a-10

Daily - 2,313,083

23 MAR 1982

mg



Down in the Empire an invasion stirs...

By MICHAEL EVANS Diplomatic Correspondent

THE INVASION of a little piece of the old British Empire caused an uproar yesterday.

Tory MP and foreign affairs expert Sir John Biggs-Davison dubbed it "a provocative act of aggression."

And Foreign Secretary Lord Carrington demanded a full report.

Cause of the furore was a landing by a group of Argentinians on the British-owned Falkland Islands.

The men, employees of a commercial company, ran up the blue-and-white Argentinian flag after coming ashore near Grytviken on the Falklands isle of South Georgia.

Although asked to leave by the 20 British scientists working on the isle—the only inhabitants—the invaders stayed three days.

No shots were fired and no troops involved. But British officials fear it could be the beginning of a renewed Argentinian attempt to take over the Falklands.

Newly elected President Leopoldo Galtieri has already done some sabre-rattling.

As seismic soundings have shown the Falklands may be surrounded by oil reserves, the reasons are obvious.

But last night Britain was standing firm over its sovereignty—and seeking an apology for the invasion.

FALKLAND

R&C

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel. 01-882 0155

Daily Mirror

Planner No. 65a-30

Daily - 3,504,377

23 MAR 1982

mg

'Invaders' repelled

A GROUP of Argentinian workers "invaded" a British-ruled island in the South Atlantic and hoisted their country's flag. But they were soon sent packing by British diplomacy.

After Argentina had been asked for "an explanation," the 50 workers left the Falkland Islands dependency of South Georgia at the weekend.

The men were collecting scrap metal from old whaling stations.

Falklands

R&C

FRONT PAGE

ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel. 01-882 0155

The Times

Planner No. 65a-130

Daily - 292,714

23 MAR 1982

mg

Argentines land in Falklands

The Foreign Office is to be asked by a Conservative MP for a full statement about the illegal landing on an outlying part of the Falkland Islands of about 50 Argentines who raised their country's flag

Talkland

PAC
ROMEIKE & CURTICE

THE PRESS CLIPPING BUREAU Tel: 01-862 0155

Daily Mail

Planner No. 65a-20

Daily - 1,963,054

23 MAR 1982

mg

The F.O. in a flap Over foreign flag

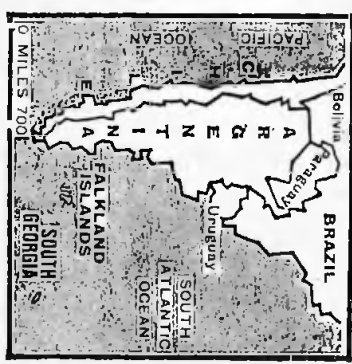
By JOHN DICKIE

Diplomatic Correspondent

ALARM bells rang in Whitehall when the message came in: Argentina's flag had been hoisted in the British Crown Colony of South Georgia.

Was this the invasion long-threatened by President General Leopoldo Galtieri who claims that the Falkland Islands and South Georgia, its dependency, are really Argentinian?

Lord Carrington ordered the full force of British diplomacy into action. In Buenos Aires Ambassador



Anthony Williams drove to the Foreign Ministry and demanded an explanation.

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In the Falklands, 1,000 miles north-east of South Georgia, H.M.S. Endurance was alerted. So was young Steve Martin, boatman, magistrate and British

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Falkland

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Daily Telegraph

Planner No.65a-50

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MAR 1982

media information group

FALKLAND LANDING BY ARGENTINIANS ANGERS BRITAIN

By JOHN MILLER Diplomatic Staff

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The Argentinians established a camp on the remote glacier-covered South Georgia Island, 800 miles south-east of the Falkland Islands, and hoisted their nation's flag.

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The men were spotted by a team of British scientists and biologists operating from the

Argentinian chargé d'affairs Signor Atilio Molteni was summoned to the Foreign Office.

The landing was seen in Whitehall as a serious infringement of British sovereignty of the Falkland Islands and it was made clear that the flag-raising incident was "impermissible."

There are 21 Britons based on the island which is 20 miles wide and 100 miles long. They are engaged in an extensive scientific research programme including work on the life-cycle of krill and shrimps.

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Whitehall's chief concern was that the incident was a planned provocation following an increase in tension between the two countries earlier this month.

After talks at senior Foreign Ministry level in New York the Argentinians again threatened to rupture relations unless progress was made in meeting their demands.

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Mr Anthony Williams Britain's Ambassador complained to the Argentinian Foreign Ministry and the

'Grave implications'

Another Conservative MP, Mr John Stokes, said the landing had the "gravest implications." He said that although the Argentinians had apparently left the island there was no certainty that they would not repeat the exercise, "perhaps on a larger scale."

The 3,600-ton ice patrol vessel, Endurance, which is operating in the area, is expected to be withdrawn in the next few weeks and is not being replaced.

The planned withdrawal was hailed in the Argentinian Press as a sign that Britain was not really interested in the Antarctic and the Falkland Islands.

Whitehall officials said yesterday that the ship, which is equipped with two helicopters, is in Falkland waters and "was available if necessary" to have sailed for South Georgia Island.



Admiral Sir Henry Leach, First Sea Lord, leaving the Defence Ministry last night.

PICTURE: ANTHONY MARSHALL

'Cuts' ship sails to oust intruders

By JOHN MILLER *Diplomatic Staff*

THE Royal Navy's Antarctic patrol ship *Endurance* was believed last night to be sailing at full speed to South Georgia Island in the South Atlantic to deal with an Argentinian "presence."

Although the Foreign Office and Defence Ministry were silent about the movements of the 3,500-ton *Endurance* it appeared that the ship was poised to eject a handful of Argentinian scrap merchants who were refusing to leave South Georgia, a Falkland Island dependency.

Reports on Monday said that after hoisting their nation's flag some 60 Argentinians collecting scrap metal from a disused whaling station at Leigh had sailed away.

But it emerged yesterday that, although the Argentinian Navy transport *Bahia Buen Suceso*, 3,100 tons, had left the scene some 10 Argentinians remained.

Endurance, which has a crew of 124, is armed with two 20mm Bofors guns and has two heli-



copters. It is making its last patrol of the area before being withdrawn in the next few weeks.

Its withdrawal as an economy measure designed to save about £2 million, has been widely criticised. The news was received with glee by the Argentinian Press.

Endeavour's movements were apparently being kept secret to avoid alerting the Argentinian Navy until the exercise is completed. It would take two or three days to make the voyage from the Falkland Islands to the dependency which lies some 800 miles east-south-east.

The Government's response to the Argentinian "provocation" was signalled in the Commons yesterday by Mr Richard Luce, Foreign Office Minister of State. Revealing the continued presence of the Argentinians on the mountainous glacier-covered island of 1,400 square miles, he said arrangements had been made for "their early departure."

Falklands landing raises clamour in Commons

By Hugh Noyes, Parliamentary Correspondent

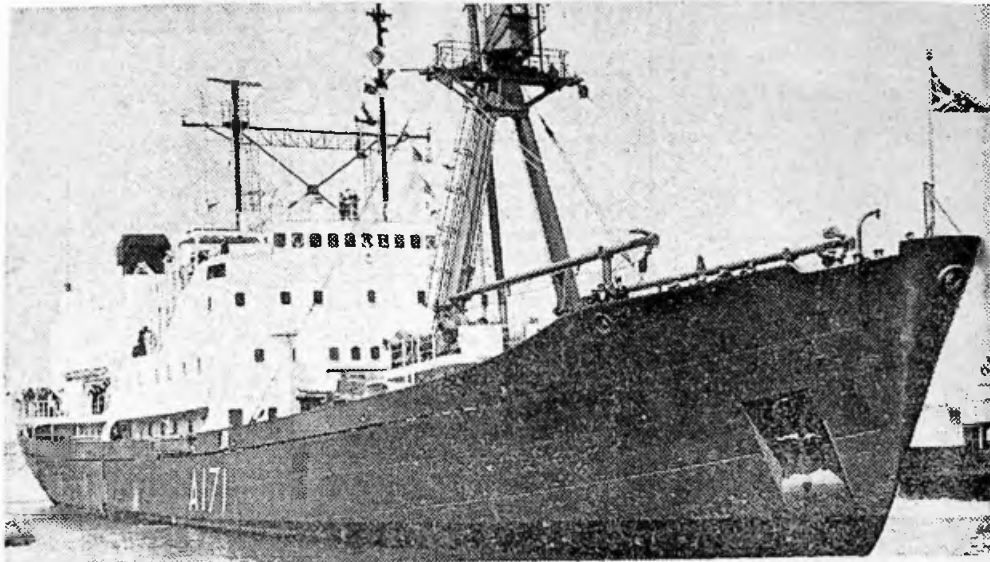
The Government was under pressure yesterday to retain the survey ship HMS Endurance in the South Atlantic after the illegal landing by a group of Argentinians at Leith Harbour, South Georgia, last week. South Georgia is a dependency of the disputed Falkland Islands. In the Commons Conservative and Labour members urgently appealed to the government to reconsider the withdrawal of the vessel or to consider a replacement. There was some indication that Ministers may be having second thoughts after a statement by Lord Trefgarne, Under-Secretary of State, at the Foreign Office, that the matter was still being discussed.

Mr Richard Luce, Minister of State at the Foreign Office

told the Commons that the Argentine naval transport ship and most of the personnel left on Sunday. HMS Endurance is in the area and there are Marines in the Falklands.

Mr James Callaghan, the former Prime Minister, said Mr Luce was warned that this sort of escapade was likely as soon as the withdrawal of the Endurance became known to Argentina. It would be gross dereliction of duty by the Government to persist in this course.

□ Buenos Aires: The British Ambassador, Mr Anthony Williams was summoned to the Foreign Ministry yesterday to discuss the landing and the military junta met to view the the situation, a Government source said.



HMS ENDURANCE—heading for South Georgia to evict Argentinians.

Britain sends a gunboat

by Steve Doughty

A BRITISH gunboat was on its way to the Falkland Islands today to repel an Argentinian invasion.

The Navy's ice patrol ship Endurance—due to be withdrawn from service next week because of spending cuts—was steaming with a detachment of marines to the remote island of South Georgia with orders to evict 10 Argentinian scrap merchants.

As a showdown approached,

strong protests to Britain over reported violence in Port Stanley, capital of the Falkland Islands, 800 miles from South Georgia.

They claim local people attacked the Port Stanley offices of Lade, the commercial wing of the Argentinian air force. The Foreign Office confirmed today that there had been an incident and police were investigating.

In a meeting with Britain's ambassador in Buenos Aires, Mr Anthony Williams, Argentinian Foreign Minister

Nicanor Costa Mendez claimed his country had "unquestionable sovereignty" over the Falkland Islands.

The 3500-ton Antarctic ship Endurance, with a crew of 124, two 20mm Bofors guns and two Whirlwind helicopters, is due to be withdrawn to save £2,000,000.

The Navy would not confirm today that marines were on the ship. But a spokesman said: "The detachment has 40 men and two officers. It is quite possible they are on board."

LATEST

SHOTS FIRED

(See Page One)
Shots were fired when Argentinians first landed on South Georgia, Foreign Office said. But there had been "no shooting at people." Spokesman declined to say whether remaining 10 would be removed aboard HMS Endurance.

Island gunmen face the Navy

By Diplomatic Correspondent

A BRITISH gunboat, HMS Endurance, last night moved in against Argentines intruders on South Georgia in the Falkland Islands. It was disclosed the Argentines are armed.

With feelings running high among the vigorously pro-British Falkland Islanders, Foreign Secretary Lord Carrington was under mounting pressure to take tougher action.

The islanders marched angrily on the offices of Lade, the Argentine military airline, and hoisted the Falklands flag with its Union Jack and sheep emblem. According to some reports, the blue-and-white striped Argentine flag was burned.

Their anger was fuelled when it was revealed, six days after the Argentines landed, that shots had been fired by the intruders, who were said to be scrap merchant men.

A Foreign Office spokesman said the shots had not been directed at people. It was left to be assumed that the weapons were used against reindeer. An unconfirmed report said that huts provided for members of the British Antarctic survey team had been ransacked.

Originally, there were between 50 and 60 intruders. But when their ship, the Bahia Buen Suceso, was ordered out for infringing British sovereign territory, between six and 10 Argentines were left behind.

Britain and Argentina have been in dispute for many years over the sovereignty of the Falklands, which Argentina claims.

Daily Mail 24/3/82

□ THE British Government will always defend the Falkland Islands, Foreign Office Minister Richard Luce assured the Commons yesterday. His pledge followed a major diplomatic row over the way a party of Argentines landed on the Falkland Islands dependency of South Georgia and planted their national flag.

Callaghan warning on South Georgia

DIPLOMACY

It would be gross dereliction of duty for the Government to persist in withdrawing HMS Endurance from the South Atlantic, Mr James Callaghan, former Prime Minister, said during exchanges on the Argentine landing in South Georgia. Mr Richard Luce, Minister of State, Foreign and Commonwealth Office, said that the Government was making arrangements to ensure the early departure of the six to 10 Argentines left at Leith Harbour after the landing.

Mr Luce said that recent actions had not created a helpful atmosphere and it was not sensible in that climate to discuss further progress on the Falkland Islands with the Argentine. The ship which had transported the Argentine party was a naval transport ship.

In his statement, Mr Luce said: We were informed on March 20 by the Commander of the British Antarctic Survey Base at Grytviken on South Georgia that a party of Argentines had made a landing at Leith Harbour near by.

The base commander informed the Argentine party that their presence was illegal as they had not obtained his prior authority for the landing.

We immediately took the matter up with the Argentine authorities in Buenos Aires and the Argentine Embassy in London and, following our approach, the ship and most of the personnel left on March 21. However, the base commander has reported that a small number of men and some equipment remain. We are therefore making arrangements to ensure their early departure.

Mr Denis Healey, chief Opposition spokesman on foreign and Commonwealth Affairs (Leeds, East, Lab): Is it not odd that Mr Luce did not refer to the Argentine party planning the Argentine flag on the island?

After his talks with the Argentine representative in New York recently the Argentine

government said that unless it got a satisfactory agreement it would take unilateral action. Has he any evidence that the recent action was in fulfilment of that threat?

Mr Luce: For a short period the Argentine flag was planted. It has been removed.

On the New York talks, the atmosphere was in a good spirit and was not about the substance of the issue but about how we can adopt procedures to discuss the dispute in the longer term.

Since then, I regret that some action has been taken which has not created a helpful atmosphere. In that climate it is not sensible to discuss making further progress.

It is important that, if we wish progress, we should not do it against a background of threats and provocation.

Mr Healey: Is there any evidence that this action by Argentine citizens took place with the support or knowledge of the Argentine Government?

Mr Luce: The Argentine Government claimed that it did not know of the action, which was taken by a commercial company. But the House will need to know that the ship which transported the party there, though a cargo vessel, is a naval transport ship.

Sir Bernard Braine (South East Essex, C): While it is important for us not to overreact it is important to maintain the islanders' morale. It is pointless to go on asserting that the islands will remain British as long as the inhabitants wish to remain there while withdrawing signs of tangible support like the survey vessel. Will the Government give in this time of some anxiety?

Mr Luce: This Government is committed to support and defend the islands and their dependencies to the best of its ability.

Mr Alan Beith (Berwick upon Tweed, L): That is not the impression the Foreign Office actions have given. Might not this escapade have been encouraged by the British Government's stance over the leaseback proposal?

Will Mr Luce make clear that

self-determination for the islanders will be a cornerstone of the Government's policy and that we will stand by it?

Mr Luce: Yes. There will be no question of any changes on the islands without the islanders' consent. Their wishes are paramount. Equally, we would not do anything without the consent of the House.

Mr James Callaghan (Cardiff, South East, Lab): Mr Luce warned that as soon as the news of the withdrawal of HMS Endurance became known to the Argentine this sort of escapade would be likely.

Mr Nicholas Winter (Macclesfield, C): The incidents of the last few days are tantamount to an invasion of an independent country whether or not the personnel were sponsored by a commercial company or not. Will Mr Luce ensure that HMS Endurance or a similar vessel remains on station in those parts?

Mr Luce: It is not for me to answer specifically for the Secretary of State for Defence about the deployment of forces.

Mr Healey: The Government has put itself in a situation where it has decided to withdraw HMS Endurance. The only option open to it is to ask the Australian Government to allow HMS Invincible to spend time around the Falkland Islands on its way to serve in the Royal Australian Navy. (Laughter.)

Mr Luce: The position about our responsibility to the islands is as I have stated.

Mr Michael Morris (Northampton, South, C): What exactly is "tangible support" in South Georgia and the Falkland Islands?

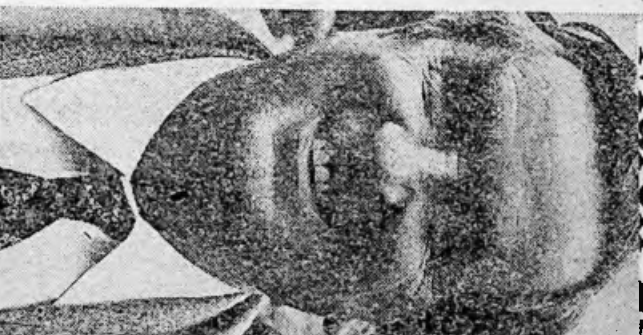
Mr Luce: We will take and are taking firm action to deal with as the present situation. HMS Endurance is there now.

Mr Eric Ogden (Liverpool, West Derby, SDP): Is he saying that a party of 50 or 60 Argentine Steppes on a contract paid for and undertaken from Edinburgh and Buenos Aires in an operation organized and controlled from Edinburgh and Buenos Aires

PARLIAMENT March 23, 1982



Ogden: Argentine steppes.



Healey: Send Invincible

were able to land on British territory in a commercial operation without the Foreign and Commonwealth Office, the British Government, the Falkland Islands Government, the British Embassy in Buenos Aires or the British authorities in South Georgia being aware of that? Is that preparedness?

Is he saying that the hoisting of the Argentine flag on British territory only days and weeks after the Government made significant concessions to the Argentines about sovereignty has no political significance?

Mr Luce: There is no question of the British Government having made any concessions. There are no such things as any concessions that the British Government has made. The practical situation on the ground is that there was a landing by a party of some 60 people last Saturday. We think that there are somewhere between six and 10 people there at present. We are taking steps to deal with them.

Mr John Stokes (Halesowen and Stourbridge, C): When I was in the Foreign Office, when in trouble you called on a cruiser, and the next day it appeared (cheers). Are there sufficient armed forces to defend the Falkland Islands and their dependencies?

Mr Luce: We have a duty to the islands. That duty is to support and defend them. What is what we shall do.

Mr Douglas Jay (Wandsworth, Battersea, North, Lab): Apart from HMS Endurance, what other defence forces have we in this area?

Mr Luce: Although the details of the deployment of forces are for the Secretary of State for Defence it would not be wrong to say that there is a garrison of British marines on the Falkland Islands as well as HMS Endurance.

Mr John Blackburn (Dudley, West, C): Would he make a covenant with this House and this nation that the question of the sovereignty of these islands is not an agenda item for discussion with any foreign power?

Mr Luce: I do not know whether it would be right for me to make a covenant with anybody. We are certain that we have British sovereignty over the Falkland Islands. It is equally certain that the Argentines claim sovereignty over the islands. This is a dispute. It would be sensible for all the parties if they were to resolve this dispute in a sensible and peaceful fashion. We cannot do that against a background of threats.



WHERE THE
EMPIRE
STRUCK
BACK

DON'T GRY, CLEAR OFF ARGENTINA!

By DON MACKAY

A BRITISH gunboat steamed into the Falkland Islands last night.

HMS Endurance was ordered in to expel a group of Argentinian invaders who had

refused to leave the British colony.

A squad of Royal Marines from the ship rounded up the foreigners who landed on South Georgia island at the weekend.

The strag metal merchants had been sent by a British firm to demolish a former whaling station at Leith.

But they had by-passed immigration and customs controls at the British Antarctic Scientific base in Grytviken.

They were ordered to report—but refused and even flew their own flag. So Whitehall ordered Endurance into action.

Islander and local newspaper editor David Colville said: "As far as we know the Argentinians have been ordered out by the Endurance, but we don't know if they have left."

Argentina has protested to the British ambassador in Buenos Aires and claimed "unquestionable sovereignty" over the islands.

British Governor Rex Hunt said the islanders, most of whom are descended from British soldiers and sailors—were "extremely annoyed."



"What luck! Just when we're running out of scrap the British send us a gunboat"

Toothpaste

And some local may let the Argentinians know their feelings. He painted "Tit for tat you buggers" in toothpaste on the wall of the Argentine airline's office in Port Stanley, the island's capital, and draped a Union Jack over their flag.

Mr. Hunt put the attack on the airline office as a "party prank."

"It seems to be just high-spirits. But it certainly gets the message across," he said.

But Endurance is to be axed in the spring as part of Defence Secretary John Nott's spending cuts, a decision which shocked islanders.

Mr. Colville said they had been forgotten by Whitehall.

"The Endurance going will mean the only outside contact is through Argentina. Our oil and other supplies come from there and if the dispute stepped up, we would be at their mercy."

The world of Keith Waite



"Roughly translated, sir," he says, "ow much for the ship?"

Scrap for a 'gunboat'

THE NAVY'S last "gunboat" in the South Atlantic was on its way last night to tackle a collection of scrap metal dealers.

The Antarctic patrol ship *Endurance* set sail from Port Stanley in the Falkland Islands a few days ago.

Its task is to ensure the departure of up to 10 Argentinians who have landed on the Falklands

dependency of South Georgia without British permission.

The men, employed by an Argentinian contractor called Davitoff, were sent to collect scrap metal from an old whaling station.

The Argentinian Government is believed to be behind the move to push its claim to the Falklands.

About fifty other men

also landed on South Georgia, but left last weekend after diplomatic approaches from Britain.

The *Endurance*, which is to be withdrawn under navy economy cuts, has two 20mm machine-guns, two helicopters and 110 crew. Some marines may be on board.

The Argentinians are armed—but only to shoot reindeer.

FREDERICK WILLS

Financial Times 25/3/82



"We aren't going as a
gunboat — the Argentinians
have just bought us for
scrap!"

The Navy faces British missiles

AS BRITAIN'S naval "presence" in the south Atlantic in the shape of HMS Endurance, 3,500 tons, sails to counter the latest Argentine threat to the Falkland Islands, our nationalised British Aerospace industry is busy selling missiles to Buenos Aires.

Less than three weeks ago BA's Dynamics Group triumphantly announced: "Sea Dart missiles have been successfully fired from the Armada Republica Argentina destroyer Santisima Trinidad."

It had been on operational manoeuvres and had carried out the firings off the Ministry of Defence Aberporth range at Cardigan Bay. Sea Dart, boasted the announcement, can "engage ship, aircraft and missile targets from very high to very low altitudes with equal effectiveness."

A Dynamics Group spokesman at Bristol yesterday confirmed that a Sea Dart system had been fitted to the Santisima Trinidad but refused to say how much the sale was worth.

HMS Endurance is fitted with two 20mm Bofors guns.

FALKLANDS 'SECRECY' ANGERS MPs

MPs ACCUSED the Foreign Office of "playing a dubious game" last night as a Naval patrol ship prepared to eject six Argentinian scrap metal merchants from the Falklands island of South Georgia.

The six were part of an armed 60-strong group which landed on the tiny South Atlantic colony last week, hoisted the Argentinian flag and apparently shot a deer.

As more details emerged about the affair, MPs accused the Foreign Office of holding back information. They were also angry that the Antarctic patrol ship Endurance, 3,500 tons, is about to be withdrawn from service as part of the Government cuts, just when, they claimed, it was needed to fend off any possible forced annexation of the Falklands by Argentina.

Meanwhile a new dimension was added to the affair when an Edinburgh-based company admitted that it had a contract with the scrap merchants to remove material from the site on the island and that Falklands government officials knew all about it.

The row over the "invasion" blew up as the Endurance, with 124 marines aboard, was due to land at South Georgia, 400 miles off the Argentine coast.

She was in the Falkland capital Port Stanley, on her last patrol in the area before being withdrawn in May, when she was sent to deal with the incident 800 miles away last Sunday.

But when Mr Lauce, Foreign Office Minister, made a statement to the Commons last Tuesday he did not mention that the Endurance had been sent.

Sir Frederick Burden, Conservative MP for Gillingham, and a number of senior backbenchers, tabled a Commons motion yesterday saying they were "disturbed" by the incident. More than 100 MPs were expected to sign the motion.

And Mr Eric Ogden, Social Democrat MP for Liverpool West Derby and chairman of the all-party committee on the Falklands, wants an urgent meeting with Mr Nott Defence Secretary and Lord Carrington, Foreign Secretary, who has demanded a full report of the incident.



Ben Thaw
"Perhaps they want to make a bid for
HMS Endurance"

Navy sails to aid Falklands

By Our Foreign Staff

The Argentines who landed illegally on South Georgia cannot be allowed to remain, Mr Rex Hunt, the Governor of the Falkland Islands, said last night.

"If Argentina won't take them away, we will", he said. The eight to 10 Argentine scrap merchants still on the island had not completed immigration formalities, and that was why they had to be removed, the Governor said.

Most of the original party left, however, after protests from Britain, whose sovereignty over the Falkland Islands has long been the subject of negotiations with Argentina.

The Royal Navy's patrol ship, HMS Endurance, was expected in South Georgia last night.

All that the Ministry of Defence would confirm yesterday was that HMS Endurance was in Falklands waters, and that she was ready to give assistance if required.



Her armaments are light but effective — two 20mm Oerlikon guns and two Wesl helicopters. Her 119-man complement includes provisions for a small detachment of marines.

Part of the ship's duties while on station in the south is to ferry marines between Port Stanley in the Falklands and Montevideo in Uruguay, which is the terminal for air transport to and from Britain.

About 40 marines are stationed on the Falklands at any one time. HMS Endurance was at Port Stanley when she was diverted to South Georgia, 800 miles to the south-east.

The Foreign Office said yesterday that shots had been fired at animals by the Argentines who landed on the island.

A spokesman said that an Argentine company, Davido, had a contract to remove scrap metal.

Christian Salvesen, an industrial holding company based in Edinburgh, said yesterday that it had made an agreement with an Argentine scrap merchant to remove scrap from an old whaling station it owned at Leith Harbour.

A spokesman for the company said the contract was scrutinized by the Falkland Island authorities.

A number of senior Conservative backbenchers tabled a Commons motion yesterday, saying they were "disturbed" at the implications of the incident. More than 100 MPs were expected to sign the motion, which demanded the retention in the Falklands of a Royal Navy force big enough to repel any annexation attempt by Argentina.

Letters, page 13

Incident in the Falklands

From Air Commodore B. G. Frow

Sir, The recent illegal landing in South Georgia by a group of Argentine scrap merchants, followed by the raising of the Argentine flag on this British territory, highlights the vital need to retain a British naval presence in the South Atlantic.

In this incident, HMS Endurance was alerted and could have intervened if the "invaders" had not peacefully withdrawn. After the withdrawal of this ship, 42 Royal Marines will be the sole British military presence in the South Atlantic, and without a ship they cannot exert British influence outside their base in the Falklands.

In 1977, the illegal occupation of South Thule by Argentine military "specialists" was a warning shot and, in 1982, is now followed by this provocative demonstration. Argentina has publicly welcomed the withdrawal of HMS Endurance as a sign of goodwill by Britain. It is still not too late to cancel this madness.

Yours faithfully,

B. G. FROW,
Honorary Secretary,
United Kingdom Falkland Islands
Committee,
2 Greycoat Place, SW1.
March 23.

Daily Telegraph
26/3/82

NAVY READY TO REMOVE 'INVADERS'

By JOHN MILLER
Diplomatic Staff

BRITAIN has told Argentina to get its half dozen scrap merchants off the South Atlantic island of South Georgia as soon as possible. If they do not go the Royal Navy will remove them.

The British request was made in a series of secret diplomatic exchanges in Buenos Aires and London over the past few days largely designed to keep the dispute over the men under control.

I understand it has been suggested to the Argentinians that they send one of their own research vessels to collect the six-strong party left behind on the island on Monday.

Whitehall refused to pinpoint the position of the Royal Navy patrol ship *Endurance* (3,500 tons), but it was now widely thought to be waiting off South Georgia for the arrival of an Argentinian vessel. The Government has authorised the use of force to dislodge the scrap merchants, who are dismantling a whaling station, but only as the last resort.

Daily Mail 26/3/82

Britain delays island gunboat

BRITAIN'S gunboat diplomacy has been suddenly suspended over the Argentinian scrap men who hoisted their flag on the British Crown Colony of South Georgia.

HMS *Endurance*, which was ordered there last Sunday from the Falkland Islands

By JOHN DICKIE, Diplomatic Correspondent

1,000 miles north, has been told to heave-to and remain over the horizon.

Diplomatic pressure are being exerted on the Foreign Ministry in Buenos Aires so that an Argentinian vessel can take the intruders off the island, and avoid a show of

force by the British which could escalate into a heated diplomatic incident.

The plan now is to get the *Bahia Buen Suceso* — which landed up to 60 men without permission on South Georgia last Friday, and which took most off last Sunday — to

return for the six to ten who remain.

So far, Britain has lodged no protest over the illegal entry, or the fact that the men were armed.

This softly-softly approach will be abandoned only if the Argentinians do not fulfil their part of the bargain and remove the last intruders.

Extract from
Evening Chronicle, Newcastle-upon-Tyne.

29 MAR 1982

Navy would end dispute

The Government was urged today to send military reinforcements to the Falkland Islands to end the threatened confrontation with Argentina.

Mr. Brian Frow, director general of the Falkland Islands office in London, said: "Britain should send an aircraft carrier or frigates to drive out the Argentinian warships gathering in the area."

Extract from
Western Daily Press, Bristol

27 MAR 1982

Navy supplies island invasion

From Special Correspondents

THE Argentinian navy has landed extra stores for 12 scrap-dealers who have invaded the Falkland Islands.

This was revealed yesterday as it became clear that the Foreign Office has not had a satisfactory reply to protests to the Argentinian Government on the issue.

At first the party, which has landed on the South Atlantic island of South Georgia, was thought simply to be a private enterprise group hired to strip old whaling factories.

But it now appears they have some official backing from Argentina, which has often claimed the Falklands.

The Royal Navy's ice-patrol ship *Endurance*, with 125 marines on board is awaiting instructions in the area.

The *Endurance* is due to be axed next year under Navy economies.

LANCASTER HOUSE
70, NEWINGTON CAUSEWAY
LONDON, S.E.1.

Extract from

The Birmingham Post

Date 27 MAR 1982

Marines stand by

More stores have been landed by the Argentinian Navy for the 12 so-called invaders on South Georgia in the Falkland Islands, Whitehall said yesterday.

While HMS *Endurance* awaits orders over the horizon, it is believed that the 12 scrap workers stripping metal from old whaling factories are preparing for a long stay.

Endurance with 12 Royal Marines on board, sailed for South Georgia last weekend after reports that a much larger party was illegally landed by an Argentinian transport ship. They raised the Argentinian flag and were apparently armed.

Signs have emerged from Whitehall that Britain's exchanges with Argentina for the removal of the scrap workers are not going smoothly.

Mr Richard Luce, a Foreign Office Minister, assured MPs on Tuesday that Britain was making arrangements for an early departure of the men but diplomatic exchanges were still taking place.

The Argentinians were still on the island but Britain would like the Argentinians to make their own arrangement to remove the party, and although *Endurance* is still on duty in the area, the marines have not yet been ordered into action.

Extract from
Sandwell Mail, West Midlands.

29 MAR 1982

Falkland Islands troops build up denied

The Ministry of Defence denied it was doubling British military strength in the disputed Falkland Islands.

According to some reports, 42 Royal Marine commandos are on the way to the Falkland capital of Port Stanley to provide reinforcements as friction grows between Britain and Argentina.

But the Defence Ministry said today that the 42 Marines en route to the Port Stanley Garrison are replacements for Marines already there, not reinforcements.

"There is nothing sinister about this," said a MOD spokesman. "It is just sheer coincidence that the marines already out there are approaching the end of their 12 month stint."

"We relieve them at the end of March or the beginning of April every year."

"It is nothing to become concerned about at all."

The relief detachment flew to Uruguay by chartered jet and then boarded the Antarctic survey ship, the *John Biscoe* in Montevideo, to complete their journey to Port Stanley.

There has been speculation that Britain was increasing its military strength after reports that Argentina has sent up five warships to the area.

The Defence Ministry said it had no official knowledge of other reports that the Argentinian navy cancelled all leave extension grows the Falklands.

Extract from
Cambridge News

30 MAR 1982

Don't scrap the Endurance urges Fuchs

Cambridge explorer Sir Vivian Fuchs says the Government should review its plans to scrap HMS Endurance, Britain's South Atlantic patrol ship now at the centre of the Falklands invasion row.

HMS Endurance is at the remote island of South Georgia in the Falklands to help a team of scientists from the Cambridge-based British Antarctic Survey face an invasion from Argentinian scrap metal dealers.

The navy plans to scrap HMS Endurance shortly as part of the Government's defence cuts, but Sir Vivian a veteran of the Antarctic and other experts, have been campaigning to keep the patrol ship in service.

Sir Vivian said yesterday: "It is very important to have a naval presence in the South West Atlantic and I would hope that as a result of this incident the authorities would look again at the future of HMS Endurance."

He said apart from the two research vessels operated by the British Antarctic Survey, HMS Endurance was the only ship Britain had capable of operating in iced waters because of her



Sir Vivian

strong, specially designed hull.

Sir Vivian, who lives in Cambridge, was the leader of the Commonwealth Trans-Antarctic Expedition in the 1950s and is a former director of the British Antarctic Survey.

He added that the campaign to save HMS Endurance had gained tremendous public support since he warned in October last year that the loss of the vessel could have "serious implications" because of the growing international interest in the natural resources of the area.

Extract from
Western Morning News, Plymouth

27 MAR 1982

Stores for 'invaders'

More stores have been landed by the Argentinian Navy for the 12 so-called invaders on South Georgia, part of the disputed Falkland Islands group, Whitehall sources disclosed yesterday.

As the Royal Navy's ice patrol ship Endurance awaits orders over the horizon from South Georgia, it is believed that the 12 scrap workers, stripping metal from old whaling factories, are "digging in" for a long stay.

Extract from
Bolton Evening News.

27 MAR 1982

Row over islands hots up

A SIMMERING 150-years-old territorial dispute between Argentina and Britain neared boiling point yesterday as naval vessels from the two countries converged on the South Georgia islands.

Argentina Foreign Minister Nicanor Costa Mendez said the situation, resulting from the landing last week of a group of Argentinians on the British-administered islands, was "grave and serious."

He said the Argentine navy transport vessel Bahia Paraiso was on its way to provide the Argentinians on the islands with "all the diplomatic protection and security necessary."

The Argentine news agency Dyn quoted a high naval source as saying the vessel, with 200 civilians and an undisclosed number of marines on board, was within sight of the British ship HMS Endurance, which had been ordered to the scene.

The Falklands were occupied in 1833 by the Royal Navy, which ousted Argentine authorities. United Nations-sponsored sovereignty negotiations have been going on for 15 years without producing results.

Britain has said no change in the islands status would be made without the agreement of the Falklands' 2,000 English-speaking residents. The great majority of them have expressed their desire to continue being British subjects.

Extract from
Evening Echo & Post,
Hemel Hempstead, Herts.

23 MAR 1982

Argentine flag row

ARGENTINA's Foreign Ministry said today that a naval cargo vessel which Britain claimed had infringed its sovereignty was just fulfilling a commercial contract.

The row blew up yesterday when the British Foreign Office said an Argentine group had landed illegally on the tiny South Atlantic island of South Georgia, a dependency of the disputed Falkland Islands, and had hoisted the Argentine flag.

The British Embassy in Buenos Aires said that an Argentine firm was dismantling a British-owned whaling station, with the knowledge of the British Government. But it had been warned on several occasions to follow official immigration formalities.

The Argentine Foreign

Ministry said the ship had left technical staff on the island.

"The naval transport vessel Bahia Buen Suceso traditionally sails to ports in Patagonia, the Falkland Islands and other islands of the South Atlantic," a spokesman said.

"It transported cargo and personnel necessary for proposed work to South Georgia."

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Western Morning News, Plymouth

29 MAR 1982

Island 'invasion' saga continues

DIPLOMATS were last night continuing their bid to solve the Falkland Island scrap metal workers "invasion" peacefully.

As Britain's gunboat lay anchored off South Georgia, in the South Atlantic — and there were reports that Argentina had sent up to five warships to the area — the British Ambassador in Buenos Aires was meeting Argentinian Foreign Ministry officials.

"We want to avoid at all costs any confrontation," said a British Embassy spokesman. "Certainly both sides are looking to find a diplomatic way out."

The Ministry of Defence in

London stressed that the Antarctic patrol ship Endurance was not even in sight of the Argentinian vessels, which according to the British Embassy, may be on a joint exercise with Uruguay.

However, Mr. Brian Frow, director of the Falkland Islands office in London, yesterday called for Navy back-up for the Endurance, which has 12 marines on board and 119 crew.

"Since neither side is able to back down, Britain must be ready to sent reinforcements to help," he said.

The Defence Ministry said there were no plans to send reinforcements the nearest Bri-

tish frigate is believed to be several thousand miles away in the Caribbean and would take up to a week to reach the area.

As Endurance reached the area, Argentina indulged in its own gunboat diplomacy by sending a transport ship followed by two light frigates.

According to military sources in Buenos Aires, "troops would be used if marines from Endurance tried to remove the party."

According to diplomatic sources in London, Argentina — which claims sovereignty over the island — was forced to do this because the Falklands is such a sensitive issue.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Daily Mail, London.

2 APR 1982

Falklands crisis 'is no worse'

From WILLIAM LANGLEY
in South Georgia

THE Governor of the Falkland Islands hit out last night at 'false' reports of a deepening crisis in the disputed territory of South Georgia.

Mr Rex Hunt, 55, particularly blamed the BBC for reporting that Argentina had landed more men and equipment and had rejected Britain's offer of a negotiated settlement.

He said: "The original party landed nearly two weeks ago and there have been no further landings. The peace offer still stands—it has simply not been responded to."

Difficult

Mr Hunt: "We are still hopeful talks will begin, but reports like this make it difficult. I have given the BBC the real facts and I hope they will be more careful. Inaccurate reports can be highly detrimental to any hopes of a peaceful settlement."

Argentinian warships have moved close to the shores of South Georgia — a dependency of the British colony of the Falkland Islands — following demands by Britain that a squad of men demolishing an old whaling station must leave.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Edinburgh Evening News.

24 MAR 1982

Navy to tackle 'invaders'

The Royal Navy's Antarctic patrol ship Endurance was due to arrive in South Georgia in the South Atlantic sometime today, apparently to deal with Argentinian "invaders."

The Endurance is reported to have marines on board. South Georgia is part of the Falkland Islands group, a British colony about 400 miles off the coast of Argentina, which claims sovereignty over the islands.

A party of Argentinians landed on South Georgia at the weekend, apparently to collect scrap metal. There were about 60 in the party, but the majority of them sailed away after British protests.

According to reports reaching London about six or more are still on South Georgia.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Eastern Evening News, Norwich

29 MAR 1982

FALKLANDS IN PLEA FOR BRITISH AID

THE Government was urged today to send military reinforcements to the Falkland Islands to try to force a swift end to the threatened confrontation with Argentina.

Mr. Brian Frow, director-general of the Falkland Islands Office in London, said: "I think this is the only answer. I sincerely hope they are on their way."

He accused the Argentinian Government of organising an attempted military takeover of the islands.

Armed Argentinian military personnel landed on South Georgia at the same time as the group of scrap metal dealers.

He understood the Argentinian presence on South Georgia now consisted of 12 people. But it was not known if they included any military personnel.

Extract from
The New Standard, London

31 MAR 1982

THE STANDARD

March 31 1982

Cool it time

WHAT started as merely a post-Imperial pantomime has developed with alarming speed into something far more serious. Only 10 days or so ago, a party of scrap-metal men (total armaments a couple of hunting rifles) were being requested by the ruling authority (us) to leave the Falkland Islands. They had not had their passports stamped and so, upper lips suitably stiff, the British took appropriate action; they refused an invitation to a reindeer supper.

So far, so harmless. Yet now the nuclear submarine Superb and Argentina's lone and ageing aircraft carrier are heading for the scene and the Foreign Secretary warns of a potentially dangerous situation. If that's escalation, the sooner both sides get off the moving staircase, the better.

There were some disturbing knee-jerk reactions in the Commons yesterday, not least from Labour's shadow Foreign Secretary Mr Denis Healey, who seemed anxious to blast every foreigner in sight out of the sea. That is precisely the wrong order in which to do things. Diplomacy has to come first, and not because the scene of the conflict is 7000 miles away. Warlike noises are likely to stiffen attitudes and do more harm than good.

Argentina's claim to rule the Falklands and its South Georgia dependency (with any oil and mineral wealth in the surrounding seas) has been simmering for years. What matters is that the 1000 or so people who live there have been British-governed all that time, want to stay that way and have been promised, repeatedly, that they will not be let down. If, and only if, all else fails, then the Government must be prepared to back its promises with action. But let us hope that we are a long way off from that stage yet.

Extract from
Eastern Daily Press, Norwich.

29 MAR 1982

Gunboats galore

LORD CARRINGTON was heard the other day half regretting that the days and ways of his predecessor, Lord Palmerston, are over. He may be on the way to providing the other half of the regret after the news from South Georgia.

It is inconceivable that the trouble reported from that quarter could have occurred when the Foreign Office, now 200 years old, was much younger. But today there is an argument for not taking it too seriously. The best weapon against the Argentine frigates, at this stage, may be a little laughter.

The frigates themselves may not be laughable, but as long as they are merely involved in an incident in which a handful of local rag and bone men have hauled up the Argentine flag when they shouldn't, just to create a stir, we can afford to be philosophical, if not humorous. A test would come if anything were done to interfere with the rights of the British subjects on the Falkland Islands.

Extract from
East Anglian Daily Times, Ipswich.

31 MAR 1982

Submarine 'sent to Falklands'

THERE was no confirmation in London last night of reports that the Government has despatched the nuclear submarine HMS Superb to the Falklands.

However, the reports were doubted as Superb would take 18 days to reach the Falklands.

Meanwhile, the Navy has sent one of its Royal Fleet Auxiliary oil tankers to the Falklands.

The move coincided with reports in Buenos Aires newspapers that Argentina's only aircraft carrier left the Puerto Belgrano naval base 375 miles south of Buenos Aires on Monday.

Three Argentine warships are already facing the British ice patrol vessel Endurance off South Georgia and other navy ships are reported to be in the area.

Extract from
Sun, London

2 APR 1982

BRITAIN IN ISLAND PEACE BID

BRITAIN called in the United Nations last night as tension with Argentina mounted over the Falkland Islands.

Foreign Office officials accused the Argentinians of rejecting a diplomatic solution to the crisis.

And they announced plans to call an emergency meeting of the U.N. Security Council.

The flare-up worsened after reports—later denied—that Argentina had stepped up its "invasion" of South Georgia.

Extract from
Guardian, London.

-1 APR 1982

JEREMY MORGAN on the mood in Buenos Aires

A vision of the pirates

THE Argentinians want the return of their Malvinas—the Falkland Islands as they call them—but the row with Britain has so far not distracted them from a rising sense of discontent with their military rulers.

When police lashed out at demonstrators in Tuesday's civil disorders—"riot" would be too strong a word, given that it takes two sides to make a battle and the police were dishing out the violence—bystanders shouted out "go and fight against the English, not the Argentinians."

After six years of what many now see as military misrule—in contrast with the high hopes held when the armed forces toppled the ramshackle administration of president Maria Estela "Isabel" Martinez des Peron in March 1976—there is a new mood of sullen defiance.

A new call has gone up recently at human rights demonstrations and political rallies organised by the main opposition alliance, the five-party Multipartidaria. It is "se va a acabar, se va a acabar, la Dictadura Militar"—It's going to end, it's going to end, the military dictatorship. Since the people know that the government has the armed force and the security

apparatus to stay in power as long as it likes this is said not so much in the sure hope that the army will go back to the barracks but more because it is felt time that the military knew what the people think.

This increasing mood partly reflects the shift by the authorities towards a gradual return to democracy, which President Leopoldo Fortunato Galtieri has continued, against the predictions of several experts when he took office late last year.

However, his economic policy is now proving so austere that it is provoking the sort of social tensions which led to Tuesday's disturbances—undermining the President's plans for a very gradual return to the sort of democracy he wants. The policy includes several unpopular measures such as a freeze on public sector wages and payments to pensioners and retired workers. And this is happening after last year's world record inflation rate of 130 per cent which, whatever the official statistics might say, has yet to be improved upon in the public view. Unemployment is also suspected of being much higher than the Government's estimate of between 500,000

and 600,000, of a workforce of fewer than eight million.

At the same time, the government is trying to push through a programme of de-nationalising the economy and provide more open access to foreign ownership.

There is broad support among the populace for the actions of the Argentinian navy during the past week and, although there is strong feeling over the attitude of the British government—which is seen to have negotiated dishonestly for over 15 years—there has been no noticeable increase in public antipathy towards the English as individuals.

It is even suggested with some sympathy that the British—or "the pirates" under an inoffensive Argentinian nickname—may also be ruled by a government which would find an external distraction useful amid continuing and apparently insoluble economic difficulties.

Ironically the missile corvette Granville now navigating in the waters around the South Georgias to confront British rule is named after an Englishman who was a hero of the Argentinian navy early in the 1800s and the aircraft carrier Veinticinco de Mayo "May the 25th" was built in Britain.

INTERNATIONAL PRESS-CUTTING BUREAU
1, Knightsbridge Green, London, S.W.1

Extract from
Western Mail, Cardiff

27 MARCH

Argentines 'digging in'

MORE stores have been landed by the Argentinian navy for the 12 so-called invaders on South Georgia, part of the disputed Falkland Islands group.

It is believed that the 12 scrap workers, stripping metal from old whaling factories, are "digging in" for a long stay.

The Royal Navy's ice patrol ship Endurance, with 12 Marines on board, sailed for South Georgia last weekend after reports that a much larger armed party illegally landed

blited islands, he said. The

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
The Star, Sheffield

30 MAR 1982



'Invasion' statement

FOREIGN Secretary Lord Carrington was dashing back to London from Brussels today for an emergency statement to Parliament over the Argentine "invasion" of South Georgia in the Falkland Isles.

Against a background of mounting diplomatic crisis he was expected to issue a stern warning to the Argentine to withdraw the party of nationals who landed there a week ago and hoisted the Argentine flag.

At first it was thought the action, by a party of scrap merchants, was unofficial — but Whitehall now suspects strongly that the Argentine government was behind the landing.

Extract from
Materials Recamation Weekly, London

27 MAR 1982

THE PHOENIX FILE

3003

And then there were three . . .

YESTERYEAR, Phoenix would have expected a gauntlet and a red rose delivered by a mysterious stranger at dead of night. And then it would have been a matter of 'choose your weapons for honour must be satisfied'.

Not in the civilised 1980s, however. It was by nothing more dramatic than a friendly phone call that Phoenix learned that, contrary to his suggestion last week, Frank Woodfield is not the second non-Yorkshireman to be elected President of the Yorkshire Scrap Association.

At the risk of revealing the truth to men of Yorkshire birthright who have for years believed that Gordon Cuckson was genuinely one of them, it has to be admitted that he is of Lancastrian origin. Mr Cuckson, of Sheffield's F. & W. Hestonington Ltd, was elected for the YSA two-years presidential term in March 1978.

Second expatriot

Thus on the present recount he was the second expatriot to head the Yorkshire Scrap Association, Grimsby's Tony Hill having apparently done his bit for mould-breaking by being appointed to the office in March 1974.

In Mr Cuckson's defence, it must be said that although he spent some 20 years in Salford he has lived in Yorkshire for more than 30, thinks a lot of the county and its people and has no plans to return westward.

Having put the record straight, Phoenix is issuing no assurances about the white rose purity of all other past presidents of the Yorkshire Scrap Association and he will avoid any temptation to speculate on how many leaders of the North Western Scrap Association may have been born in Leeds or Sheffield.

A scrap in the Atlantic

IT'S NOT often that scrap merchants precipitate a major diplomatic row, but a group of them managed to add another chapter to Britain's long-standing dispute with Argentina over the Falkland Islands in the Antarctic regions of the south Atlantic last week.

Picture the dramatic situation as 60 Argentinian scrap metal workers land on South Georgia — a remote island dependency of the Falkland Islands — amid penguins and seals, with the aim of removing scrap metal from an old whaling station at Leith. They raise the Argentinian flag.

Phoenix has to admit that he has difficulty in stretching his mind's eye halfway across the world, let alone imagining such a cacophony (is that the right word?) of South American scrap merchants. But worse is yet to come.

Enter (to a fanfare of trumpets) four members of the 22 strong Antarctic Survey which had been observing the

Argentiniens from a safe distance through binoculars. They prepare to repel the invaders and order the striking of the intrusive flag.

Sounds rather like a pantomime to Phoenix, but the story and its repercussions are more complicated.

It is then revealed that the scrapmen were under contract to the Scottish firm of Christian Salvesson for the work, and they proposed to continue the task if British blessing was given.

The intrepid Britishers had kept in touch with the Falkland Islands' Governor 1,000 miles away in Port Stanley by radio, and he informed the Ambassador of Her Britannic Majesty in Buenos Aires on the far-off South American mainland.

Appointment demanded

The Ambassador, Mr Anthony Willimas, immediately demanded an appointment with the Argentinian Foreign Ministry, where he insisted on British rights. Meanwhile, in London, the head of the Argentinian diplomatic mission was summoned to the foreign office, and frantic radio messages flew back and forth over the choppy Atlantic.

Meanwhile back in the field, the four British defenders had already reached a typical British compromise with the Argentinians, having food and drink with them before throwing them off the island.

Despite a satisfactory end to this episode, the position between the British and Argentinian governments over the Falkland Islands still appears to be tense. In New York where talks were taking place last month over their future, Argentina decided to break off negotiations with London and seek 'other measures' to solve the dispute unless there was a speedy settlement.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Glasgow Evening Times.

23 MAR 1982

FALKLAND ROW

AN Argentine naval cargo vessel, which Britain claimed had infringed its sovereignty on a tiny South Atlantic island was just fulfilling a commercial contract, the Argentine Foreign Ministry said today. 3003

The row blew up yesterday when the British Foreign Office said an Argentine group had landed illegally on South Georgia, a dependency of the disputed

Next year will be the 100th anniversary of the British settling on the then uninhabited islands, he said. The

- 2 APR 1982

Extract from

EVENING COURIER

(HALIFAX, ENGLAND)

Date 31 MAR 1982

Hands off isles, says vicar

"HANDS OFF!" That is the message from a vicar to Argentina's claim on the Falkland Islands.

The Rev Gerald Smith was vicar of the remote British colony — the most southerly outpost of the Church in the world — for three years before becoming Vicar of Ludenden in 1979.

He said the Falklands were "absolutely British" — and should stay that way.

"We should stop shilly-shallying with polite diplomatic moves and say 'Hands off'," he said.

A week ago an Argentinian naval vessel dropped 50 demolition workers on the tiny Falkland dependency of South Georgia.

They hauled up the Argentine flag on British territory, sang their national anthem and shot some reindeer to eat.

The flag is now down but about a dozen of the scrap merchants are still on the island without permission.

The men went there to dismantle a disused whaling station.

British and Argentine ships head for islands

UN agrees to urgent talks on Falklands

By Patrick Keatley,
Diplomatic Correspondent

The United Nations Security Council agreed to meet last night to discuss the Falkland Islands dispute as British and Argentine warships converged on the territory.

The British delegation had expressed fear that an Argentine invasion of the British-ruled islands might be imminent.

The British ambassador to the UN, Sir Anthony Parsons, called for the meeting after the Secretary-General, Mr Javier Perez de Cuellar, had held separate talks with him and the Argentine ambassador. Later, he issued a statement calling on Britain and Argentina to "resolve their differences by diplomacy."

The crisis stems from the arrival of an Argentine navy transport on March 19 at the Antarctic island of South Georgia, to put ashore a party of demolition workers who ignored British Customs and immigration regulations.

Now, with the British nuclear-powered submarine *Superb* joining the ice patrol ship, *Endurance*, at Leith Harbour, where the landings took place, and a squadron of Argentine warships converging on the scene, there are the makings of an explosive confrontation.

To demonstrate Argentina's deliberate snubbing of British sovereignty over the Falklands and its dependencies, the



Sir Anthony Parsons

Argentine aid force has sent its reconnaissance planes over the capital, Port Stanley.

Last night, the Foreign Ministry in Buenos Aires gave its backing to a press conference by the scrap metal dealer, Mr Davidoff, who said he was ready to negotiate with Britain over the affair.

But Lord Carrington has told his officials to make it clear that the British Government will only negotiate with other governments.

The news of the move at the UN comes just as it has been learned that another British dependency, the island of Southern Thule, has been occupied by a force of 50 Argentine military scientists since 1976.

The Foreign Office acknow-

ledged last night that Argentina is illegally occupying Southern Thule in the South Atlantic, 470 miles from the scene of the present "scrap metal" crisis.

Fifty members of the Argentine armed forces are operating what they describe as "a scientific research station" on the island.

But the Foreign Office insists that this illegal occupation is not new, and should not be connected with events in the South Georgias.

Jeremy Morgan adds from Buenos Aires: Argentina's dispute with Britain about territorial rights in the South Atlantic could be resolved "one way or another" by this weekend, Argentine officials believe.

The Foreign Minister of Argentina, Dr Nicanor Costa Mendez, warned that reported British naval movements had "worsened" the situation, and the ruling military junta was said to be studying several options put forward by a four-man team of ministry officials.

Although some of these were reported to envisage a diplomatic solution, one was described by an Argentine source as an option "where words are not needed." The feeling in Buenos Aires is that without some concession by Britain Argentina may well raise the military stakes.

By coincidence, the US Navy Chief of Operations, Admiral Thomas Hayward, arrived in Buenos Aires at mid-week on what was said to be a visit unconnected with the crisis.

"On the face of it the Falkland Islands aren't worth anything," said Mr Smith. "But there's a whiff of oil in the air."

Next year will be the 150th anniversary of the British settling on the then uninhabited islands, he said. The people were of British descent. The West Yorkshire Regiment was there during World War II, he said.

"English is the language. There is no connection between the culture, life and economy of the Falkland Islands and South America," said the 46-year-old vicar.

Children in Argentina's British schools have to cross out the words "Falkland Islands" in textbooks, said Mr Smith, and write in the Argentine name "Las Malvinas."

"They only claim them for national pride. The Argentinians are as ignorant of the Falkland Islands as the British."

"Every time there is domestic trouble in Argentina they kick up a fuss about the Falkland Islands to divert attention," he said.

The crisis was a "repeat performance" of one in 1976, when an Argentinian gunboat blockaded four British ships in the harbour of the islands' main town, Port Stanley, where he was living.

That crisis blew over. But Mr Smith hopes this one will develop into a full-scale confrontation.

"It would be nice if it did come to a head," he said.

The time has come for Britain to show it is a lion with teeth and send in its forces, said Mr Smith.

Because of the precarious balance of the islands' future, their economy — based on sheep farming — is dying, said Mr Smith.

The only communications were by plane and radio telephone.

And if the Argentinians did take over the British people on the islands would have nowhere to go since they were no longer legally British citizens.

"It is a waste of time talking to the Government because you get the impression they find the islands a little bit embarrassing," said Mr Smith.

Perhaps, he suggested, the Falklands could become independent, but still rely on Britain for defence.

Extract from
Bath & Wilts. Chronicle

Extract from
Sunderland Echo

30 MAR 1982

ENDURANCE MAY BE SAVED

DEFENCE Secretary Mr John Nott is likely to bow to pressure and reprieve H.M.S. Endurance — the poorly-armed Navy patrol ship at the centre of the Falklands crisis — from the scrapyard, Whitehall sources predicted today.

The row over the Argentinian metal workers "invasion" of South Georgia could not have come at a more embarrassing time for Mr Nott. If he does spare Endurance — still hove to off South Georgia awaiting orders — it will be the

second victory for the powerful and increasingly vocal Naval lobby inside a month.

Earlier Mr Nott reprieved the Royal Navy's two amphibious warfare ships after being impressed by their capability during a visit to H.M.S. Fearless.

Yesterday, 40 Royal Marines landed in the Falklands from the British Antarctic vessel John Biscoe. These men are not reinforcements but replacements, although their colleagues have not yet left their Moody Brook base near Port Stanley, the Falklands' capital.

The Falklanders themselves maintain a 30-strong defence

force, armed only with British Army SLR rifles, but it is understood that a public meeting last week called for more volunteers.

Meanwhile, the whereabouts of the five Argentinian warships which set sail over the week-end was unclear today. Without maritime aircraft patrolling the area the Navy has little information to go on.

Foreign Secretary Lord Carrington today cut short his trip to the Brussels EEC summit meeting to fly back to London to make a statement in the House of Lords about the Falklands.

The man in the middle



CAPT. BARKER

MAN in the middle of the Falklands Islands dispute, Captain Nick Barker, in command of H.M.S. Endurance, is well known on Wearside.

Bath and West Evening Chronicle

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Play
for
today

IF BRITAIN and Argentina wanted to be ridiculous, they could not do better than their dispute over the Falkland Islands.

An astute Scottish firm sold the equipment at a disused whaling station on the uninhabited island of South Georgia to a firm of Argentinian scrap metal merchants. When they landed, they hoisted their national flag.

Britain has sent the naval patrol ship Endurance to the area with marines on board to answer this fearsome challenge to British sovereignty.

Argentina has announced the despatch of two frigates armed with Exocet missiles and patriotic reports speak of even more powerful naval forces being sent.

Sending Endurance is manna to critics of John Nott's defence review since Endurance is due to be scrapped under it. Unfortunately Endurance has only two 40mm guns and two helicopters. It would be totally out-gunned by the Argentinian navy to which Britain has been enthusiastically selling ships and naval equipment to prop up our defence industries.

Argentina has long laid claim to the Falkland Islands on the ground that they were once part of the Spanish South American empire. Britain has argued that Spain abandoned them and that the inhabitants want to stay British.

The facts of life are however that there are just over 1,800 people living there — less than the population of an English village — surrounded by vast numbers of sheep. There are also hopes of finding oil.

Their case does not impress the United Nations with its prejudice against colonialism. The islands' natural communications links are with Argentina and Uruguay.

If the Falkland islanders want to stay indefinitely where they are, as opposed to coming back to Britain, they will have to face the fact that their best hope is for Britain to come to an arrangement with their Latin American neighbours.

Extract from
Stoke-on-Trent Evening Sentinel

31 MAR 1982

WARSHIPS STAND BY

BRITAIN is now thought to be assembling a show of strength consisting of warships and nuclear power submarines off the Falkland Islands, in the South Atlantic.

This is in response to the growing crisis over the British colony after the decision by Argentina to send its own warships to the area following the illegal landing by scrap metal workers in South Georgia Island last week.

Neither the Foreign Office nor the Ministry of

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Cambridge News

27 MAR 1982

City scientists in thick of Falklands row

The Cambridge scientists working on remote South Georgia island in the Falklands today found themselves in the middle of an increasingly menacing naval situation.

The simmering 150-year-old territorial dispute between Argentina and Britain neared boiling point yesterday as naval vessels from the two countries converged on the South Georgia islands.

Earlier this week the scientists from the Cambridge-based British Antarctic Survey faced an Argentine scrap-merchant. The were reported to their national flag

until four of the 21 scientists on the island forced them to take it down.

After this incident the HMS Endurance set off for the island to back up the scientists' efforts. Now Argentine vessels are heading for South Georgia.

Argentina Foreign Minister Mr Nicanor Costa Mendez said today the situation, resulting from the landing last week was "grave and serious."

He said the Argentine navy transport vessel Bahia Paraiso was on her way to provide the Argentines on the islands with "all the diplomatic protection and security necessary."

The Argentine news agency Dyn quoted a high naval source as saying the vessel was within sight of the HMS Endurance.

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Extract from
Coventry Evening Telegraph

29 MAR 1982

Falkland back-up reports denied

THE MINISTRY of Defence today denied reports that it was increasing British military strength in the Falkland Islands.

According to some reports, 42 Royal Marine commandos are on their way to the Falklands capital of Port

Stanley to provide reinforcements as friction grows between Britain and Argentina.

But the Defence Ministry said today that the Marines are replacements for Marines already there, not reinforcements.

"There is nothing sinister about this," said a MoD spokesman. "It is just sheer coincidence that the Marines

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Extract from
Evening Mail, Slough, Berks.

23 MAR 1982

Flag 'invaders' claim denied

ARGENTINA: The ship which Britain claims infringed its sovereignty on a tiny South Atlantic island, was fulfilling a commercial contract, the foreign ministry said today.

The British Foreign Office said an Argentine group had landed illegally on South Georgia, part of the disputed Falkland Islands, and hoisted the Argentine flag.

The British Embassy in Buenos Aires said the Argentine firm involved was dismantling a British-owned whaling station, with the knowledge of the British Government.

But it had been warned on several occasions to follow official immigration formalities.

The Argentina Foreign Ministry said: "The naval transport vessel Bahia Buen Suceso traditionally sails to ports in Patagonia, the Falkland Islands and other islands of the South Atlantic."

already out there are approaching the end of their 12-month stint.

"We relieve them at the end of March or beginning of April every year."

The ice patrol ship, HMS Endurance, with 12 marines on board anchored off South Georgia after a group of Argentinians employed to dismantle a whaling station

ran up the Argentinian flag. Some were armed.

There has been speculation that Britain was increasing military strength after reports that Argentina has sent up to five warships to the area.

The Defence Ministry said it had no official knowledge that the Argentinian navy has cancelled all leave.

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 Lancaster House,
 70 Newington Causeway, London, S.E.1

Extract from
 Financial Times, London.

31 MAR 1982

UK WILL USE FORCE IF NECESSARY TO DEFEND SOVEREIGNTY

3003 Carrington firm on Falklands row

BY MARGARET VAN HATTEM, POLITICAL STAFF

BRITAIN WARNED Argentina yesterday that she had no intention of backing down in the dispute over South Georgia, the dependency south of the Falkland Islands, and would use force if necessary to defend British sovereignty.

The warning came in a statement to Parliament by Lord Carrington, the Foreign Secretary, who left the EEC Summit in Brussels early to address the Lords.

In an indication of the Government's increasing concern over the incident, which began as a comic-opera "invasion" by a group of Argentine scrap-metal merchants, Lord Carrington said the Argentine Govern-

ment's intervention in the affair had created a "potentially dangerous" situation. The scrap merchants, who entered British territory without official authorisation, were receiving the full protection of the Argentine Government, he said. He confirmed that Argentine warships were in the area, and said that the Royal Navy icebreaker Endurance would remain on station "as long as is necessary."

In the Commons Mr Richard Luce, junior minister at the Foreign Office, assured MPs on both sides of the House that the Government would defend the islanders "to the best of its ability." He refused to specify what further action was planned if diplomatic moves failed, but stressed that the situation was under constant review.

He hinted that plans to scrap Endurance might be abandoned in the light of the general security review of the Falkland area.

The Prime Minister is understood to be receiving regular briefings on developments in the dispute. Despite yesterday's blunt warning delivered in Parliament, the Government appears optimistic that the dispute can be resolved.

It was suggested yesterday that the underlying dispute with the Argentine Government over the status of the Falklands was at a sensitive stage, after proposals by the Argentine Government in February on procedures for future negotiations.

The Government is still studying these proposals, and it is felt the Argentines would not wish to prejudice the outcome. Although the scrap-metal merchants arrived in South Georgia in a naval transport vessel chartered from the Argentine authorities, and presumably with their knowledge, Britain appears prepared to accept that the Argentine Government did not initiate the venture.

The possibility of international agencies, such as the International Court of Justice, being asked to inter-

vene in the dispute was not being ruled out yesterday.

● The Defence Ministry last night refused to confirm reports that Britain had sent a nuclear submarine to the Falklands.

Neither the Foreign Office nor the Argentine Government would comment on the reports.

Ray Dafer, Energy Editor, writes: One factor operating in the minds of the Foreign Office and the Argentine Government is the prospect of substantial oil discoveries in the South Atlantic, close to the Falklands.

Oil companies have described the area between Tierra del Fuego and the Falklands as particularly promising.

Parliament, Page 10: Editor's Comment, Page 29

Extract from
The New Standard, London

New 30 MAR 1982

Carrington silent over Falklands

by Robert Carvel
and Patrick McGowan
FOREIGN Secretary Lord Carrington today made an emergency exit from the Common Market summit in Brussels and returned to London to make a special Parliamentary statement about worsening relations between Britain and Argentina.

He had prepared the strongest denunciation yet of Argentine provocation over the Falkland Islands.

Silent

Lord Carrington was demanding an end to the illegal squatting of ten Argentine scrap metal merchants on the small island of South Georgia, a Falklands dependency.

He was reluctant to follow Argentine's example and join in gunboat diplomacy.

One Whitehall option was reference of the dispute to the United Nations while at the same time taking some prudent military precautions to show the Falkland Islanders that Britain is giving them continuing protection.

Up to now the government



GOVERNOR REX HUNT

has remained silent on the affair as intense diplomatic negotiations have continued.

The situation has not been helped by the daubing of an Argentine airline office in the Falklands capital of Port Stanley and the burning of an English-speaking school in Buenos Aires.

Meanwhile, a fresh detachment of 42 Royal Marines are nearing Port Stanley after being flown to Montevideo.

The Ministry of Defence insists they should not be regarded as reinforcements to the squad of 12 on board the ice-breaker HMS Endurance, now anchored off South Georgia.

How many Argentine navy



MR RICHARD LUCE

ships are in the area remains unclear. Two missile-carrying frigates are reported to have been sent and two ex-Royal Navy destroyers may have been despatched.

The Government hopes Argentina will agree to remove the 10 scrap metal men who are working on a contract for an Edinburgh-based salvage firm to dismantle an old whaling station.

They are the remainder of an original party of 50 who ran up the Argentine flag after landing on the island.

A week ago Mr Richard Luce, Minister of State, assured the Commons that arrangements were being made

Extract from
The Times, London

1- APR 1982

Sabre rattling in South Atlantic Argentine options limited on Falklands

By David Cross

In spite of the growing tensions between Britain and Argentina over the Falkland Islands, the 2,000 or so islanders have so far limited their anti-Argentine protests to a few pro-British slogans.

In the most notable incident an intruder broke into the Argentine airline office in Port Stanley and covered the Argentine flag with a Union Jack. Before leaving he wrote "tit for tat" in toothpaste on one of the desks in a reference to the incident which provoked the current confrontation — the raising of the Argentine flag on the dependency of South Georgia by a group of Argentine scrap merchants.

Another slogan sprayed outside the airline office reads: "UK-OK".

The airline office has become the focus of protests because it is the most obvious symbol of Argentina's claim to sovereignty of the group of islands which have been a British colony for the past 150 years. Under a communications agreement concluded by the British and Argentine governments in 1971, Buenos Aires runs the only regular air service linking the islands with the outside world.

Each week a Fokker Friendship F27 or F28 aircraft, with seats for about 50 passengers on board, runs a weekly or twice weekly service between Port Stanley and Comodoro Rivadavia on the coast of Argentina. The aircraft also bring mail and regular supplies of fresh fruit to supplement the spartan diets of the islanders.

The 1971 agreement, which also covers educational, medical and customs links between the islands and Argentina, laid down arrangements for Argentines and Falkland Islanders travelling to and from the islands. The Argentine authorities issue them with special travel permits entitling them to free movement both on the mainland and on the islands.

The other main agreement between Britain and Argentina entitles the Argentines to supply petrol and aviation fuel to the Falkland Islanders. Under the terms of the 1974 pact, petroleum supplies are brought from the mainland and stored on tanks on the island.

Otherwise in spite of efforts by both the British and Argentine Governments to strengthen economic and political links between the islands and Buenos Aires, ties between the islanders and the Argentina remain tenuous. The occasional Argentine cruise ship calls at Port Stanley during the summer months but leaves after passengers have bought their supply of duty-free whisky, while a few children study at the British school in Cordoba in central Argentina.

With the exception of the few supplies brought in by aircraft, the vast majority of Falkland Islands trade is still with Britain by sea. The cargo ship Aes travels to and from Tilbury four times a year carrying wool to Britain and taking supplies to the islands to keep the Falkland Islands economy ticking over.

Telephone and telex links also bypass Argentina, being transmitted by satellite via the British Cable and Wireless Company.

If the crisis escalates, there is, therefore, little the Argentines can do to make life unpleasant for the islanders — short of a full-scale invasion.

The most Argentina seems able to do is to stop the mail and prevent passengers from travelling to and from the islands.

In the meantime, according to the daily telex messages which pass between the Falkland Islands and its office in London, the latest confrontation has served to heighten the apprehensions of the islanders towards Britain's defence commitment.

Extract from
Southend Evening Echo

26 MAR 1982

SOUTH GEORGIA: Argentina has been told to get its half dozen scrap merchants off the Falkland island. If they do not, the Royal Navy will remove them.

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Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Scotsman, Edinburgh.

- 1 APR 1982



SCOTLAND'S NATIONAL NEWSPAPER

North Bridge, Edinburgh EH1 1YT. 031-225 2468

Falkland follies

The British Government is obviously taking the diplomatic storm building up over the Falkland Islands extremely seriously. For Lord Carrington to describe the row as "potentially dangerous" indicates that the Royal Navy's presence in the area will be beefed up at the very least. While the Ministry of Defence and the Foreign Office is declining to confirm reports that various fighting ships have already been dispatched, the Government is clearly behind such leaks and rumours. Lord Carrington wants to clear the air with diplomatic negotiations but the implication remains that the British Government is prepared to use force if necessary. That Britain and Argentina are moving towards armed confrontation in the south Atlantic over a minor incident indicates that there has already been a failure of diplomacy. The landing of a group of Argentinian scrap merchants on a remote island without going through immigration does not seem to be an issue worth getting worked up about.

But, of course, it is the much wider issue of the sovereignty of the Falkland Islands that is behind the storm. Talks have been going on for more than 15 years with the Argentinians and during that time there have been several disputes and incidents. It is obvious that Argentina has found little satisfaction with the talks and it is therefore trying more aggressive tactics. Such moves have also helped divert attention away from political problems at home and this is another motive for stirring up the Falklands dispute. In the past few days there have been anti-Government demonstrations leading to the worst disturbances since the 1976 military coup. There have been thousands of arrests following protests against the Government's economic austerity measures and the muscle flexing over the Falkland Islands will help to rally some support behind the regime.

The Falkland Islanders themselves have made it quite clear that they reject any claims the Argentinians have to sovereignty over the islands. The British Government has no choice other than to protect the interests of the islanders. As with Gibraltar, Britain has undertaken not to agree to any change in status against the wishes of the inhabitants. The Argentinians must learn to accept this and Britain is right to back up its undertaking with the threat of force. However, in order for that threat to be effective Britain needs to maintain a stronger naval presence in the area. The Argentinian landing on South Georgia seems to have exposed British weakness. All the Royal Navy could muster at short notice was a naval survey vessel that was due for retirement. If the British Government wants to avoid similar incidents happening in the future, it will need to increase its naval presence in the south Atlantic and show that its protection is no bluff.

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Extract from
Morning Star, London

- 2 APR 1982

Argentini- ans bar British entry permit

ARGENTINA has refused to allow the British authorities in the Falkland Islands to issue the Argentinian scrap metal squad on South Georgia with British entry documents.

The group, landed by an Argentinian naval ship on the South Atlantic island to dismantle an old whaling station on a contract with an Edinburgh firm, has become the centre of a diplomatic storm between Buenos Aires and London.

Official Argentinian sources have said that more equipment has been landed for the group—this is said to include bulldozers, a tractor and the like.

Six Argentinian naval ships are now said to be in the area of the islands and some Royal Navy vessels are reported to be on their way there.

A Soviet tug has arrived at Grytviken in South Georgia in a neighbouring bay to the Argentine camp. The tug completed immigration procedures with the British authorities there.

Soviet and Polish fishing boats call frequently at the island

INTERNATIONAL PRESS-CUTTING BUREAU
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Extract from
Cambridge News

30 MAR 1982

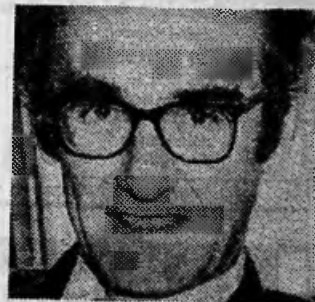
Nott may back down and save Endurance

Defence Secretary Mr John Nott is likely to bow to pressure and reprieve the condemned HMS Endurance, the poorly-armed Navy patrol ship at the centre of the Falklands crisis, Whitehall sources predicted today.

The row over the Argentinian scrap metal workers' invasion of South Georgia could not have come at a more embarrassing time for Mr Nott.

If he does spare the Endurance — today still hove off South Georgia awaiting orders — it will be the second victory for the powerful and increasingly vocal naval lobby inside a month.

Earlier Mr Nott reprieved the Royal Navy's two amphibious warfare ships. Yesterday, 40 Royal Marines landed in the Falklands from the British Antarctic survey vessel John Biscoe.



John Nott

Foreign Secretary Lord Carrington was today cutting short his trip to the Brussels EEC summit meeting to fly back to London to make a statement in the House of Lords about the Falklands. — PA.

● Sir Vivian Fuchs leads fight to save HMS Endurance — Page 5.

Extract from
Birmingham Evening Mail

29 MAR 1982

Falklands troops call

The Government was urged today to send military reinforcements to the Falkland Islands to force a swift end to the threatened confrontation with Argentina.

Mr. Brian Frow, director general of the Falkland Islands office in London, said: "I think this is the only answer. I sincerely hope they are on their way."

Ideally, he said, Britain should send an aircraft carrier or a couple of frigates to drive out the Argentinian warships said to be gathering in the area.

"I believe that if reinforce-

ments arrived the Argentinians would scuttle for home," he added.

"I think it would be over quite quickly. I don't think they are brave enough to sink Endurance. But if they did it would take a long time to get any force from the Nato area to the Falklands — two weeks at least. Anything could happen in that time."

Mr. Frow accused the Argentinian government of organising an attempted military takeover of the islands.

He said that armed Argentinian military personnel landed

on South Georgia at the same time as the group of scrap metal dealers. "They did raise the Argentinian flag and play the national anthem. And shots were fired — although probably at reindeer."

"All the indications are that it was clearly an orchestrated attempt which the Argentinian government knew about from the word go."

Forty-two Royal Marine Commandos are on the way but are replacements for men already there and not "reinforcements" say the Ministry of Defence.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Dundee Courier & Advertiser

29 MAR 1982

Warships near islands

Diplomats yesterday continued in their bid to peacefully solve the Falkland Island scrap-metal workers "invasion."

As Britain's gunboat lay anchored off South Georgia, in the South Atlantic—and there were reports that Argentina had sent up to five warships to the area—the British ambassador in Buenos Aires was meeting Argentinian foreign ministry officials.

"We want to avoid at all costs any confrontation," said a British Embassy spokesman. "Certainly both sides are looking to find a diplomatic way out."

The Ministry of Defence in London stressed that the Antarctic patrol ship Endurance was not even in sight of the Argentinian vessels, which ac-

cording to the British Embassy may be on a joint exercise with Uruguay unconnected with the South Georgia incident.

However, Mr Brian Frow, director of the Falkland Islands Office in London, yesterday called for navy back-up for the Endurance, which has 12 marines on board and 119 crew.

"Since neither side is able to back down, Britain must be ready to send reinforcements to help," he said.

The Defence Ministry said there were no plans to send reinforcements. The nearest British frigate is believed to be several thousand miles away in the Caribbean and would take up to a week to reach the area.

Tory backbenchers, angry about defence cuts, are today expected to attack the Govern-

ment's policy in a Commons debate on Trident, using the incident to press home their case.

The incident began just over a week ago when about 60 Argentinians landed on South Georgia without permission, claiming they were collecting scrap metal.

Britain protested and most of them were taken off on an Argentine ship.

However, a group of between six and 10 have remained.

Argentine Foreign Minister Nicanor Costa Mendez yesterday delivered a note to British Ambassador Anthony Williams and said relations between the countries remain "tense."

Mr Williams made no comment.

Extract from
Daily Telegraph, London.

2 APR 1982

HELP FROM U.S. OVER FALKLANDS

By John Miller
Diplomatic Staff

BRITAIN is looking to the United States to sort out the row with Argentina over the Falkland Islands.

While the Foreign Office maintained an embarrassed silence on the new development it emerged that mediating role was being played by Mr Harry Schlaudeman, the American Ambassador in Buenos Aires.

The American role was not entirely unexpected because it was appearing more and more evident that Britain's diplomatic manoeuvring with the Argentines was running out of steam.

Reports said that Mr Schlaudeman had had three meetings with Mr Nicanor Costa Mendez, the hard-line Argentine Foreign Minister, who has rejected a series of British proposals to end the dispute.

The Americans were thought not to care a lot about whether the 12 Argentine scrap merchants remained in South Georgia island with or without the right documents, but they were concerned about the possibility of a military confrontation between Britain and Argentina.

It was assumed in London that the United States recognised Britain's sovereignty over the Falkland Islands.

The Government's nervousness over any American mediation or good offices is based on fears that there might be people in the Reagan Administration who might just think Britain's sovereignty was another form of colonialism.

Meanwhile reports said that Mr Anthony Williams, British Ambassador in Buenos Aires, was continuing to bustle round to the Argentine Foreign Minister with proposals.

A similar situation arose in 1976 when Argentines landed in Southern Thule, one of the islands in the South Sandwich group, which is nearly 400 miles south-east of South Georgia.

The Foreign Office confirmed yesterday that there were "about 50" Argentines running an Antarctic survey station, and that some of the men were probably servicemen.

Britain had repeatedly protested about the "illegal presence," most recently during Anglo-Argentine talks in New York in February.

Extract from
Northern Despatch, Darlington

29 MAR 1982

Trident battle

³⁰⁰³
TROUBLED Defence Secretary John Nott is under fire from his back-benchers today over the Government's decision to buy Trident and scrap Royal Navy ice patrol ship Endurance.

Three ships of the Argentinian navy are reported to have arrived off South Georgia, where Endurance was sent last week to remove Argentinian citizens who were said to have landed illegally.

The role being played by Endurance has strengthened the contentions by Conservative MPs that Britain cannot be without a vessel of this type.

Mr Keith Speed, the Navy Minister sacked by Mrs Thatcher because he objected to cuts in the surface fleet said

today: "It is absurd to spend thousands of millions of pounds on Trident when we cannot afford the £24m. to £3m. a year for Endurance to safeguard our interests in the South Atlantic."

In a debate in the Commons this evening, Mr Nott will be pressed from all sides of the House to say how much work will come to British companies from the £74m. Trident programme.

The submarines to carry the missiles are to be built at the Vickers yard at Barrow, but MPs have been promised by Mr Nott that some of the contracts of the missiles themselves, worth up to £1,500m. could come to Britain.

Mr Nott's agreement with the US Government, has caused American manufacturers to threaten action to retain the work for their own factories.

70 Newington Causeway, London, S.E.1

Extract from
Glasgow Herald.

31 MAR 1982

Rock-fast in Falklands

LESSONS in gunboat diplomacy hardly trip lightly from Labour lips but Mr Callaghan delivered one with Palmerstonian verve in the House of Commons yesterday. He recalled how when a similar scenario to that now being played out in South Georgia was threatened during his Administration he assembled a powerful naval covering force in the South Atlantic and "a diplomatic solution followed." At the same time Mr Healey relished his ability to call attention to the way in which the high cost of Trident was already reflected in our (possible) inability to maintain our colonial sovereignty if enforced economies eliminated the conventional surface units of the Royal Navy.

It might have been game set and match to Labour had Lord Carrington not been elsewhere saying much the same thing and pronouncing reprieve on the one surface unit in the Antarctic, HMS Endurance. Of course, as Mr Healey pointed out, Endurance is no match for the warships the Argentinians have in the South Atlantic but she is a symbol that the British

will not to be coerced out of the Falkland Islands, not even of their more isolated Dependencies. Both British political parties are committed to diplomacy and that remains the proper stance in the face of an Argentinian bluff which should be called without any unnecessary bombast.

The matter is not entirely one of abstractions for either side. For this country there is the fact that the inhabitants of the Falklands are British (they are also British subjects but that alone would not save them — the Nationality Act dissolved such old certainties). Their fate cannot be decided without their being consulted. The islands are a long way from the nearest Argentinian territory — but it may not just be a matter of "the flag" for Buenos Aires, there may be hope of offshore oil. In that case a common policy of development would be better than confrontation for both sides though an Argentinian surveying the remains of the British Empire might wonder why we hold to so many isolated rocks.

Extract from
Oxford Mail

30 MAR 1982

FALKLANDS FEAR 3003
Falklands Islands situation potentially dangerous, Lord Carrington, the Foreign Secretary told Lords. Diplomacy was the way to solve the problem. HMS Endurance would stay as long as necessary.

International Press Cutting Bureau
70 NEWINGTON CAUSEWAY
LONDON SE1

EXTRACT FROM THE
EVENING POST
LEEDS

Date... 27 MAR 1982...

Storm over isles

WORLD

³⁰⁰³
FALKLANDS: The 150-year-old territorial dispute between Britain and Argentina neared boiling point as naval vessels from the two countries converged on the South Georgia islands.

The situation followed the landing of a group of Argentinians on the British administered island and was described as "grave and serious" by Argentina's foreign minister.

The Argentinian vessels, with 200 civilians and an undisclosed number of marines on board, was said to be within sight of HMS Endurance, the British ship ordered to the scene.

INTERNATIONAL PRESS-CUTTING BUREAU
1, Knightsbridge Green, London, S.W.1

Extract from
The Times, London

- 2 APR 1982

Riches in the Falkland Islands

From Major R. N. Spafford

Sir, Mr David Watt's article in *The Times* of March 31, although interesting, is not only erroneous on many counts, but totally misleading.

Having just returned from three glorious weeks in the Falkland Islands, spent both in Stanley and in The Camp, staying as a guest with the most hospitable Islanders, eating superb lamb, beef and pork, served with fresh home-grown vegetables, mountains of drop scones and chocolate cake with lashings of cream, all at no cost to myself, walking over hills and lush valleys of West Falkland, gazing in awe at what must be some of the most magnificent scenery in the world, at no stretch of the imagination could the Falkland Islands or Islanders be termed inhospitable.

Where every man has a job and there is no unemployment, where there is so much fish to be caught in the sea that the Polish trawlers throng the Islands' coasts, where there is said to be more oil than in the whole Persian Gulf and which is easier to exploit than the North Sea, to call the Islands impoverished is crazy. It is almost unbelievable that the Falkland Islands should be described as "paltry": indeed, they appear as a brilliant jewel gleaming out from a darkened South American continent.

On my return journey, I was able also to spend some weeks in Argentina, meeting Argentines and observing the present state of the country. Argentina is broken by inflation, extreme poverty is widespread, the newspapers and television are obsessed with the Falkland Islands, and the cruel reign of the military junta continues unabated.

Whilst I was in Mar del Plata, the Jewish cemetery was desecrated and the graves overturned; the body of a young girl, Ana Maria Martinez, believed to be brutally murdered by the military, was found floating in the waterway in the Tigre area; an eminent journalist of *La Prensa*, who had declared that "the rule of law does not exist in today's Argentina" had been summoned to appear in court. Furthermore, it is perfectly apparent that the mass of people in Argentina have now had enough of oppressive military rule, and are, at last, at considerable personal risk,

openly criticising the military junta for its failure on all counts except repression.

Argentina should attempt to get its own house in order, and leave the Falkland Islanders to get on with their own happy state of affairs, living the life they wish to lead, as one of the more prosperous and happy British colonies.

Yours sincerely,
RONALD N. SPAFFORD,
29 Queens Road,
Weston-super-Mare,
Avon.
March 31.

From Mr Jonathan M Bates

Sir, David Watt's contention in today's issue (March 31) that Britain's row with the Argentine over the Falkland Islands must be one of the most incongruous and unnecessary international disputes that has ever broken out between states surely ignores the fact that history is littered with examples of such disputes. Indeed, Britain can fairly be claimed to be amongst the world's leading nations in pursuing trivial incidents to an unnatural and sometimes bloody end.

All school boys learn of such proud British traditions as the "Don Pacifico" affair (Greek rioters destroy British subject's property: Britain sends naval squadron to blockade Greek coast, Athens fired on) and the illustrious War of Jenkins' ear (Captain Jenkins waves amputated ear at House of Commons Committee: Britain declares war on Spain). The jingoistic outcry in Parliament this week over the landing on South Georgia of a dozen Argentinian scrap metal merchants surely ranks with the outrage felt by contemporary Parliaments during both these earlier affairs.

If we learn anything from history, it is that great powers will do all they can to avoid confrontations over major issues but will charge recklessly into confrontation over issues of the least importance.

Yours sincerely,
JONATHAN M BATES
101 Sandgate,
Stratton St Margaret,
Swindon.
March 31.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Liverpool Echo

29 MAR 1982

ECHO COMMENT

IT READS like the plot for a Carry On film. But the tragi-comedy developments following the landing of a group of Argentinian scrap-metal men on the British island of South Georgia have a deeply serious moral.

It is that all the super-sophisticated Trident missile systems in the world will not defend Britain from the pin-prick attacks of other nations who wish to cause us embarrassment, or to ripple their muscles for their own people's benefit.

Our obsession with the Rus-

Sadly, we're all at sea

sian menace has led us into allowing our conventional naval forces to be run down to a dangerous level, it seems.

Yet, pray God, nuclear war is the most unlikely option our military forces are likely to encounter.

We cannot despatch a nuclear submarine and station it off Argentina with its Polaris missiles aimed at Buenos Aires. For though Argentina's military junta

would capitulate, international repercussions against Britain would be so adverse they do not bear thinking of.

Argentina's leader General Galtieri knows this. So he feels secure in tweaking Britain's nose in furthering his nation's claim to the Falkland Islands, with their rich, untapped mineral resources.

To-day the Falkland Islands, to-morrow where?

It could be privateers employed by the KGB holding a North Sea oil rig to ransom. Or a British ship held captive in a foreign harbour by some tin-pot third world dictator.

These are the real possibilities that the Royal Navy faces.

To combat such crises we need fast, highly mobile ships with the right sort of armaments, and versatile personnel.

It is the Government's duty to make sure that Britain has them, not just a hotch-potch flotilla of old tubs.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Eastern Daily Press, Norwich.

30 MAR 1982

South Georgia

LORD CARRINGTON will tomorrow cut short his visit to the European Summit meeting, in order to report on the increasingly tense situation around South Georgia.

His speech in the House of Lords will outline the latest developments in a rather hazy affair. The landing of Argentinian demolition contractors at a disused whaling station and the arrival of Argentinian vessels in the area, can now be seen as a direct challenge to British sovereignty over the remote, uninhabited island in the South Atlantic. If Argentina does intend to forcibly gain control of the island, the presence of the British polar-survey ship, HMS Endurance, will not constitute a sufficient deterrent.

But, of wider importance, is the still controversial position of the Falkland Islands, of which South Georgia is a distant dependency. Despite the fervent pro-British sentiment of the population, in the long-term the islands will have to come to terms with Argentina, which has a firm and historic claim to the territory.

Extract from
Western Daily Press, Bristol

29 MAR 1982

Searchlight in the WEST

Nott's navy on test

IF Mr John Nott, Defence Secretary, is feeling a touch queasy this morning, no one should be surprised. Least of all MPs.

On the very day Mr Nott is to debate in the Commons the massive expenditure on the new Trident nuclear missile system, the Royal Navy is being publicly embarrassed in the South Atlantic.

One vessel, the ice-breaker HMS Endurance with a handful of Royal Marines aboard, may now be confronted by five Argentinian ships in the latest act in a long-running dispute over the sovereignty of the Falkland Islands.

The incident that has caused the trouble is like something from an Ealing comedy.

An Argentinian scrap merchant, engaged by a British firm, landed without advance warning, to dismantle an old whaling station and raised the foreign flag.

Britain wants the exotic Steptoe removed — if need be by force.

Scrapheap

But gunboat diplomacy was effective in the days when gunboats, or their bigger brothers, were around in plenty.

Today the Government is cutting back savagely on its conventional naval forces.

And although the Falklands incident may yet develop from comedy into dangerous farce, Britain will be hard pressed to put an effective naval force into the area quickly.

In a few weeks or so, indeed, Endurance herself is to go to the scrapheap. Will Argentina's Steptoe be tendering for Endurance too?

The Government's decision to pare back the Navy virtually to a tactical role for nuclear warfare could hardly have been more quickly exposed as folly.

No one expects Britannia any more to rule the waves. But need she abdicate so foolishly?

Extract from
Daily Telegraph, London.

2 APR 1982

Falkland invasion imminent, UN told

By IAN BALL in New York

THE British Ambassador to the United Nations, Sir Anthony Parsons, said in New York last night that an Argentine naval force was steaming toward the Falklands in the South Atlantic and the British Government feared that an invasion of the disputed islands was imminent.

Britain's delegation asked for an immediate meeting of the UN Security Council to discuss the Falkland crisis.

Sir Anthony told a press conference:

"My government has received information which leads them to believe that an armed attack on the Falkland Islands themselves may be imminent quite separately from the question of South Georgia."

Asked whether his information indicated an invasion force was heading for the Falklands by sea, Sir Anthony replied: "Yes."

Mr Hamilton Whyte, deputy permanent British UN representative, said Britain was asking for an urgent Security Council meeting "because the information that we have strongly suggests that if we had left it until tomorrow morning, it might have been too late."

'More serious'

Mr Whyte added: "We would not be invoking the UN security council because of an argument about immigration procedures for 10 scrap metal merchants in South Georgia. We are talking about something which is... totally different, and infinitely more serious."

Asked about the strength of the Argentine force that was believed threatening to invade, Sir Anthony said he was not sure of the details, but added: "Some strength and of course they have been at sea for some time."

"My Government is a serious Government. We don't make a practice of imagining totally groundless threats. We don't make a practice of calling emergency meetings of the Security Council."

British sources said they hoped for the swift passage of a resolution calling on both sides to exercise restraint and seek a solution to their differences through diplomatic channels.

Earlier, Argentina had notified the Security Council that "a situation of grave tension" existed over South Georgia, a dependency of the Falklands.

U.S. mediation role—P4
Marines ready—Back Page

BUREAU
London, S.E.1

Extract from

Swindon Evening Advertiser, Wiltshire

29 MAR 1982

Action urged over islands

THE Government was urged today to send military reinforcements to the Falkland Islands in an effort to force a swift end to the threatened confrontation with Argentina.

Mr Brian Frow, director general of the Falkland Islands Office in London, said: "I think this is the only answer. I sincerely hope they are on their way."

Ideally, he said, Britain should send an aircraft carrier or a couple of frigates to drive out the Argentinian warships said to be gathering in the area.

"I believe that if reinforcements arrived the Argentinians would scuttle for home," he added.

"I think it would be over quite quickly. I don't think they are brave enough to sink Endurance."

Mr Frow accused the Argentinian Government of organising an attempted military takeover of the islands.

Extract from
Sheffield Morning Telegraph.

29 MAR 1982

Stand-off in the Falklands

3003

BRITAIN'S gunboat *Endurance* lay anchored off South Georgia yesterday as diplomats sought a solution to the wrangle over the "invasion" of the Falklands territory by Argentine scrap metal workers.

There were reports that Argentina had sent up to five warships to the area in the south Atlantic.

But the Ministry of Defence in London stressed that the *Endurance* was not even in sight of the Argentine vessels which, according to the British Embassy, may be on a joint

exercise with Uruguay unconnected with the South Georgia incident.

However, Mr Brian Frow, Director of the Falkland Islands Office in London, called for Navy back-up for the *Endurance*, which has 12 marines on board and 119 crew.

The Defence Ministry said there were no plans to send reinforcements. The nearest British frigate is believed to be several thousand miles away in the Caribbean and would take up to a week to reach the area.

The British Ambassador, Mr Anthony Williams, met Argentina's Foreign Minister last night for 40 minutes of talks, after which both sides refused to comment.

The incident began just over a week ago when about 60 Argentinians landed on South Georgia without permission, claiming they were collecting scrap metal.

Britain protested and most of them were taken off on an Argentine ship. However, a group of between six and ten remained and MPs were told in

the Commons last week that arrangements were being made to take them off.

Britain sought to have the party removed by a vessel from Argentina but it seems the Argentinians did not respond.

According to military sources in Buenos Aires, troops would be used if marines from *Endurance* tried to remove the party.

Argentina claims sovereignty over the islands and its government could not be seen to be allowing Britain to dictate action.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Manchester Evening News.

29 MAR 1982

Military build-up in the Falkland row denied

3003

By a Special Correspondent
MINISTRY of Defence today denied that it was doubling British military strength in the disputed Falkland Islands.

According to reports, 42 Royal Marines are on their way to the Falklands capital of Port Stanley to provide reinforcements as friction grows between Britain and Argentina.

But the Defence Ministry said today that the 42 Marines are replacements for a detachment already there, not reinforcements.

A defence spokesman said: "There is nothing sinister about this. It is just

sheer coincidence that the Marines already out there are approaching the end of their 12-month stint.

"It is nothing to become concerned about."

The relief detachment flew to Uruguay by chartered jet and then boarded the Antarctic survey ship the *John Biscoe* in Montevideo.

Normally, the Marines would have made the final part of their journey aboard HMS *Endurance*, but *Endurance*, with 12 Marines on board, is anchored off South Georgia after a group of Argentinians, some armed, who were employed to dis-

mantle a whaling station there, ran up the Argentinian flag.

And Defence Secretary John Nott is expected to come under pressure from Tory backbenchers in the Commons later today over the Government decision to spend £7,500m on the Trident nuclear missile system.

Conservative MPs, their fears sharpened by the Falklands situation, will renew their attacks on Government cuts in conventional forces, especially the Royal Navy.

One casualty of the cuts is *Endurance*, which is due to be scrapped.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Irish Press, Dublin

31 MAR 1982

Pressure over Falklands

The British government last night announced it is to review its decision to scrap the ice patrol ship the *Endurance*, as ministers came under intense pressure over the Falklands crisis. Foreign Secretary, Lord Carrington, said the situation was "potentially dangerous".

Meanwhile, Argentina's only aircraft carrier has left port in the latest move in the row over the disputed island of South Georgia, the Buenos Aires press reported yesterday.

Extract from
Western Mail, Cardiff

30 MAR 1982

Churchill warns on gunboat diplomacy

DIPLOMATS YESTERDAY were continuing their bid to solve the Falkland Island scrap metal workers' "invasion" peacefully.

As Britain's icebreaker *Endurance* lay anchored off South Georgia in the South Atlantic — and there were reports that Argentina had sent up to five warships to the area — the British Ambassador in Buenos Aires was meeting Argentinian Foreign Ministry officials.

"We want to avoid at all cost any confrontation," said a British Embassy spokesman. "Certain both sides are looking to find diplomatic way out."

The Ministry of Defence London stressed that the Antarctic patrol ship *Endurance* was not even in sight of the Argentinian vessels which according to the British Embassy may be on a joint exercise with Uruguay, unconnected with South Georgia incident.

However, Mr Brian Frow, director of the Falkland Islands Office in London, called for a Navy back-up for the *Endurance* which has 12 marines on board and 119 crew.

"Since neither side is able to back down, Britain must be ready to send reinforcements to help," he said.

TRIDENT

The Defence Ministry said there were no plans to send reinforcements. The nearest British frigate is believed to be several thousand miles away in the Caribbean and would take up to a week to reach the area.

Tory MP Mr Winston Churchill, vice-chairman of the party's backbench Defence Committee, said, "This shows how dangerous it is to indulge in gunboat diplomacy unless

Extract from
Northern Echo, Darlington.

30 MAR 1982

Send the Navy, say islanders

THE Falkland islanders yesterday urged Britain to send an aircraft carrier to confront five Argentine warships in a dispute over who owns the British South Atlantic colony.

The Foreign Office said Foreign Secretary Lord Carrington will return to London specially from the EEC summit in Brussels today, to address Parliament on the issue.

In Argentina, a leading member of one of the country's political parties, which are all suspended, has called for an Argentine invasion of the islands.

Meanwhile, an Argentine daily newspaper has linked a weekend arson attack on an English-teaching primary school in Buenos Aires to the dispute, which goes back 150 years.

The plea from the 2,000 islanders came from Air Commodore Brian Frow, director of the Falkland Islands' office in London.

He said Argentina, which claims sovereignty over the Falklands, had engineered a confrontation to see how far Britain would go to protect the islands, which have offshore oil deposits.

Extract from
Northern Echo, Darlington.

29 MAR 1982

War ships wait as envoys talk

DIPLOMATS were yesterday continuing their bid to solve peacefully the Falkland Islands scrap metal workers' "invasion."

As Britain's gunboat lay anchored off South Georgia in the South Atlantic — and there were reports that Argentina had sent up to five warships to the area — the British Ambassador in Buenos Aires was meeting Argentinian Foreign Ministry officials.

"We want to avoid at all costs any confrontation," said a British Embassy spokesman. "Certainly both sides are looking to find a diplomatic way out."

The Ministry of Defence in London stressed that the Antarctic patrol ship *Endurance* was not even in sight of the Argentinian vessels, which according to the British Embassy, may be on a joint exercise with Uruguay unconnected with the South Georgia incident.

Marines

However, Brian Frow, director of the Falkland Islands Office in London, called for Navy back-up for the *Endurance*, which has 12 marines on board and 119 crew.

The Defence Ministry said there were no plans to send reinforcements.

The incident began when about 60 Argentinians landed on South Georgia without permission, claiming they were collecting scrap metal.

Britain protested and most of them were taken off on an Argentine ship.

However, a group of between six and 10 remained.

Argentina claims sovereignty over the islands.

Our View: Page Eight

Extract from
Financial Times, London.

2 APR 1982

FALKLAND ISLANDS DISPUTE

Argentine public diverted by 'Ealing comedy'

BY JIMMY BURNS IN BUENOS AIRES

THE LOCAL English language newspaper, the Buenos Aires Herald, recently described Argentina's clash with Britain over the British-owned Falkland Islands as "an attempt to combine an Italian opera with a very British Ealing comedy."

The present row was sparked off by the arrival of a group of Argentine scrap merchants on the small island of South Georgia, which is a dependency of the Falkland Islands but over 900 miles farther east across the South Atlantic.

Until recently it was administered from the Falklands' capital, Port Stanley, but there was really very little needing administration. The only inhabitants were 22 members of the British Antarctic survey, quietly engaged in geological and scientific research. Several hundred sea lions make up the island's indigenous population.

Yet, just over a week after the scrap merchants' arrival, the event has blown up to such an extent that the U.S. has taken the unprecedented step of diplomatic intervention to avoid what it believes is now a very real possibility of a military confrontation between two of its closest allies.

The escalation has so far been firmly weighted on the Argentine side, and has not been restricted to recent events. South Georgia may have been the spark but the fuse was alight long before.

British diplomatic foot-dragging has increasingly exasperated the Argentine military régime ever since serious negotiations on the sovereignty issue began in 1977. After the last round of talks in New York, the Argentine government warned that unless there was a rapid agreement Buenos Aires would end negotiations and "seek other means to end the dispute."

The British position has always been that handing over the Falklands could not simply be a desk-clearing exercise. It had to be a carefully worked-out negotiated settlement which took into full account the wishes of the 1,700 islanders. The islands have airline and telephone links with mainland Argentina and the Argentine

state oil firm YPF supplies the islands with fuel but none of these measures has successfully seduced the islanders into becoming any more Argentine. Port Stanley, with its pubs, Tudor-style town hall, terraced houses and the Governor's London taxi, reflects profoundly pro-British sentiments.

The British Government is acutely aware that it would face not only the wrath of the Labour Party, still highly suspicious of Argentina's human rights record, but also a major backbench revolt from patriotic Conservatives if it were ever to be seen to be selling the Falklanders down the ocean. Any doubts about this have been firmly dispelled in the past few days by the considerable chest-beating that has gone on in the British parliament.

On a visit to the islands in 1980 Mr Nicholas Ridley, the then Foreign Office Minister, warned that Argentina's patience was running out and that there were at most only two more years to come up with concrete proposals. He strongly argued in favour of a "Hong Kong solution" to the islands, which would mean the cession to Argentina of titular sovereignty over the islands in return for full rights there for many years. Britain also suggested initiating talks on joint exploration and fishing rights with Argentina. Two years have tended to turn relatively small progress being made on any of these issues.

Privately British officials admit that the islanders' suspicions about Argentina have little changed: a majority of them see the Hong Kong solution as the thin end of the wedge to a defacto Argentine occupation sooner or later.

On the Argentine side, two changes of president in the space of three years has delayed a more detailed response to the British proposals.

What has remained firmly rooted in the mind of successive Argentine politics and has ever, has been the issue of sovereignty in its vaguest and most emotional sense. Ultra-nationalism is deeply rooted in Argentine politics and has tended to turn relatively small

territorial differences into dramatic events: in 1979 Argentina nearly went to war with Chile over three barren islands in the Beagle Channel even though an international juridical decision had awarded the territory to the Chileans.

It was the British who first complained publicly about the South Georgia incident when the Foreign Office claimed that the Argentines had acted illegally by not getting customs clearance. The protest was immediately turned on its head by Buenos Aires, however: The Argentines claimed South Georgia as theirs, and sent in the navy to protect its subjects.

Behind Argentina's nationalist feelings are some more complex political motivations. Some economic circles, for instance, suspect that the present régime's stirring of territorial disputes has more to do with increasing budgets for the military than with national honour and dignity. Other observers suggest that Argentine adventurism in foreign policy is aimed at diverting public opinion from more pressing problems at home.

The South Georgia incident blew up as the opposition in Argentina decided to stage the first major demonstration against the Government's economic policies since the 1976 coup. Indeed, government officials went so far as to leak to the Press reports that the organisers had cancelled the rally because of "national concern" over the Falklands. In the event the rally went ahead with the participation of thousands of people. But if popular support for its foreign policy is not quite what the régime would like it to be, there is little sign that the sabre-rattling is near its end.

Foreign Office officials admit that part of their difficulties in negotiating a settlement with Buenos Aires is that Sr Nicanor Costa Mendes, Argentina's Foreign Minister, is backed by a web of conflicting political and military interests. In particular, there are naval and military officers who feel that the only logical next step of their brinkmanship must be an invasion.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Financial Times, London.

2 APR 82

Emergency UN talks urged on Falklands

By Stephane Gray

BRITAIN CALLED last night for an emergency meeting of the UN Security Council in New York concerning its dispute with Argentina over the Falkland Islands. The call punctuated fears that Argentina might be preparing to invade the territory, perhaps within the next 24 hours.

It is understood that the diplomatic exchanges maintained between Britain and Argentina over the past 11 days have broken down completely, as have U.S. attempts to mediate.

In Buenos Aires last night, Sr Amadeo Frugoli, the Argentine Defence Minister, said on television that the Argentine armed forces were ready "to defend the Falklands and its possessions and its national sovereignty."

The British move stems from increased naval activity in the area, where Argentina has stationed two submarines, two destroyers, an aircraft carrier, two corvettes and a transport ship which is shadowing HMS Endurance.

It is believed that Britain has sent two nuclear submarines and may be planning to put more ships in the area.

The first British submarine, the Superb, is not expected in the Falklands for at least three or four days.

Sr Javier Perez de Cuellar, the UN Secretary-General, has called on both countries to resolve their difficulties through diplomacy. The Foreign Office, however, said Britain had used every effort to do so, including an offer to send a special emissary to Buenos Aires, but all such approaches had been turned down.

The row between Argentina and Britain about the Falklands, over which both countries claim sovereignty, blew up when a group of 60 Argentinian scrap metal merchants landed illegally on South Georgia, a Falkland Islands Dependency. They had a contract to dismantle old whaling stations.

The scrap merchants hoisted the Argentine flag and shot several reindeer before being spotted by a team from the British Antarctic Survey, the only inhabitants of the island. They were asked to leave, and most of them did so.

A contingent of 12 men was left behind, however, and Argentina has made it clear it believes them to be on Argentine soil and to deserve the full protection of its navy.

Britain has not responded yet to Argentine proposals on the future of the Falklands that followed fruitless talks in New York in February. These included plans for the negotiators to meet monthly to achieve substantial results.

About 1,800 people live in the Falklands, mostly of British descent. Britain has pledged to defend them "to the best of its ability."

Extract from
The New Standard, London

- 1 APR 1982

Argentina sends in bulldozer gang

by Patrick McGowan

THE ARGENTINIANS showed today they are in no mood for compromise over the Falkland Islands by landing more men and supplies at the isolated whaling station on South Georgia.

The Falkland Islands governor, Rex Hunt, said the original party of 12 men had been increased and a bulldozer had been landed to help remove scrap metal and equipment.

It now looks as if the Argentine party, which raised its national flag after landing two weeks ago, could be intending to stay until the job is completed.

The salvage team are working under contract to

the Edinburgh-based firm Christian Salvesen.

Mr Hunt also says the Argentinians have rejected two compromise solutions to the dispute over the salvage team's illegal landing on South Georgia.

One suggestion was that the 12 men take the short boat journey to the British settlement of Grytviken and go through the immigration formalities there.

Climb-down

The other was that the men travel to a neutral ship to go through the formalities. Mr Hunt said the British had offered to sail to South Georgia on such a ship.

He said the Argentinians had rejected both suggestions because they amounted to a climb-down.

Meanwhile the Ministry of Defence has maintained its silence on which ships it has dispatched to the South Atlantic.

Rumours persist that the nuclear-powered hunter killer submarine HMS Superb is on its way from Gibraltar to

join the aged survey ship HMS Endurance which is waiting off South Georgia with a detachment of Royal Marines.

Argentina is believed to have up to five warships in the area, including their only aircraft carrier and possibly a submarine.

Extract from
Financial Times, London.

- 2 APR 1982

GENERAL

UK takes Falklands dispute to UN

Britain took the dispute with Argentina over the Falkland Islands to the UN Security Council last night amid fears Argentine warships might be preparing to invade the territory.

A naval build-up near South Georgia, a Falkland dependency, on which a group of Argentine scrap metal merchants landed illegally, has raised tension in the area.

Sr Javier Perez de Cuellar, UN Secretary-General, called on both countries to resolve difficulties through diplomacy. The Foreign Office said Britain had used every effort to do so and all offers had been rejected.

Extract from
Daily Telegraph, London.

- 2 APR 1982

Marines 'at readiness' on Falklands

By KENNETH CLARKE
in Port Stanley,
Falkland Islands

ROYAL MARINES stationed on the Falkland Islands are remaining "in a high state of readiness" after the apparent failure so far of efforts to secure American mediation in the dispute between Britain and Argentina over the Falkland Islands.

With five Argentinean warships reported to be in the area, the presence of the marines is important to the morale of the 1,800 Falklanders who fear a forcible take-over of the colony and its dependencies but what they really want to see is the Royal Navy entering harbour with orders to repel any invasion.

The long-standing row over the Falklands, British since 1833, but claimed by Argentina, flared up two weeks ago with the illegal landing on the island of South Georgia of a party of Argentinian demolition workers, hired by a Greek businessman, to dismantle a disused whaling station. They failed to observe proper immigration procedures after being put ashore by a ship chartered by the Argentinian Navy, and promptly hoisted their own national flag.

12 Argentinians

At present there are only 12 Argentinians on the island and they are under constant surveillance by members of the British Antarctic Survey based at Grytviken.

Mr Rex Hunt, Governor of the Falkland Islands talks to Mr Stephen Martin, the scientist heading the base daily by radio telephone. Yesterday he denied a report that more men and supplies had just been landed by the Argentinians.

Meanwhile, the Royal navy's patrol vessel Endurance, 3,600 tons, with a dozen armed marines on board, is remaining on station at South Georgia.

The Falkland islanders suspect that, unless challenged, Argentina plans to introduce troops to South Georgia 800 miles away, and follow this with a full-scale take over of the colony.

"If they want to do that, we could not stop them," admitted the Royal Marines' commanding officer, Major Gareth Noott.

Miss Lucinda Buxton, 31-year-old daughter of Lord Buxton, is reported to be "fit and well" on South Georgia where she and her friend, Miss Annie Price are making a television film about penguins and elephant seals.

Extract from
 Scotsman, Edinburgh.

31 MAR 1982

British hint at show of force on Falklands

By MARTIN DOWLE, Our Political Correspondent

The Government yesterday described the Falklands Islands situation as "potentially dangerous" and indicated they were prepared to use a show of strength against the Argentinians.

Lord Carrington announced in the Lords that the Government were carrying out a review of the security of the Falklands area, and pledged that HMS *Endurance* would remain on station "as long as is necessary."

During exchanges in the Commons, Mr James Callaghan, the former Prime Minister, revealed that his Government had staged a show of strength against a similar Argentinian naval adventure in the vicinity of the islands. The latest moves by the Government come after the Argentinian Government failed to respond to British requests to remove the remaining dozen of so of their citizens who remain at Leith Harbour, in the dependency of South Georgia.

The decision to keep HMS *Endurance* on station, thus climbing down from the earlier refusal to exempt it from defence cuts, had to be made not only to relieve pressure from Tory backbenchers, but also to make a show against the six Argentinian warships which have been sent to the islands.

Lord Carrington said that the Government still hoped for a resolution of the crisis of the 12 scrap-metal workers who have arrived without the proper landing papers, but hinted that something a little stronger might be needed.

Mr Callaghan, who has been urging the retention of HMS *Endurance* over the past few weeks, made a call for a military show of strength when he made public for the first time the action that his Government took.

Luce, Minister of State for Foreign Affairs, was urged by Mr Enoch Powell, to state whether they were prepared to use force.

Mr Luce replied: "We do have sovereignty over this area and there is no doubt whatsoever that if it comes to the point, it would be our duty to defend and support the islanders to the best of our ability."

He was urged by Mr Albert McQuarrie, the Conservative MP for East Aberdeenshire, to amend the British Nationality Act so that islanders could have full British citizenship.

Mr Luce replied that 1400 of the 2000 islanders had right of entry, and the Government had guaranteed that the remaining islanders could come to Britain in case of an emergency.

Extract from
 Scotsman, Edinburgh.

- 1 APR 1982

'Cool it' plea to Argentinians

By MARTIN DOWLE, Our Political Correspondent

The British Government once again urged the Argentinians to agree to a diplomatic solution over the South Georgia incident as Royal Navy vessels yesterday continued on their way to the disputed territory.

Mr John Nott, the Defence Secretary, issued a "cool it" message to the junta in Buenos Aires, calling on the Argentinian Government to remove the six warships and their only aircraft carrier from the Falkland Island area.

The British are still seeking Argentinian assistance in removing the remaining 12 scrap metal workers who are still at Leith Harbour, South Georgia, without having applied formally for immigration papers to enter British territory.

Whitehall remain ominously quiet about the movements of ships towards the South Atlantic.

submarine left Gibraltar last Thursday to head for the area.

The British Government remain convinced that once they show their strength to the Argentinians, the junta will back down and bring their vessels back to port and agree to a diplomatic solution.

Downing Street sources are sure there will not be any naval conflict between the two sides, and believe that both are involved in a psychological show of strength. They nevertheless point out that Britain's implied threats would more than outweigh anything the Argentinians could produce.

The Government's tactics in the dispute was attacked last night by Mr Denis Healey, the Shadow Foreign Secretary, who criticised the sending of a nuclear-powered hunter-killer submarine.

Mr Healey said that such submarines were the wrong kind

of vessel to send in this sort of dispute, and could not act as the kind of deterrent the Government needed.

He said they were ineffective because they were not visible to the enemy, and could fire only a direct hit at the Argentinian vessels when what was needed was "a shot across the bows."

"Even with the Navy at its present size it is perfectly possible to send enough ships to deter the Argentinians from what they are doing," he said.

Reuter report: Argentina has turned down British proposals for ending the dispute the Islands Governor, Mr Rex Hunt said yesterday.

He said Britain had suggested ways for the scrap metal workers to regularise their position on South Georgia.

One of the suggestions was that an Argentine ship should take them to the tiny British settlement of Grytviken to undergo immigration procedures.

The other was that the vessel of a neutral country should take British officials to the Argentine camp at Leith Harbour to carry out the procedures.

"But obviously there is opposition to that also," Mr Hunt said.

The Argentine Foreign Minister, Mr Nicanor Bosta Mendez said in Buenos Aires that the situation continued to be tense.

He declined comment on Lord Carrington's statement that Britain was reviewing defence arrangements in the Falklands, while at the same time seeking a diplomatic solution to the present dispute. But he told reporters he was surprised by British press reports that a Royal navy submarine and other British warships were steaming towards the Falklands.

The situation in the islands remained peaceful today despite fears by the 1700 inhabitants that Argentina might invade the windswept archipelago.

"There have been other recent occasions when the Argentinians, beset by internal problems, tried the same tactic of diversion. We assembled ships from the Caribbean, the Mediterranean and Gibraltar and sited them about 400 miles off the Falkland Islands.

"Without fuss and without publicity, when this became known to the Argentinians, a diplomatic solution followed," he said.

Lord Carrington returned to London from Brussels to make the statement to the Lords. He told peers that after the British had sought the co-operation of the Argentinians in removing the men from South Georgia, the Argentine's Foreign Minister had said that the party would be given the "full protection" of the country's Government.

"The situation which has arisen, while not of our seeking is potentially dangerous. We have no doubts about British sovereignty over this Falkland Island dependency as over the Falklands themselves," Lord Carrington said.

Britain had no desire to star in the way of a normal salvage contract, such as the one awarded to an Argentinian scrap metal dealer by Christian Salvén, but those carrying it on were not absolved from following the normal immigration procedures.

In the Commons, Mr Richard

Extract from
Eastern Daily Press, Norwich.

29 MAR 1982

Falklands: Govt. get Note

3003
Argentine's Foreign Minister Nicanor Costa Mendez delivered a Note to the British ambassador yesterday and said relations between the two countries remain "tense" because of the row over South Georgia.

Argentine newspapers quoted official sources as saying that additional vessels were en route to the South Georgia islands to join the Argentinian transport vessel Bahia

Paraiso in backing up a handful of Argentines on San Pedro, the largest island in the group, which is claimed by Argentina.

Argentine sources also indicated that the British transport ship John Briscoe, had left the port of Montevideo, Uruguay, en route to the area to join a British naval vessel already there.

The Argentine news agency Dyn reported that Costa Mendez and British Ambassador Anthony Williams yesterday held a morning meeting — their eighth — to

discuss the situation in the islands which, like the Falklands and the South Sandwich islands, are administered by Britain and claimed by Argentina.

The Foreign Minister told reporters that he had handed a Note from his government to Mr. Williams and said: "Now we are waiting for a reply from Great Britain." He declined to reveal the contents of the Note.

Mr. Williams said: "I have to inform my Government and hurry to the British embassy."

"We want to avoid at all costs any confrontation," said a British Embassy spokesman. "Certainly both sides are looking to find a diplomatic way out."

The Ministry of Defence in London stressed that the Antarctic patrol ship Endurance was not even in sight of the Argentinian vessels, which, according to the British Embassy, may be on a joint exercise with Uruguay, unconnected with the South Georgia incident.

However, Mr. Brian Frow,

director of the Falkland Islands Office in London, yesterday called for Navy back-up for the Endurance, which has 12 marines on board and 119 crew.

"Since neither side is able to back down, Britain must be ready to send reinforcements to help," he said.

The Defence Ministry said there were no plans to send reinforcements. The nearest British frigate is believed to be several thousand miles away in the Caribbean.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Bolton Evening News.

30 MAR 1982

Commons' dash over 'invasion'

3003
FOREIGN Secretary Lord Carrington was dashing back to London from Brussels today for an emergency statement to Parliament over the Argentine "invasion" of South Georgia in the Falkland Isles.

Against a background of mounting diplomatic crisis he was expected to issue a stern warning to the Argentine to withdraw the party of nationalists who landed there a week ago and hoisted the Argentine flag.

At first it was thought the action, by a party of scrap merchants, was unofficial — but Whitehall now suspects strongly that the Argentine Government was behind the landing.

Lord Carrington's statement to the House of Lords was being repeated in the Commons by his deputy, Mr Humphrey Atkins, the Lord Privy Seal.

VISIT

The Foreign Secretary was to have left Brussels directly for an official visit to Israel, but the visit will now begin several hours later.

As many as 10 of the origi-

nal landing party are still believed to be on the tiny island of South Georgia, and six Argentine warships are now believed to be sailing in the area.

Britain has despatched a detachment of 42 Marines to Port Stanley in the Falklands, but claims this is no more than a replacement for the existing garrison. Even so, there is likely to be some overlap — strengthening Britain's military presence in the interim.

Argentina strongly disputes British sovereignty over the Falkland Isles, and its protests have become sharper since the discovery of oil and other mineral deposits.

But the Falkland islanders themselves have resisted association with the Argentine and are determined to remain a British dependency.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Northern Echo, Darlington.

29 MAR 1982

Jaw jaw — not war

3003
IF a flotilla of Argentinian warships is indeed heading for our lonely outpost of South Georgia, it represents a serious escalation in the troubled waters around the Falkland Islands.

It matters not one jot that the cause of the latest upset is a scrap dealer whom one commentator described yesterday as a cross between Steptoe and Freddie Laker on a bad day. The Argentinian government is giving support to the "invasion" and we have a duty to defend the staunchly British inhabitants.

The answer is not for us to send a fleet of warships but to seek to reopen the talks about sovereignty that broke down at the United Nations recently.

Extract from:

YORKSHIRE POST

LEEDS

Date 25 MAR 1982

Cricket news sends fans up the Pole

NOT even the Antarctic ice could stop the temperatures soaring when two Yorkshiremen heard news of the county's cricket team.

The men were steaming into the Weddell Sea, off the Antarctic Peninsula, when they thought the radio announcer said Yorkshire were going to field foreign cricketers.

And, inspite of being nearer the South Pole than South Yorkshire, they fired off a long-distance broadside against the Headingley hierarchy, telling them to resign.

An engineer on the British Antarctic Survey ship, "John Biscoe," Mr. Charles Cutsforth, and a biologist, Mr. Mark Pilcher, said they were appalled by the news.

But as the ship prepared to leave Montevideo, Uruguay, yesterday the Yorkshire Post contacted the men to tell them the idea was only being put to a ballot of members.

Mr. Pilcher, 24, whose parents live in Northgate,

Hornsea, said after hearing the news: "That has set my mind at rest."

"We were shocked when we listened to the news. We are not Yorkshire members, but we are both keen supporters."

Mr. Cutsforth, of Thornton Road, Bridlington, and Mr. Pilcher, had said in a letter to the Yorkshire Post that the decision would weaken the Yorkshire side and block young players.

They said the decision would lose the county side many supporters, including them.

A spokesman for the BBC, whose World Service broadcast led to the letter, said: "Our report made it clear it was merely a ballot of members. All we can think is that they must have had some ice in their radio."

Ballot forms on the question of foreign players in Yorkshire colours are going out this month and the result, which will not be binding, will be published in April.

Extract from
The Times, London

1 APR 1982

WE DON'T HAVE THE SHIPS BUT BY JINGO...

The South Georgia incident seems to have developed into a Falkland Islands crisis. It may be that the incident was planned for that precise purpose by the Argentine government. If so, the British government could be said to have played into Argentina's hands. If not, the crisis is probably quite unnecessary. But it is not yet unmanageable.

The action of the Argentine salvage men, in ignoring the British authorities at Grytviken (whose permission they had been told by the British Embassy in Buenos Aires they would require for a landing on South Georgia) and then in raising the Argentine flag, could hardly be interpreted as other than a provocation. But it did not necessarily have to be interpreted as an attempt by Argentina, as a state, to seize or colonise South Georgia.

The official Argentine role was confined to the landing of some equipment for the salvage party from an Argentine naval vessel — hardly in itself an act of aggression. Only when it became known that Britain had diverted HMS Endurance to the area did the Argentine foreign minister announce that another naval vessel, the Bahia Paraiso, had

been sent there and was standing by to protect Argentine citizens.

With hindsight it can be asked whether the British government was wise to dramatise the incident by diverting the Endurance in this way, and whether it would not have been more statesmanlike simply to ignore the rather insignificant infringement of British sovereignty represented by twelve civilians and one flag on a remote and uninhabited stretch of coastline. Their presence was hardly likely to become permanent, and if they left their flag behind them a party could always have been sent from Grytviken to replace it with the Union Jack. Such a venture would perhaps provide a welcome relief from what one imagines as the somewhat monotonous way of life of the British Antarctic Survey station.

But matters have gone beyond that point now. Argentina's rulers, beset with economic and political difficulties at home, have leapt at the chance to stage an external confrontation on an issue which unites the Argentine population — at least in the sense that there seems to be only one Argentine opinion

about the rightful sovereignty of the "Malvinas", though there are, no doubt, more than one about the degree of priority the issue deserves, and indeed the proper tactics for handling it. In Britain too, and especially on the Conservative back benches, a somewhat jingoistic note is being struck. The Government cannot afford to appear to be backing down in face of a threat to British sovereignty in the Falkland Islands; and indeed it would be wrong to give Argentina the impression that any sudden Anschluss would go unopposed.

The Government is rightly insisting publicly on its desire for a solution through diplomacy, while strengthening its diplomatic position by giving semi-private hints that British warships, even a nuclear-powered submarine, are on their way. It is hardly likely that the navy could spare such a vessel for permanent garrison duty in the South Atlantic, while to proclaim publicly that it was being sent would be an escalation of the crisis and make it more difficult for the Argentines to back down without losing face. But it makes very good sense to give them the idea that it is somewhere around, and could be used if they overplay their hand.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Manchester Evening News.

26 MAR 1982

Supplies sent to 'invaders'

More stores have been landed by the Argentinian navy for the 12 so-called invaders on South Georgia, part of the disputed Falkland Islands group. As the Royal Navy's ice patrol ship Endurance awaits orders over the horizon, it is believed the 12 scrap workers, stripping metal from old whaling factories are "digging in" for a long stay.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Portsmouth News, Hants.

26 MAR 1982

Food landed for 'invaders'

More stores have been landed by the Argentinian Navy for the 12 so-called invaders on South Georgia, part of the disputed Falkland Islands group, Whitehall sources disclosed today.

As the Royal Navy's ice patrol ship Endurance awaits orders over the horizon from South Georgia, it is believed that the 12 scrap workers, stripping metal from old whaling factories, are "digging in" for a long stay.

Endurance, with 12 Royal Marines on board, sailed for South Georgia at the week-end after reports that a much larger party was illegally landed by the Argentinian transport ship, Bahia Buen Suceso, on commercial charter.

They raised the Argentinian flag and were apparently armed. Shots were fired, according to reports, but these may have been fired at a reindeer. Later the majority of the party sailed away after British protests.

The Foreign Office regards the incident as a very serious infringement of British sovereignty of the Falkland Islands — the subject of a long-running dispute between Argentina and Britain.

The incident could not have come at a more embarrassing time for Defence Secretary Mr. John Nott, who plans to axe Endurance — the only regular Royal Navy presence in the South Atlantic — from the Fleet next year.

Extract from
Glasgow Herald.

29 MAR 1982

Argentina steps up Falklands 'war'

DIPLOMATS yesterday continued their bid for a peaceful solution to the Falkland Islands scrap metal workers' "invasion."

However, as Britain's gunboat lay anchored off South Georgia, in the South Atlantic, Argentina increased to five the number of warships in the area.

"We want to avoid at all costs any confrontation," a British Embassy spokesman said. "Certainly both sides are looking to find a diplomatic way out."

The Ministry of Defence in London emphasised that the Antarctic patrol

ship *Endurance* was not even in sight of the Argentinian vessels.

However, Mr Brian Frow, director of the Falkland Islands office in London, yesterday called for Navy back-up for the *Endurance*, which has 12 Marines on board and 119 crew.

"Since neither side is able to back down, Britain must be ready to send reinforcements to help" he said.

The Ministry of Defence said there were no plans to send reinforcements. The nearest British frigate is believed to be several thousand miles away in the Caribbean, and would take up to a week to reach the area.

Tory MP Mr Winston Churchill, vice-chairman of the party's back-bench Defence Committee, said: "This shows how dangerous it is to indulge in gunboat diplomacy unless there are enough gunboats available."

Tory back-benchers, angry about defence cuts, are expected to attack the Government's policy today in a Commons debate on Trident, using the incident to press home their case.

In Buenos Aires yesterday, Britain's ambassador, Mr Anthony Williams, met Argentina's Foreign Minister for talks on

the growing row. Both sides refused to comment on the outcome.

Two Argentine Navy corvettes will support an Atlantic patrol vessel already standing by off South Georgia while two destroyers and a submarine sailed from Mar Del Plata "in readiness for operations in the south Atlantic," according to official sources in Buenos Aires.

The incident began just over a week ago when about 60 Argentinians landed on South Georgia without permission, claiming they were collecting scrap metal.

Extract from
Nottingham Evening Post

27 MAR 1982

FALKLANDS: 'IT'S GRAVE'

A 3003 SIMMERING 150-year-old territorial dispute between Argentina and Britain neared boiling point as naval vessels from the two countries converged on the South Georgia islands.

Argentine Foreign Minister Nicanor Costa Mendez said the situation resulting from the landing

last week of a group of Argentines on the British-administered islands was grave and serious.

He said the Argentine navy transport vessel *Bahia Paraiso* was on its way to provide the Argentinians on the islands with all the diplomatic protection and security necessary.

Extract from
Brighton Evening Argus, E. Sussex

23 MAR 1982

Quinn, 34, murdered PC Tibble "in cold blood on the streets of London"

THE Argentine Foreign Ministry said today that a naval cargo vessel which Britain claimed had infringed its sovereignty on a tiny South Atlantic island was just fulfilling a commercial contract.

The row blew up yesterday when the British Foreign Office said an Argentine group had landed illegally on South Georgia, a dependency of the disputed Falkland Islands, and had hoisted the Argentine flag.

The British Embassy in Buenos Aires said the Argentine firm involved was dismantling a British-owned whaling station, with the knowledge of the British Government.

Extract from
Daily Telegraph, London

31 MAR 1982

Yesterday in Parliament

HOW THE LAST ARGENTINE INVASION WAS 3003 SEEN OFF

By PETER PRYKE and WALTER ABURN
Parliamentary Staff

A PROMISE that the ice-breaker *Endurance* would remain on station "as long as necessary" during the Anglo-Argentine dispute over the Falkland Islands was given in the Lords yesterday by Lord CARRINGTON, Foreign Secretary.

In a statement on the situation since a group of Argentine scrap merchants landed in South Georgia, part of the Falklands Islands Dependency, he undertook that the Government review of Falklands security "will obviously include the long-term future of *Endurance*."

In the Commons, MPs were intrigued by an indication from Mr CALLAGHAN, the former Labour Premier, that a similar "invasion" by Argentines had been seen off by a Royal Navy presence in the recent past.

'A recent occasion'

He said there had been other recent occasions when Argentina, beset by internal problems, had tried some sort of tactical diversion.

"On a very recent occasion, of which I have full knowledge, we assembled ships that were stationed in the Caribbean, Gibraltar and the Mediterranean and stood them about 400 miles off the Falkland Islands in support of *Endurance*."

"Without fuss and without publicity, when this became known, a diplomatic solution followed. While I do not press the Minister on what is happening today, I trust it is the same sort of thing."

Mr RICHARD LUCE, Minister

of State, Foreign Affairs, who throughout some anxious questioning by Conservative MPs insisted that he could give no details of the security position, replied that the Government would take note of Mr Callaghan's words.

Lord CARRINGTON said it had been made clear to the Argentine Government that Britain regarded the dozen or so men still on shore as being on British territory illegally. But their position could be regularised if they sought authorisation.

Argentine warships were in the area and the situation was "potentially dangerous."

Lord SHACKLETON (Lab) acknowledged there was need to preserve a sense of caution and to exercise maximum diplomatic skill.

But the firm reiteration of our stand was not only for the protection of wholly British people in the Falklands. "It could affect the peace of the whole of that area of Antarctica."

The presence of *Endurance* and the manifestation of our sovereignty was important.

Lord GLADWYN (Lib.) hoped that diplomacy would settle the

dispute. He asked if reference to the International Court had been considered.

Lord Carrington said it took two parties to refer a matter to the International Court and the Argentine government had refused to do that in an earlier dispute.

'Trousers down'

Mr Callaghan's reference to past incursions by the Argentines was later taken up in the Commons by Mr HEALEY, Shadow Foreign Secretary, who claimed that Britain faced humiliation in the Falklands because of the Government's defence policy. They had crippled the Royal Navy for the sake of the Trident programme.

"The result is recent events have found the Government with its trousers down in the South Atlantic and it is not surprising that the Argentine Government has been tempted by the target it has provided."

'Easy to preach...'

Mr LUCE replied that it was easy to preach on how to avoid disputes. "We are doing our best to resolve this problem. We have a duty to the islanders and I don't think it helps to make comments on what previous Governments have done."

'Peaceful solution' hope

Sir NIGEL FISHER (C., Kingston upon Thames) pointed out that Ministers kept repeating they would help the islanders to the best of Britain's ability, and added: "The trouble is we have not got the ability."

"*Endurance* is better than nothing. Under the circumstances it is not enough. Will you tell us what else the Government proposes to do."

Mr LUCE replied that he could not comment on the detail of the security review. It was important for everyone that the Government should seek a peaceful diplomatic solution.

Later he said: "We will defend the islanders if necessary. I still express the hope it will not be necessary."

Extract from
Morning Star, London

- 1 APR 1982



Extract from
Evening Chronicle, Newcastle-upon-Tyne.

26 MAR 1982

C NAVY HELPS 'INVADERS' 3003

More stores landed by Argentinian Navy for 12 so-called invaders on South Georgia, part of disputed Falkland Islands group, Whitehall sources disclosed today.

As Royal Navy's ice patrol ship, *Endurance*, awaits orders over horizon from South Georgia, it is believed the 12 scrap workers, stripping metal from old Whaling factories are "digging in" for a long stay.

Extract from
Western Daily Press, Bristol

24 MAR 1982

Big brother 3003 fear haunts islanders

By Ruth Gledhill

MAJOR Ronald Spafford said last night reports that the Falkland Islands had been invaded were "exaggerated".

"But it highlights how vulnerable the islands are," he said.

"Anyone could invade at any moment, and no one would know they were there."

Major Spafford, aged 56, of Queen's Road, Weston-super-Mare, is a world authority on the Falkland Islands, which are just off the tip of South America.

The invasion scare started with reports last week that a group of Argentinians had landed illegally on South Georgia island and run up an Argentinian flag.

Contract

But yesterday the Argentine Foreign Ministry said the naval cargo vessel which called at the island was just fulfilling a commercial contract.

Britain and Argentina have been in dispute over the sovereignty of the Falklands for many years.

Major Spafford, who returned from a holiday in the Falklands two weeks ago, said: "The islanders are apprehensive."

"They know there is this country just 400 miles away which has been making threats all year."

"They believe that if some solution is not reached soon, the Argentinians will invade."

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Sun, London

1 - APR 1982

Sun spotlight on the South Atlantic flashpoint

DON'T TURN US OVER TO THE DICTATOR!

A UNION JACK flew proudly in the windswept Falkland Islands yesterday as the message went out loud and clear: "Don't hand us over to Argentina."

The 1,800 inhabitants of the tiny British colony made their desperate plea while 84 Royal Marines prepared to protect them from their giant South American neighbour.

The hardy, peace-loving sheep ranchers made it clear they wanted no part of the brutal dictatorship ruled by hot-headed general Leopoldo Galtieri.

Just two days ago his heavily-armed national guard savagely smashed a march by out-of-work demonstrators calling for elections.

Home

The scenes were a stark contrast to the quiet British way of life that has continued in the Falklands for 150 years.

And the islanders are still keeping cool — despite the threat of an Argentinian task force



From DAVID GRAVES
the first British
journalist in the
Falkland Islands

lurking in the wild South Atlantic.

Britain's man in the Falklands, Rex Hunt, told me: "Obviously everybody is worried — but they are trying not to show it."

"We are so far from home, we only hope that the people in Britain don't forget us."

"We are keeping our fingers crossed that the

whole thing is settled peacefully." Mr Hunt sipped tea from a fine bone china cup as he relaxed in a deep leather chair in the governor's office in the capital, Port Stanley.

Harbour

He gazed through a window at the windswept harbour... and said the storm-tossed seas re-



Terror reign... confrontation in Argentina

minded him of the Western Islands off Scotland. The Falklands are as British as roast lamb — which is appropriate because there are 620,000 sheep on the islands.

In Ross Street—Port Stanley's main road—there are four pubs with corrugated-iron roofs.

Their names have a familiar ring—The Globe,

The Rose, The Ship and The Victory. The Globe is hung with pictures of the Royal Family and British soccer teams.

Wait

It is already a favourite with the commandos as they wait for their orders.

And it would be unlikely to survive if Argentina took over.

25 MAR 1982

Are invaders just scrap collectors?

The Foreign Office came under fire from angry M.P.s last night—as a British survey vessel, with guns on board, prepared to eject six Argentinian scrap metal merchants from the Falklands island of South Georgia.

The six were part of an armed 60-strong group which landed on the tiny South Atlantic colony last week, and hoisted the Argentinian flag.

As more details emerged about the affair, M.P.s accused the Foreign Office of holding back information and “playing a dubious game.”

They were also angry that H.M.S. Endurance is about to be withdrawn from service as part of the Government cuts, just when, they claimed, it was needed to fend off any possible forced annexation of the Falklands by Argentina.

Meanwhile, a new dimension was added to the affair when an Edinburgh-based company admitted that it had a contract with the scrap merchants to remove material from the site on the island—and that Falklands government officials knew all about it.

Christian Salvesen Ltd., said they owned land and equipment in South Georgia.

Said a company spokesman: “We had a perfectly

straightforward commercial contract with an Argentinian scrap merchant who purchased this scrap.

“The contract was scrutinised by the Falkland Island’s Governor’s department.”

The spokesman said Christian Salvesen was keeping in touch with the Foreign Office.

He would not comment further, but it still remains uncertain whether the so-called Argentine “invaders” are the same people Christian Salvesen has done business with.

Christian Salvesen’s interests include cold storage, oil drilling, and house-building.

The political row over the “invasion” blew up as the Endurance, with 124 marines, two 20 mm. Bofors guns and two helicopters aboard, was due to land at South Georgia, 400 miles off the Argentine coast.

She was in the Falkland capital, Port Stanley, on her last patrol in the area before being withdrawn in May,

when she was sent to deal with the incident 800 miles away on Sunday.

A Foreign Office spokesman said it was “making arrangements to ensure the early departure” of the six Argentinians—but refused to speculate on how this would be accomplished or what role Endurance would play.

The majority of the “invaders”—unofficial sources said they were a mixture of both military and civilian—left on Sunday after British protests.

But when Foreign Office Minister Mr Richard Luce made a statement to the House on Tuesday he did not mention that the Endurance had been sent or that shots had been fired.

The shots, however, are believed to have been aimed at deer.

According to unofficial reports reaching London last night, the Argentinian Navy transport which took the “invaders” to South Georgia was on commercial charter.

And the scrap metal dealers were apparently “in breach” of local bye-laws because they had not given official notification of their landing.

Extract from
Sun, London

1 - APR 1982

CRISIS WARSHIPS SAIL IN Argentina's hard line

ARGENTINA stepped up the war of nerves over the Falkland Islands yesterday — by sending in six warships.

And Governor of the tiny British colony, Rex Hunt, announced: "The situation is potentially dangerous."

From DAVID GRAVES
in the Falkland Islands

Last night America stepped into the conflict with a plea to the South American dictatorship to "cool it."

The U.S. Ambassador in Buenos Aires called on Argentinian government officials for "urgent talks."

But tension mounted as Britain prepared to counter the show of strength with at least two destroyers and a nuclear submarine expected to arrive later this week.

Whitehall remained tight-lipped on the South Atlantic showdown. Officials refused to say exactly how many warships had been sent.

Defence Minister John Nott said: "If Great Britain needs the Royal Navy at any time, the Navy will be ready."

Tough

The bitter row over the Falklands flared when 31 Argentinian scrap merchants landed on the island of South Georgia illegally and started shooting wildlife.

Some of the "invaders" are still there — despite the arrival of British Royal Marine commandos. TWO British women are still on South Georgia filming wildlife.

Anglia TV's Cindy Buxton and Annie Price, both 31, were said last night to be "in good spirits."

"They haven't been involved in the trouble," said Cindy's father.

Don't hand us over — Page 6

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Sun, London

1 - APR 1982

Flag wavers

THE Government is showing a welcome touch of strength in dealing with the pretensions of Argentina over the Falkland Islands.

Equally welcome is the way that, if anything, Labour MPs are keener than the Tories to send the fleet.

But just one question.

The Socialists believe we should be able to defend ourselves against South American dictators.

But they are also in favour of nuclear disarmament.

How would they defend us against the dictators in the Kremlin?

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Edinburgh Evening News.

1 - APR 1982

BRITISH SOIL IS 'INVADED'

An Argentinian commercial group illegally landed at a Falkland Island dependency last week, established a camp there and hoisted the Argentinian flag, the Foreign Office reported today.

The Argentinian authorities have told the British Government that the ship which carried the party of Argentinians left the island yesterday.

But Foreign Secretary Lord Carrington is demanding a full report on the incident which is regarded as a very serious infringement of British

sovereignty of the Falkland Islands.

Britain has been engaged in a long-running dispute with Argentina over the sovereignty of the islands. The hoisting of the Argentinian flag is regarded as a grave breach of the present state of talks between the two countries.

Over the weekend, Foreign Office officials had talks with the Argentine Charge d'Affaires, Signor Molteni, but the

British Government will certainly want an explanation of the incident.

The Foreign Office today issued a formal statement headed: "Falkland Islands: illegal Argentine landing on South Georgia."

It reads: "The commander of the British Antarctic survey base at Grytviken on South Georgia — one of the Falkland Islands' dependencies — reported on March 19 that an Argentine commercial party had established a camp at Leith.

Scrap

They had been put ashore by cargo vessel, operated by the Argentine Government for naval transport, without having obtained the necessary clearance."

It is understood that the commercial party landed to collect equipment, mostly scrap metal, from old whaling stations.

If they had asked clearance from Britain to do this, they would probably have been granted permission, but not to hoist the Argentine flag.



Extract from
The Times, London

01 MAR 1982

Britain is ready to fight for Falklands

By Hugh Noyes
Parliamentary Correspondent

The Government is prepared to use force if diplomatic initiatives fail to remove the threat to the sovereignty of the Falkland Islands posed by the landing of a group of Argentines.

That was the clear implication of statements to both Houses of Parliament yesterday by Lord Carrington, the Foreign and Commonwealth Secretary, and Mr Richard Luce, Minister of State at the Foreign Office.

Lord Carrington told the House of Lords that Argentine warships were in the area and that the Argentine Foreign Minister had said that the landing party in South Georgia, a dependency of the Falkland Islands, would be given the full protection of the Argentine Government.

Pointing out that the situation was potentially dangerous, both ministers emphasized that further escalation of the dispute was in no one's interest and that a peaceful solution was the aim of the British government.

Lord Carrington said security in the area was being reviewed, but he asked the House to understand that he preferred to say nothing in public about the precautionary measures that might be taken. However, HMS Edurand, the naval survey vessel, would remain on station as long as necessary. A detachment of Royal Marines is on board.

In the Commons, where pressure was heaviest for in

Extract from
East Anglian Daily Times, Ipswich.

29 MAR 1982

A WORTH-W

A scrap dealer with a contract to dismantle a whaling station in the south Atlantic forgot to obtain an entry permit for his crew. As a result, Britain and Argentina are heading towards armed confrontation.

The long-running feud between the two countries over the Falkland Islands has never been taken very seriously in London. The Argentine claim is too absurd for serious discussion, and Argentine Governments have taken few positive steps to assert it, except on their postage stamps.

The continuing decline of the Royal Navy under successive Governments has, however, changed the situation considerably. In the past, any invasion force from South America would inevitably have been cut off from

Extract from
Financial Times, London.

1 APR 1982

U.S. may mediate in Falklands row

BY JIMMY BURNS IN BUENOS AIRES

THE U.S. has offered to mediate between Britain and Argentina amid signs that the deadlock over the Falkland Islands dependency of South Georgia may develop into a military confrontation.

It is understood that the Argentine Government has told Britain it will not withdraw its naval presence from Falkland waters unless Britain recognises Argentine sovereignty over South Georgia.

The dispute emerged when 12 Argentine scrap metal merchants landed on South Georgia and raised their national flag. An Argentine newspaper reported that its navy would defend vigorously attempts to remove the merchants.

Diplomats here confirmed

yesterday that Mr Harry Shlaudeman, the U.S. Ambassador in Buenos Aires, had been in the current negotiations over South Georgia since the beginning of the week.

The U.S. wants to bridge what it sees as an increasingly entrenched and irreconcilable positions. "Britain and Argentina are no longer talking with each other, they are talking past each other," said one diplomat.

The diplomat would not, however, give details of what appears to have been a concrete U.S. proposal to solve the crisis.

The U.S. is understood to believe that Britain initially misjudged the seriousness of the dispute over the Falkland Islands and has reacted slowly to the growing Argentine mili-

tary presence in the area.

Officially, the U.S. continues to recognise British sovereignty over the islands and dependencies but it now fears the prospect of a military confrontation between two of its closest allies in the South Atlantic.

The Argentine Foreign Ministry yesterday ignored Tuesday's statement in the Lords by Lord Carrington, the Foreign Secretary, and said it was still awaiting a formal reply to its demands.

The Ministry also confirmed that two submarines, two destroyers and an aircraft carrier had left Argentine ports in the South Atlantic. They will join the two corvettes and transport ship which are shadowing Britain's HMS Endurance near the disputed

island. Unconfirmed reports from London state that the British nuclear submarine Superb has sailed from Gibraltar for the Falkland Islands. Two other British submarines may also have been despatched. Argentine transport planes have been circling the area in the past 48 hours, according to islanders.

In his Lords statement Lord Carrington insisted on British sovereignty over the Falkland Islands and described the dispute as "potentially dangerous." He said Britain was still looking for a diplomatic solution to the problem, though Mr Richard Luce, Minister of State at the Foreign Office, asked about the possible use of force, had earlier said Britain would defend and support the

islanders to the best of our ability." Stephanie Gray adds: The Foreign Office said yesterday Britain had approached none of its allies to mediate in the dispute.

Whitehall officials confirmed that Britain had not responded to Argentine proposals on the future of the Falklands.

The officials said Argentine threats to use "other means" to end the dispute had delayed a response.

Mr Rex Hunt, the Falklands Governor, said last night Argentina had turned down two British proposals to end the dispute by providing immigration clearance to the scrap

Argentinian pledge questioned,
Page 5

Extract from
Financial Times, London.

1 APR 1982

U.S. may mediate over Falklands

The U.S. has offered to mediate between Britain and Argentina as fears grow that the diplomatic deadlock over the Falkland Islands could develop into a military confrontation.

The U.S. ambassador to Buenos Aires, Mr Harry Shlaudeman, has been involved in negotiations over the island of South Georgia since the start of the week.

Argentina confirmed that two submarines, two destroyers and an aircraft carrier had been sent to the area. Unconfirmed reports said a British nuclear submarine had left Gibraltar for the Falk-

Extract from
Lloyd's List & Shipping Gazette, London.

31 MAR 1982

Falklands 'danger'

The Government is to review its decision to scrap the Royal Navy's patrol ship "Endurance" because of the Falklands crisis, the Foreign Secretary announced in the Lords yesterday. Lord Carrington described the situation in the Falklands as "potentially dangerous." He insisted that diplomacy was the answer. The navy's 3,600 ton ice breaker would stay on station as long as necessary, he added.

Extract from
Daily Mail, London.

- 1 APR 1982

Falkland sheep standby

THREE hundred thousand all-British sheep are waiting in the Falkland Islands for our nuclear submarine to save their sovereignty — and earn the thanks of shareholders in Coalite Group.

Up in Bolsover, near Chesterfield, Coalite chairman Ted Needham is cheering the fleet on, delighted we're making a fuss about Argentine ambitions towards the Falklands.

Coalite own those sheep, plus two-fifths of the land in the Falklands, and dominate business there through their Falkland Islands Company subsidiary.

Coalite specialise in smokeless fuel and oil deliveries, and came by Falkland when they bought another group in 1977. Falkland only contribute £6 million a year to Coalite's £400 million sales, and profits are modest, but Mr Needham loves them.

He says: "There are 1,700 people on the Islands, and they are intensely pro-British, with pictures of the Queen everywhere. We must employ about half the working population."

Extract from
Sheffield Morning Telegraph.

25 MAR

Thursday, March 25, 1982

COMMENT

Serious side to farce

THERE is a flavour of comic opera about the dispatch of a Royal Navy gunboat to the remote island of South Georgia to deal with an Argentine threat to the territorial integrity of the Falkland Islands.

The idea of a show of naval force to expel an Argentine invasion that consisted of no more than a small group of scrap merchants, most of whom have now left the island, has an element of farce.

Nevertheless, international sensitivities are involved. The landing of the party from an Argentine vessel without the necessary immigration procedures and the subsequent hoisting of the Argentine flag cannot be ignored by the British Government.

The situation has not been helped by a statement from an official of Argentina's foreign ministry that his country has "unquestionable sovereignty" over the islands.

Britain's position on the islands is clear. The territory is a British colony and promises have been made to the 2,000 islanders, all of British stock, that it will remain so unless they determine otherwise.

Since the inhabitants are against Argentine rule, Britain must stand firm. There is more behind the dispute than the mere fact that the islands are, geographically, Argentine off-shore territory. The area is potentially rich in oil and other mineral deposits, so far relatively unexplored.

If the Argentine Government decided to take over, there is little Britain could do about it in a military sense. Now would there be much international support for our retention of a colony so many thousands of miles from our own shores.

But there is no reason why the dispute should not be settled amicably, probably through joint trusteeship of the islands and equal shares in mineral exploitation.

Friendly negotiations must continue to be the aim and these would be facilitated if Argentina were a more stable democracy. In the meantime, the Government is right to react firmly to provocative acts such as the unauthorised entry of a foreign landing party.

Extract from
Daily Mail, London.

We must defend these islanders

THE Falkland Islands and their dependencies are British. The thousand or more people who live there like it that way.

If they did not—if they wanted to become citizens of Argentina — Her Majesty's Government would not stand in their way.

In Gibraltar, it is the same story. The Rock is ours by Treaty. But if its people wanted to become Spaniards — which they do not—the Foreign Office would speedily agree.

Coming much nearer home, to the troubles on our own doorstep, Ulster is part of the United Kingdom. Yet if a majority of its citizens opted to join with the South to form a united Ireland, Parliament at Westminster would give its blessing.

Britain has absolutely no imperial ambitions whatsoever. We have no wish to impose our rule on those who resent it.

What we do have is a continuing duty to defend the obdurately pro-British inhabitants of our few overseas outposts that remain.

All that diplomacy and our reduced Navy can do to uphold British sovereignty in the Falklands must be

the "Jingoistic Argentine and their swashbuckling scrap metal merchants are looking for trouble. Britain is in the right. And there is no way we are going to run away from our responsibilities. If we have to use force to protect the Falkland Islanders, we will. The Argentine Government should be left in no doubt as to that."

Extract from
The Times, London

1- APR 1982

Falklands incident

From Mr J. A. Hughes 3003
Sir, Your Defence Correspondent's headline (March 25) "Navy sails to scrap merchants", is indeed prophetic. HMS Invincible is being sold, numerous other ships earmarked for disposal, training establishments closed down and 4,000 redundancies in the Fleet.

"Merchants" looking for a "scrap" on the oceans of the world are being given a walkover before the bell sounds for the first round!

This lunacy must stop.

Yours sincerely,
J. A. HUGHES,
(Formerly a leading telegraphist in the (real) Royal Navy)
74 Fairacres,
Prestwood,
Great Missenden,
Buckinghamshire.

From Mr Graham E. Cadman
Sir, May I reassure your correspondent of Monday (March 29) regarding the dismemberment of South Georgia whaling stations that attempts are being made to document and record their passing and that of a unique way of
EAU
INTERNATIONAL PRESS-CUTTING BUREAU
1, Knightsbridge Green, London, S.W.1

Extract from
The Times, London

1- APR 1982

British interest in S Atlantic

From Mr R. J. Rowlands 3003
Sir, The latest fiasco in South Georgia with Argentina must surely commit the Foreign Office to a more positive attitude in this area than the dubious statements made continually in both Houses of Parliament.

The Falklands and its inhabitants can be nothing more than nuisance value to the Foreign Office, but history has shown their value in times of conflict and they may have more to offer Britain in the future, with the possibility of fish, oil and other minerals, a year-round gateway to Antarctica with its possible coalfields, copper mountains, oil and other wealth when commercial exploitation begins; also a suitable base to observe Russian submarine and other activities in the strategic Cape Horn sea route.

Finally, Argentina is not going to stop with its claims to the Falklands. It does not recognize British Antarctic territory either so there is a lot more than the future of 1,800 Falklanders at stake.

Yours faithfully,
ROBERT J. ROWLANDS,
33 Wolseley Road,
Shirley,
Southampton.
March 29.

Extract from
Daily Express, London.

1- APR 1982

Sub in dash to Falklands

THE nuclear-powered submarine Superb has broken off from NATO exercises to patrol the Falkland Islands, it was revealed last night.

The Royal Navy submarine, armed with 25 Tigerfish homing torpedoes, left Gibraltar on Tuesday to join the ice patrol ship Endurance.

As 40 marines arrived in the crisis island, Argentina's Foreign Minister Mr Costa Mendez said: "We shall not give in to any threats."

Extract from
Ipswich Evening Star, Suffolk

29 MAR 1982

FALKLANDS: 'GET TOUGH'

THE GOVERNMENT was urged today to send military reinforcements to the Falkland Islands in an effort to force a swift end to the threatened confrontation with Argentina. Mr. Brian Frow, director general of the Falkland Islands office in London, said: "I think this is the only answer. I sincerely hope they are on their way." Ideally, he said, Britain should send an aircraft carrier or a couple of frigates to drive out the Argentinian warships said to be gathering in the area.

See Page 12.

Extract from
Burns Evening Star, Lancs.

26 MAR 1982

'Call for gunboats

THE Government will have to use gunboats to protect home fishing grounds if Common Market ministers cannot agree an EEC fisheries policy by the end of this year. British fishermen have warned.

"We hope the Government will not be sending all our gunboats to the Falkland Islands."

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Daily Telegraph, London.

1 APR 1982

English presence on South Georgia



AS THE NAVAL build-up in the Falkland Islands gathers pace, I hear there are two English girls camped out just 20 miles from the Argentinian scrap dealers' base on South Georgia.

Cindy Buxton and Annie Price, both 31, have been there since October, peacefully filming king penguins, reindeer and elephant seals for Anglia TV's Survival series.

Just back from visiting them is Miss Buxton's father, Anglia boss Lord Buxton, who left South Georgia the day before the Argentinians arrived. He had been touring with HMS Endurance.

He tells me the girls are living in a hut "smaller than the average bedroom." He has no fears for his daughter's safety: "She's more than a match for any Argentine warship."

Lord Buxton is also chairman of ITN, but says there is little chance of getting any film scoop since even in these days of advanced technology it takes three days for photographs to get back from the dependencies.

The girls are due to return to England early this month. However, for transport they rely on the Endurance and the British Antarctic Survey Ship the John Biscoe, with which they are pictured here. If tension continues they may find themselves in for an extended stay.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Western Morning News, Plymouth

25 MAR 1982

ISLAND GUNBOAT ROW



HMS Endurance... heading for Falkland Islands.

THE Foreign Office came under fire from angry MPs last night — as a British gunboat prepared to eject six Argentinian scrap metal merchants from the Falklands island of South Georgia.

The six were part of an armed 60-strong group which landed on the tiny South Atlantic colony last week, hoisted the Argentinian flag and apparently shot a deer.

As more details emerged about the affair, MPs accused the Foreign Office of holding back information and "playing a dubious game."

Meanwhile, a new dimension

was added to the affair when a Edinburgh-based company admitted it had a contract with the scrap merchants to remove material from the island — and that Falklands government officials knew all about it.

But Falkland Islands Governor Mr. Rex Hunt said last night the Argentinians cannot be allowed to remain.

"If Argentina won't take them away, we will," he said. He described the affair as a "technical rather than a political incident."

Mr. Hunt said that eight to ten

Argentinians still remained on the island.

"They are illegal immigrants. They have not completed immigration formalities and this is why they have to be removed."

"We are now waiting for an assurance from the Argentinian Government that they will take them away. If we don't get this assurance, we will take them off."

Said Mr. Hunt: "Had they called into Grytviken as we asked, they would have been allowed to stay for perhaps four to five months at Leith."

"As it is 50-60 disembarked at Leith last Friday, and we sent a field party from the British Antarctic Survey team out to them, with instructions from me to tell the Argentinian captain he had landed these people illegally."

"When they arrived they found the Argentinians were flying their national flag."

"Relations between the two parties were very friendly and cordial."

He said the captain had acknowledged his instructions and sailed off with all but eight to 10 people on board.

Extract from
The Times, London

31 MAR 1982

PARLIAMENT March 30 1982

UK's ability to protect islanders questioned



Fisher: Not got ability.



Evans: Not deterring

FALKLANDS

The question of security in the Falklands area was being reviewed, Lord Carrington, Secretary of State for Foreign and Commonwealth Affairs, said in a statement in the House of Lords on the Falklands Islands dispute with Argentina.

The situation which had arisen, he said, was potentially dangerous, adding amid cheers: We have no doubts about British sovereignty over this Falkland Islands dependency as over the Falklands themselves.

Lord Carrington said: A group of Argentines, employed by a commercial contractor, Mr Davidoff, an Argentine citizen, landed at Leith harbour, South Georgia on March 19 from an Argentine naval transport vessel.

Mr Davidoff had been informed in advance of the need to seek the necessary permission from the British authorities at Grytviken to land and to carry out this salvage work. He conveyed to the British Embassy in Buenos Aires his intention to begin work in South Georgia but gave no indication that he would not follow the normal immigration procedures.

When the party arrived at Leith they did not seek the required documentation; and when requested by the base commander to proceed to Grytviken in order to do so, they failed to comply. Mr Davidoff's commercial contract is straightforward. But it does not absolve him or his employees from complying with normal immigration procedures.

Subsequently, the majority of the Argentine party and the Argentine ship departed; but about a dozen men remained on shore.

We therefore made it clear to the Argentine Government that we regarded them as being present illegally on British territory, and sought their cooperation in arranging for their departure, pointing out however that their position could be regularized if they were to seek the necessary authorisation. Meanwhile, HMS Endurance was ordered to proceed to the area to be available to assist as necessary. She has been standing by since March 24.

On March 25 an Argentine vessel delivered further equipment to the group ashore. The Argentine Foreign Minister has said that the Argentine party in South Georgia will be given the full protection of the Argentine Government. Argentine warships are in the area.

The situation which has thus arisen, while not of our seeking, is potentially dangerous.

We have no doubts about British sovereignty over this Falkland Islands dependency as over the Falklands themselves. (Cheers)

We remain of the view that the unauthorized presence of Argentine citizens in British territory is not acceptable. We have no wish to stand in the way of a normal commercial salvage contract, but the position of those

carrying it out must be properly authorized.

Further escalation of this dispute is in no one's interest. In these circumstances it is clearly right to pursue a diplomatic solution of this problem. This we are doing. I hope that the Argentine Government will take the same view. Meanwhile, the question of security in the Falklands area is being reviewed, although the House will understand that I prefer to say nothing in public about our precautionary measures.

I can, however, inform the House that HMS Endurance will remain on station as long as is necessary.

Lord Shackleton, for the Opposition, said it was a measured and sensible statement. None of us (he went on) would wish to exacerbate what is a potentially dangerous situation already. The situation is serious. We know the importance of all of us preserving a sense of caution. Now is the time to exercise the maximum of diplomatic skills.

The fact remains that the Falklands and South Georgia have been British for a very long period. The preservation of British interests in this part of the world — and I appreciate Lord Carrington's firm reiteration of our stand — is not only the protection of the British people in the Falklands but could affect the peace of that area of the Antarctic.

It is important for conservation and for all sorts of measures that we retain our position in that part of the world. It is gratifying that HMS Endurance is still there. For those who doubt the effectiveness of HMS Endurance, it is the presence of the White Ensign and the potential backing of our sovereignty that is important. (Cheers)

The decision announced some while ago to cancel HMS Endurance must have encouraged the Argentinians in their belief that the British were on the way out.

Lord Shackleton added that he was rung up by a friend at the Argentine Embassy who asked him to confirm the decision. He denied it vigorously.

We ought not (he said) to press the Foreign Secretary on the precautionary measures the Government is taking. Nothing we say here of that kind, any bellicose statement, will help a situation which is difficult enough as it is.

Lord Gladwyn (L) said it was hoped that diplomacy would succeed in solving the dispute.

In the event of diplomacy failing (he went on) we must all assume that the Government has contingency plans, if necessary, for settling the dispute by other means. In the course of this long dispute has the Government ever considered the possibility of referring the matter to the International Court and to abide by the court's decision?

Lord Carrington: Diplomacy is the way to settle this problem. That is why we have a Foreign

Office and diplomats. We must solve it in this way.

The preservation of British interests is in the interests of peace in the area. The Government supports the Antarctic Treaty and it has been useful in keeping the cold war out of the area.

It takes two to refer a matter to the International Court of Justice. I do not think they will accept a case unless both parties are prepared to put it to them.

Lord Buxton of Alsa (C): The reaction of the Government has been right and correct in the circumstances.

When Lord Carrington's statement was repeated in the Commons by Mr Richard Luce, Minister of State for Foreign and Commonwealth Affairs, Mr Denis Healey, the Opposition spokesman, said: The feeble statement this afternoon will lead many, even on this side, to agree for once with *The Daily Telegraph* that the Government's conduct in this affair appears foolish and spineless.

We should all agree that a diplomatic settlement is needed in this dispute which raises severe problems with the Atlantic Treaty which is due for renewal next year.

Mr Luce will agree with what the Secretary of State for Defence said yesterday that diplomacy is unlikely to succeed unless there is an effective deterrent against unilateral action by the other party.

This dispute has revealed that the Government's defence priorities are mistaken. It has crippled the Royal Navy for the sake of the Trident programme, and the result is that these recent events have found the Government with its trousers down in the south Atlantic. It is not surprising that the Argentine Government has been tempted by the target which is provided.

We welcome the U-turn on the presence of HMS Endurance, but Mr Luce must be aware that this clapped out icebreaker is no match for the five or six warships which the Argentine Government is reported to be sending towards the area armed with Exocet missiles.

I can understand Mr Luce prefers to say nothing about other measures, but that is because he has nothing to say. The Government has been responsible for a grave dereliction of duty in putting itself in a position where it is totally incapable of making any response to a threat which has now been mounted for the last three weeks.

Mr Luce: I find it difficult to understand what Mr Healey is trying to suggest that we should do. On the one hand he says it is right to seek a diplomatic settlement, which is precisely what we are trying to do. On the other he seems in a veiled way to be suggesting we should take some other action.

I hope and believe that it is the desire of the House that we should do whatever we can through diplomatic channels to

seek a peaceful settlement of this problem.

Mr Healey: He has missed the point. This Government has consistently argued that negotiations cannot succeed except from a position of strength, but it has left Britain in a position of weakness as a direct consequence of its defence priorities.

Mr Luce: That remark does not particularly help the present situation. We are trying to seek a diplomatic solution to this problem. That is the desire of all people who want to see peace in that area. It is right that we should do so.

It is the duty of the British Government to support and defend the islanders to the best of our ability. It is surely preferable that we should do our utmost to seek a diplomatic solution, and that is what we are trying to do.

Sir Anthony Kershaw (Stroud, C): The impudence of the Argentine Government is matched only by the impudence of Mr Healey, whose policy it was to reduce the Navy and to make exactly the events come about which have.

Would it not be a good thing if Argentina, instead of sending massive shipments of grain to Russia, concentrated on getting its own house in order at home and not indulging in these foreign adventures?

Mr Luce: It would be sensible for all concerned if we do not take provocative action but take action designed to bring about a peaceful resolution of this particular problem.

Sir Bernard Braine (South-East Essex, C): This comic opera situation would never have arisen but for the continual assertion by the British Government that we have sovereignty over the Falkland Islands and nothing would happen as long as the Falkland Islanders wished to remain British, while at the same time forcing them into dependence on Argentina for access to the outside world, and threatening to withdraw, and actually withdrawing, the only Royal Navy ship in the area? He has indicated there may be some contingency plans afoot. About time.

Mr Luce: We are reviewing this situation and HMS Endurance will remain on station for as long as is necessary. He referred to the communications agreement signed in 1971. I do not think that would be fair to say that that particular agreement was forced upon the islanders. They would wish to have the best possible communications with the outside world.

Sir Nigel Fisher (Kingston upon Thames, Surbiton, C): He has said that we will protect the islanders to the best of our ability. The problem is that we have not got the ability. Endurance is better than nothing, but in the circumstances it is

really not enough. What else does the Government propose to do?

Mr Luce: I do not think it would be right for me to comment in detail about the security review we are undertaking.

Sir Frederick Burden (Gillingham, C): We must, while doing everything possible to settle this dispute by diplomatic means, take measures, if this was a probing operation, to ensure that any follow up by Argentinian forces is not successful.

Mr Luce: It was noted that the landing of a certain number of men on March 24 was undertaken with the use of an Argentinian naval vessel. This caused us concern and continues to do so, but that does not detract from the point that we should work as far as we can for a diplomatic solution.

Mr John Evans (Newton, Lab): Why is not our possession of a vastly expensive deterrent deterring the Argentinians?

Mr Luce: I am Minister of State for the Foreign Office and not Secretary of State for Defence.

Mr James Callaghan (Cardiff, South-East, Lab): In supporting the Government's attempts to solve this problem by diplomatic means, which is clearly the best and most sensible way of approaching the problem, there have been other recent occasions when the Argentinians, when faced by internal troubles, have tried the same sort of tactic of diversion.

On a recent occasion of which I have full knowledge we assembled ships that were stationed in the Caribbean, Gibraltar and the Mediterranean. They stood about 400 miles off the Falkland Islands in support of HMS Endurance. When this became known a diplomatic solution followed. While I do not press him on what is happening today, I trust it is the same sort of thing.

Mr Luce: I am certain the House and I on behalf of the Government listened to what he said with great respect. We note what he has had to say.

Mr Healey: It is clear from the interchange that the Government accepts that the landing of these men in South Georgia was a deliberate provocation by the Argentinian Government, for whatever purpose I do not know. It has taken place because the present Government has not taken the sensible precaution of assembling adequate naval forces in the area. The Labour Government did on a similar occasion. It should learn from this experience.

This is the first price we are paying for the dreadful error in priorities in the Government's defence policies.

Mr Luce: It is easy to say that. We are doing our best to resolve this problem. We have a duty to the islanders. I do not think it helps to try and make comparisons with previous governments.

Extract from
Daily Telegraph, London.

1 APR 1982

1,500 detained

Reports from Buenos Aires yesterday said that at least 1,500 people were detained in what amounted to the worst disturbances since the military seized power by ousting President Isabel Peron in 1976.

The crowd that tried to march on the city's central plaza was bold enough to call for the end of military rule. But specifically it wanted the head of Senor Roberto Alemann, the Economy Minister.

He was brought back into the post in December after an absence of nearly 20 years, and he promised his medicine would be bitter.

Inflation is raging at 140 per cent., one of the highest rates in the world, and the peso has shown no signs of recovering against the dollar.

More than a score of the country's largest industrial concerns remain in state hands in spite of Senor Alemann's stated determination to return them to private enterprise and profitability.

And while unemployment is officially put at between eight and 10 per cent., it is thought to be far higher.

'Too many colonels'

An Argentine visitor to Washington said yesterday: "When the average wage is the equivalent of £70 a month and people have to hold two or three jobs to feed themselves, it is difficult to worry about the Malvinas (Falklands)."

"Galtieri and Alemann promised to reduce the budget deficit and the size of the bureaucracy. But how can they cut Government jobs when so many of them belong to the military?"

"There are too many colonels around who want to protect their own interests."

Gen. Galtieri took over the Presidency from Gen. Roberto Viola, who was suffering from ill-health. It was assumed at the time, however, that Gen. Viola's inability to put the economy right had much to do with his decision to step down.

Senor Alemann is confident he can turn the economy round by the end of the year. But many Argentines doubt that he will still be in office by then.



Civilians being detained by riot police in Buenos Aires during the biggest demonstration against military rule in Argentina since the junta took over in 1976. The protest was against economic austerity.

Falklands a diversion from Argentine crisis

By FRANK TAYLOR in Washington

ARGENTINE governments have, over the years, found it convenient to stir up the dispute with Britain over the Falkland Islands to divert attention from domestic troubles.

The present flare-up is no exception. For the Argentine military regime headed by Gen. Leopoldo Galtieri is beset by some of the worst economic problems in the country's recent history.

For months the trade unions and the largely suppressed political parties in Buenos Aires had been warning the authorities that the people's economic plight would lead to trouble.

Then on Tuesday there was an outburst. A street demonstration organised by the Peronist unions developed into a bloody battle with police and troops.

Falkland Fiasco

3003
British A-sub sent
to patrol siege isle



Governor Hunt

'Steptoe' invasion
which led to an
international scrap

SUBMARINES of
the Royal Navy are
to patrol the Falk-
land Islands, it was
revealed last night.

This is in case
diplomacy fails to
repulse the Argentine
threat.

The submarines,
carrying conventional
weapons, are nuclear-
powered.

They can stay sub-
merged for long periods
and cover the vast dis-
tances involved on the
edge of the Antarctic.

One of the submarines was
understood to be carrying
Royal Marines of the crack
Special Boat Service.

And today a combat team
of about 40 Royal Marines

By JOHN WARDEN
Political Editor

from 42 Commando is set to
fly from Britain via Ascension
Island.

Meanwhile at Gibraltar
three destroyers and a frigate
have been put on a state of
readiness to move south, and
a fleet tanker is on its way.

Until now the only British
force in the Falklands has
been the Royal Navy's lightly-
armed ice patrol ship
Endurance and a small group
of Royal Marines—facing a
flotilla of Argentine warships
putting a squeeze on the
island of South Georgia.

'SHOOT'

The move of the submarines
was confirmed privately to
Tory MPs who threatened to
resign the Government whip
if the Cabinet went soft on
defending the Falklands.

After meeting Foreign
Office Minister Mr Richard

Luce, one MP said: "He
left us in no doubt that we
are mobilising hardware and
will shoot if necessary."

Yesterday Foreign Secretary
Lord Carrington flew back
from Brussels to make a state-
ment in the Lords, urging a
softly-softly approach but
warning of "potential
danger" and hinting at
"precautionary measures."

In the Commons Mr Luce
spoke in tougher terms.

Britain has sovereignty over
the area, he said, and "there
is no shadow of doubt whatso-
ever that if it comes to the
point it will be our duty to
defend and support the
(1,800) islanders to the best
of our ability."

However, like Lord Carring-
ton, he emphasised the need
for diplomatic pressure.

Labour's Mr Denis Healey
claimed that the Government
"has been found with its
trousers down."

IN BUENOS AIRES—amid
riots over the economy—it was
reported that Argentina's only
aircraft carrier left Puerto
Belgrano for the Falklands.

By MICHAEL BROWN Chief Reporter

THE EXTRAORDINARY
story behind the Great
Falklands fiasco was
revealed yesterday.

For when Argentina put a
landing party ashore on
British territory and started
shooting, the only targets were
... reindeer.

And the invasion force were
all scrap metal "Steptoes,"
with not a soldier in sight.

What's more, there was a
distinct absence of military
aggression from the raiders.

Invitation

When a British team of
explorers pounced on them,
they were all invited to dinner.
On the menu? Well, naturally
roast reindeer.

The dinner invitation, how-
ever, was stiffly refused.

Despite such scenes of farce,
the "invasion" in South
Georgia set off a political
storm which resulted in Bri-
tain sending a gunboat.

The following political

situation between Argentina
and Britain over the Falk-
lands — of which South
Georgia is a part — made
fraternising impossible.

So Mr Trevor Edwards, the
Welshman who leads the
British explorers, asked the
Argentinians to take down
their flag, which they did.

And to withdraw all their
party. Which they didn't.

Half of them left aboard
the ship which brought them,
but yesterday 12 were still
there. And they were being
kept under close observation
by Edwards's men.

A blizzard was raging and
temperatures were well below
zero. But the watch goes on.

Over the phone from the
capital of the Falklands, Port
Stanley, the island's Governor,
His Excellency Rex Mastes-
man Hunt, (56), a former Spit-
fire pilot, said: "We were con-
cerned about the shooting.

"But it turns out the

Extract from
Sheffield Morning Telegraph.

25 MAR 1982

MPs row as Navy repels 'invasion'

THE Foreign Office came under fire from angry MPs last night as a British gunboat prepared to eject several Argentine scrap metal merchants from the Falkland island of South Georgia.

The merchants were part of an armed 60-strong group which landed on the tiny South Atlantic colony last week, hoisted the Argentine flag and apparently shot a deer.

The Falkland Islands Governor, Mr Rex Hunt, said: "If Argentina won't take them away, we will."

He described the affair as a "technical rather than a political incident" and said eight to ten Argentinians were still on the island.

They had not completed immigration formalities and this was why they had to be removed.

In London, MPs accused the Foreign Office of holding back information and "playing a dubious game."

They are also angry

that the gunboat, HMS Endurance, is to be withdrawn from service as part of the government cuts, just when, they claim, it was needed to fend off any possible forced annexation of the Falklands by Argentina.

Meanwhile, an Edinburgh-based company admitted that it had a contract with the scrap merchants to remove material from a site on the island and that Falklands government officials knew all about it.

The row blew up as the Endurance, with 124 marines, two 20mm Bofors guns and two helicopters aboard, was due to land at South Georgia, 400 miles off the Argentine coast.

She was in the Falkland capital, Port Stanley, on her last patrol in the area before being withdrawn in May when she was sent to deal with the incident 800 miles away on Sunday.

A Foreign Office spokesman said it was "making arrangements to ensure the early departure" of the Argentinians but refused to speculate

on how this would be accomplished or what role Endurance would play.

The majority of the invaders — unofficial sources said they were both military and civilian — left after British protests.

But when Foreign Office Minister Mr Richard Luce made a statement to the House on Tuesday he did not mention that the Endurance had been sent or that there had been any shots fired.

Conservative MP Sir Frederick Burden and a number of senior Conservative backbenchers yesterday tabled Commons motion demanding the retention in the colony of a Royal Navy force big enough to repel any annexation attempt by Argentina.

COMMENT — Page Six

Extract from
International Herald Tribune, London &
Paris.

30 MAR 1982

Argentina, U.K. Confer Over Dispute

Nations Keep Ships On Falklands Patrol

From Agency Dispatches

LONDON — The Foreign Office said Monday that diplomatic exchanges with Argentina were continuing in hopes of resolving a dispute over the presence of 10 Argentinians on the South Atlantic island of South Georgia.

A British Embassy spokesman in Buenos Aires said Monday that there had been some progress in the talks.

British newspapers, meanwhile, painted vivid pictures of a British-Argentine military standoff at the Falkland Islands dependency, over which both nations claim sovereignty. Press reports here said Argentina had sent five warships to confront two British survey ships already in the area.

Britain charged March 22 that the Argentines — a group of scrap collectors hoping to strip an old whaling station — landed illegally on the island March 19 and hoisted an Argentine flag. Subsequently, the Argentines sent a polar ship to the region, and later sent the warships.

Carrington Plans Statement

The Foreign Office said that Foreign Secretary Lord Carrington will fly home Tuesday after the Common Market meeting in Brussels to make a statement to Parliament about the Falklands dispute.

A Foreign Office spokesman had said earlier Monday that there was "nothing new" to report on the dispute, but "diplomatic exchanges are continuing with a view to resolving the problem of illegal entry." The exchanges, the spokesman said, were going on in Buenos Aires and through the Argentine Embassy in London.

Tension over the status of the colony was running high, and a politician from one of Argentina's suspended political parties has called for an Argentine invasion of the Falkland Islands.

Luis Leon, leader of a leftist radical party faction, said Sunday that an invasion "is necessary for the preservation of our sovereignty and [national] dignity."

The British Defense Ministry confirmed Monday that 42 Royal Marine commandos were en route to Port Stanley, the Falklands capital, but only to "take an equal number of marines already there."

31 MAR 1982

INTO BATTLE

Nuke subs and warships sail to showdown in the Atlantic

BRITISH nuclear submarines and other warships were heading for the South Atlantic last night to smash the Argentinian invasion of the Falkland Islands.

Ships drawn from three Royal Navy fleets — and accompanied by a refuelling tanker — were put on red alert by the Foreign Office yesterday.

Later two hunter-killer nuclear submarines were reported to have been diverted from routine patrols to head for the trouble spot.

One of them, the *Superb*, slipped quietly out of Gibraltar last Thursday and is expected off the islands shortly.

Tension between Britain and Argentina over the invasion — by a party of Argentinian scrap merchants — mounted yesterday as both sides prepared for a showdown.

Argentina's only aircraft carrier — nearly 40 years old and originally British — is reported to

From DAVID GRAVES
in Port Stanley,
Falkland Islands

have sailed from its base at Puerto Belgrano, bound for the Falklands.

And planes from Argentina's air force flew over the islands.

Meanwhile, a commando force of 42 marines arrived in Port Stanley, the Falklands capital, to reinforce the British garrison of 40 men.

Foreign Secretary Lord Carrington warned the House of Lords yesterday that the situation in the islands is potentially dangerous.

And Foreign Office Minister Richard Luce told the Commons that the Government is ready to do its duty "to protect and defend" the islanders, who are fiercely loyal to Britain.

The first Parliamentary hint of the naval show of strength came from former Labour Premier James Callaghan.

He talked of "a recent occasion" when British ships were assembled off the Falklands and "a diplomatic solution followed."

And he drew out the Government by saying: "I trust the same sort of thing is happening now."

Britain and Argentina have quarrelled over

Extract from
The Times, London

7 APR 1982

Impenetrable silence on Falklands crisis

By Our Foreign Staff

Mr Richard Luce, Minister of State at the Foreign Office, has postponed a visit he was due to make to Mexico, starting today, because of the crisis with Argentina over the British territory of South Georgia.

The crisis began with the illegal landing on South Georgia, a dependency of the Falkland Islands, of a group of Argentine scrap merchants two weeks ago.

Mr Luce is the British minister responsible for the Falkland Islands. He told the Commons on Tuesday that it was the duty of the Government to support and defend the islands. But he emphasized the utmost need to seek

a diplomatic solution to the dispute with Argentina, which claims the Falklands and South Georgia as its own.

Mr James Callaghan, the former Prime Minister, told the Commons that on a previous occasion, Britain had assembled ships stationed in the Caribbean, Gibraltar and the Mediterranean, and they had anchored about 400 miles off the Falklands in support of the Royal Navy patrol vessel *Endurance*.

When this became known, a diplomatic solution had followed. Mr Callaghan referred to Argentina having tried to escalate the Falklands tension before when faced with internal troubles.

The Foreign Office last night declined to comment on his statement.

One view in Whitehall is that the Argentine authorities may be seeking to capitalize on the illegal landing by the scrap merchants, but were not implicated in causing it.

Argentine naval strength in the South Atlantic includes its only aircraft carrier, the 25 de Mayo, two destroyers and two missile-carrying corvettes. There are also reports that an Argentine submarine has been sent into the area.

The report involving the Royal Navy's nuclear powered 4,500-ton *Superb*, which is armed with *Tigerfish* heavyweight torpedos, is

beginning to look more and more like a controlled leak which need not even be true to have the desired effect. The Royal Navy has refused to confirm that *Superb* was on its way to South Georgia.

Plans to reinforce the Falkland Islands, or not as the case may be, remained among Whitehall's more cherished secrets last night after another day of impenetrable silence at the Ministry of Defence.

In Buenos Aires, the high commands of the army, navy, and air force have met to analyze Lord Carrington's speech on the Falklands.

Diplomatic sources in the Argentine capital last night suggested that Washington was acting as a mediator

Falklands crisis

Continued from Page One

moment if the crisis worsens.

Argentina is believed to have several warships in the area, and its navy's only aircraft carrier, formerly HMS *Venerable* launched in 1943 but completely refitted, is reported to have left its base south of Buenos Aires.

Foreign Secretary Lord Carrington said yesterday that the situation was 'potentially dangerous', and in the Commons, Foreign Office Minister Richard Luce told MPs: 'There is no doubt whatsoever that if it comes to the point, we will do our duty to support and defend the islanders to the best of our ability.'

Tactics

After a week of unproductive diplomatic moves, British preparations are being made quietly, to avoid the appearance of a public confrontation with Argentina.

Former Prime Minister James Callaghan revealed in the Commons that a naval task force was sent on the last occasion when Argentina, beset by internal troubles, tried the same tactics.

That operation was conducted without publicity, and the ships remained about 400 miles from *Endurance* which was then, as now, under Argentine navy pressure.

Mr Callaghan recalled: 'When their presence became known to the Argentines a diplomatic solution was speedily found.'

Mr Luce declined to reveal whether such tactics were being carried out now.

But his sharp warning that Britain would 'do its duty' marked a further deepening of the crisis which began a week ago when an Argentine naval vessel sailed to South Georgia, a Falkland Islands dependency and dropped a party of 50 demolition workers who promptly hauled up the Argentine flag at a derelict whaling station there.

Although the flag has since been taken down and most of the party has left, about 10 Argentinians still remain.

Mr Luce stressed that they could remain to remove scrap provided they asked for formal permission. But there is no sign of this happening.

Labour's Shadow Foreign Secretary Denis Healey accused the Government of being foolish and spineless.

Of *Endurance*, Mr Healey said scornfully: 'This clapped-out old ice-breaker is no match for the five or six warships Argentina is sending to the area armed with missiles.'

But angry Ministers believe Mr Healey was trying to score a political point, knowing that the true strength of British moves cannot be revealed.

Nuclear subs sent to Falklands

By ROBERT PORTER
Political Correspondent

NUCLEAR - powered submarines have been alerted to defend the Falkland Islands.

The Navy is believed to have sent more than one of these subs, the main striking power of the fleet, to the South Atlantic.

They carry conventional, not atomic, weapons, and can remain under water for up to a month without surfacing. With a speed of 30 knots, they can outpace all but the fastest surface ships.

The moves came as Britain served notice on Argentina that we will fight to protect the Falklands and Argentine air force planes were reported flying over the islands.

Dropped

An urgent defence review of the area has been carried out, and the ice patrol ship *Endurance* will remain there indefinitely. *Endurance*, which carries two missile-carrying Lynx helicopters, was to have been scrapped under defence economies. This decision is now likely to be dropped.

A fleet tanker, for refuelling warships at sea, has already left for the area and will arrive 'shortly'.

A frigate is standing by at Belize in the Caribbean and three destroyers and a frigate are said to be at instant readiness at Gibraltar. The task force could be 2. Col. 4

Extract from
East Anglian Daily Times, Ipswich.

29 MAR 1982

Britain avoids confrontation in Falklands row

DIPLOMATS were continuing their bid to solve the Falkland Islands scrap metal workers "invasion" peacefully, yesterday.

As Britain's gunboat *Endurance*, lay anchored off South Georgia, in the South Atlantic and there were reports that Argentina had sent up to five warships to the area, the British Ambassador in Buenos Aires was meeting Argentinian Foreign Ministry officials. "We want to avoid at all costs any confrontation," said a British Embassy spokesman.

Tory backbenchers, angry about defence cuts, are expected to attack the Government's policy today in a Commons debate on Trident, using the incident to press home their case.

The incident began just over a week ago when about 60 Argentinians landed on South Georgia without permission, claiming they were collecting scrap metal.

Britain protested and most of them were taken off on an Argentine ship, but between six and 10 remained.

Argentine Foreign Minister Nicanor Costa Mendez delivered a note to the British Ambassador yesterday and said relations between the two countries remain "tense".

Editorial comment —
Page Six
Falklands memory
— Page Three

Extract from
Daily Mirror, London

31 MAR 1982

Britain pledges Falkland support

MORE ships were on their way to the Falkland Islands yesterday as Britain pledged to defend its colony in the South Atlantic.

The Royal Navy sent an oil tanker, which could supply fuel if warships are sent later. At the moment there is only British vessel in the area, an old survey ship the *Endurance*, Argentina's only aircraft carrier left port yesterday and may be heading for the disputed island of South Georgia, where at least three Argentinian warships are already stationed.

Shadow Foreign Secretary Denis Healey criticised the Government's handling of the problem in the Commons yesterday, claiming it had been caught "with its trousers down."

The British Ship, "A clapped-out icebreaker," was no match for Argentinian warships, he said.

But Foreign Office Minister Richard Luce pledged that Britain would defend the Falkland Islands and its people.

Extract from
Financial Times, London.

31 MAR 1982

Tear gas used on protesters

RIOT POLICE used tear gas and water cannon in central Buenos Aires last night as opposition groups defied the state of siege and staged their first major demonstration against the military regime since the 1976 coup, writes Jimmy Burns in Buenos Aires.

May Square in front of the Presidential Palace was blocked to pedestrians in preparation for the mass rally. But by early evening hundreds of demonstrators were gathering in different parts of the city in an attempt to break through to the centre.

Chants of "liberty" and "the dictatorship is going to end" echoed through the streets as heavily armed police conducted running battles and made numerous arrests.

Government backed reports suggested over the weekend that yesterday's demonstrations would be cancelled because of "national concerns".

Extract from
Kent Evening Post, Maidstone.

24 MAR 1982



ENDURANCE leaves her home port of Chatham

CASH AXE SHIP'S DASH TO ISLAND INCIDENT

THE Chatham-based ice patrol ship *Endurance* was today sailing full speed ahead into an international incident.

She's on course for one of the Falkland islands to evict a group of Argentinians.

The ship is on its last tour of duty in the Antarctic before it is axed as part of defence cuts. The patrol is due to end in the next few weeks.

Endurance has a crew of 124, including Royal Marine Commandos, and is armed with 40mm guns and two helicopters.

HOISTED

The ship was called in after 60 Argentinian scrap metal dealers landed on South Georgia — a Falkland Island dependency.

The dealers hoisted an Argentinian flag and collected scrap from an old whaling station before most of them left.

• We can't defend ourselves — see page 3.

Extract from

Dispatch, London.

1 APR 1982

Where even the Governor's car
is a London taxi flying the Union Jack

3003

Little Britain, Waiting for the storm...

THE ritual tea arrived on a crested salver but there was barely time to raise a china cup before His Excellency the Governor dashed next door for

dispatches from the front. He returned from a shrieking radio link with the news that the Falkland Islands didn't want to hear: 'Argentines still out there — situation deteriorating.'

No one left their old box radios for long in Britain's most distant colony yesterday and as the unwelcome foreign feet stayed planted on their territory the anger and anxiety grew.

Governor Mr Rex Hunt sat back in a creased leather chair in a mahogany room full of old charts and looked out at the breakers surging into Stanley harbour.

The windows rattled in the great gales blowing across the southern latitudes, giving his office a suitably beleaguered air.

He hadn't known such a crisis since he worked in the British Embassy in Saigon.

'The people here are in no doubt whatsoever,' he said. 'They believe the British Government must act to remove the Argentines. They see what is happening as a deliberate intrusion into their territory and they are deeply worried.'

Menacing

Eight hundred miles away — mere spitting distance in the great emptiness of the south Atlantic — the Falkland dependency of South Georgia was the scene of a menacing square-up between Britain and Argentina.

Britain has demanded that a squad of Argentinians demolishing an old whaling station must leave. The Argentine government says they have every right to be there and has sent a formidable fleet of warships to emphasise the point.

From 7,000 miles away in England the presence of 12 scrap metal workers on a lump of spray-coated rock normally inhabited by penguins may seem a feeble excuse for a diplomatic row.

To the Falkland Islanders it means little less than the determination of their future. After one and a half centuries

from William
Langley
IN THE FALKLAND ISLANDS

of incurable attachment to Britain and everything British the Islanders are throwing down a woolly glove and demanding some return on their commitment.

Balanced at the southern end of the world the Falklands are 4,700 square miles of storm-blasted treeless bumps rising from some of the wildest seas on Earth. They are home to five million penguins, 700,000 sheep and 1,800 passionately loyal British subjects.

More than 80 per cent. of the population are directly descended from the original British settlers.

Rugged

Arriving in the Falklands on the once-a-week flight from the Argentine mainland is like stumbling on a part of rural Britain preserved in a giant time warp.

Clusters of little houses have names like Rosemont and Albion. The four pubs are plastered with pictures of the Royal Family and Manchester United.

Hardy sheep farmers drain mugs of bitter around dart boards.

Closing time is 10 p.m. with only an hour's drinking on Sundays — one of the few things the locals think Argentina could improve upon.

Every four months the supply boat arrives from Tilbury bearing the things that makes life at the end of the world bearable — such as Marmite, washing powder and wine gums.

More than half the population — around 1,000 — lives in

the capital, Port Stanley, but there are no roads outside the city.

Venturing into the rugged countryside requires either a Land Rover or a horse. Most Falklanders have both.

The oldest car on the island is a 1930s Morris Minor and the Governor, a Yorkshire-born war-time Spitfire pilot, drives round in a maroon London taxi cab with a Union Jack on the bonnet and a Crown on the bumper.

Port Stanley itself has all the nostalgic flavour of a tiny Devon village before the war and is twinned with Whitby in Yorkshire.

Few Falklanders have ever seen the motherland yet they have sustained a heritage far more pastorally British than anywhere in modern Britain. Out in South Georgia that heritage is now under attack.

For decades Argentina has aggressively proclaimed its rightful ownership of the Falklands. The military junta in Buenos Aires dismisses Britain's claim to sovereignty as both fraudulent and geographically nonsense — the equivalent of Argentina claiming ownership of the Isle of Wight.

So far the Falklands mighty neighbour has done little apart from bluster. Now, with growing internal problems, Argentina is seen as attempting to distract attention at home by getting tough abroad.

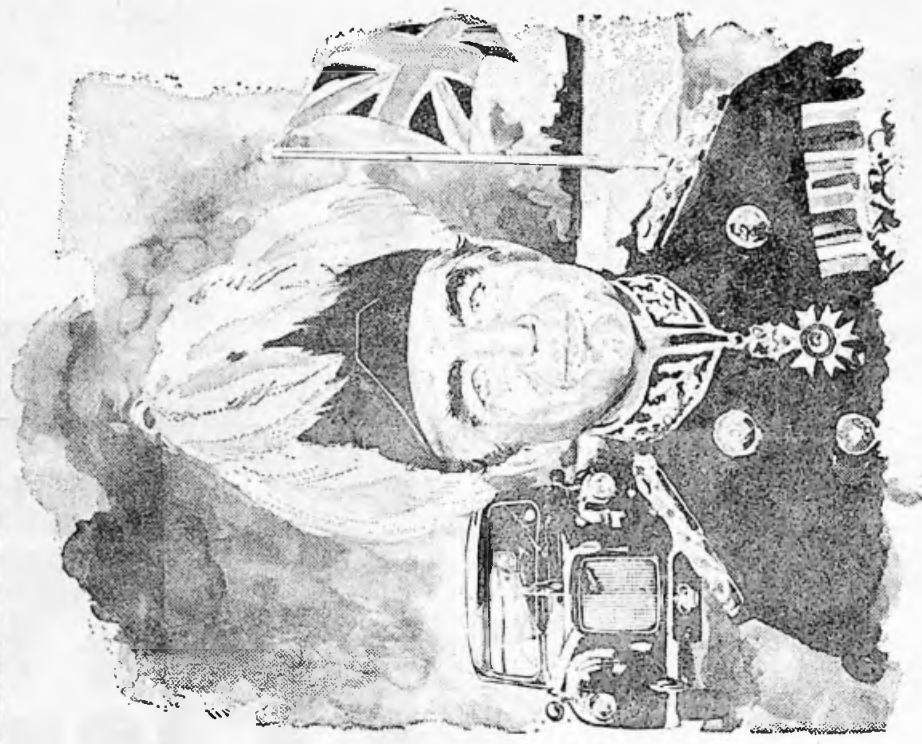
The threat from the 'Argies' is real and ominous to the Islanders. 'We go to the main island and we see armed troops on the streets and 130 per cent. inflation and a state controlled press and it is all completely alien to us,' said local Customs officer Fraser Wallace.

Futile

'We are British and that's all there is to it. I have never been to Britain in my life but I know I could never live under any other flag. If the Argies come I will leave and so will everyone else.'

'What is happening in South Georgia is just the start of a creeping occupation.'

Talk of huge oil reserves around the islands is largely dismissed by both countries. Even if it is there the technology to get it out isn't.



As the Islanders shopped for baked beans and cornflakes at the local Co-op all the talk yesterday was on the growing confrontation.

Few had much optimism that Britain would make any significant stand against the Argentinians.

The Falklands has a 'Dad's Army' of volunteers, trained by a resident platoon of British Royal Marines. But any resistance to an invasion would be utterly futile without British military help.

The island can't even afford to arm itself. It exists on a 'sheep economy' of wool exports — four shiploads a year ferried to textile mills in England.

Mutton — known locally as '365' because everyone eats it every day — costs only 16 pence a pound.

It is an ascetic society, mirroring the bleakness of a landscape raked by almost constant gales. Only coarse grass and few home-grown vegetables survive in the thin soil.

There is no TV and British newspapers take weeks to arrive. The BBC world service and a tiny local radio station are the staple sources of information.

Pride

Governor Hunt, aged 55 — a veteran of Vietnam, Kampala and Bombay — administers the island with the help of an elected local council.

'This is a society with many strengths,' he said sitting before an aromatic peat fire in the lounge of Governor's house with his wife Mavis.

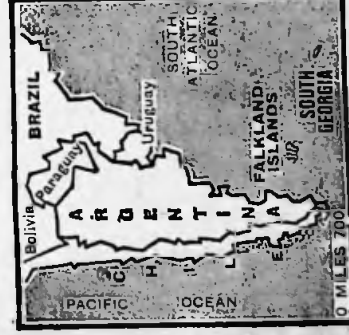
'It is a very earnest and honest place. It has very strong values and of course it is totally identified with Britain.'

To Mr Hunt's embarrassment the only two murders in the Falkland Islands this century have been committed during his two-year stay.

'One of the victims was our maid actually,' said Mrs Hunt. 'Her husband was terribly jealous because she was seeing another man. You see there are six men to every woman on the islands and you have to hold on to whoever you get.'

All the Falklands want to hold on to now is their proud link with Britain.

Can it last? As the Governor climbed into the official limousine — that London taxi! — all the answers lay with Britain.



Extract from
Daily Mirror, London

31 MAR 1982

F.A. CUP COUNTDOWN

OSSIE'S AIM IS WEMBLEY

By HARRY MILLER
OSSIE ARDILES is about to prove that football people can teach governments a lesson or two in co-operation.

If Spurs make it, he wants to play

While England and Argentina squabble over the Falkland Islands, he sees no problem over who will have first call on his services in the vital week ending on May 22.

If Tottenham get to the FA Cup final again on that day, the midfield genius who has brightened our soccer expects to play.

This Saturday, and the Villa Park semi-final

against Leicester, was expected to be Ossie's final match of the season in this country before going home to help Argentina defend the World Cup.

Now, if Tottenham return to Wembley, Ardiles hopes to be there.

He will fly with his family to Buenos Aires on Sunday as planned. But in the polite and patient way that has become his off-field trademark, he

explained: "If we beat Leicester, I would want to come back to play once more at Wembley."

"My plan will be to ask Cesar Menotti, Argentina's manager, to let me return to England one week before the final."

"He knows I would want this. He is a good man. I believe he will be sympathetic."

When Ardiles arrives in Buenos Aires he will go straight to the Argentinian World Cup training camp while his wife and children go on to their home city of Cordoba.

He says: "I want to return a winner and I know it will be tough on Saturday—a battle."

"Leicester are going to play with passion. They have a lot of Scottish players and it will be physical. But I think we will win."

"I am happy to return

afterwards to be with my national team and to get ready for the World Cup. That is one half of me."

"The other half is sad. The next month will decide so many things for Tottenham and I will not be here."

Yet the little man, who reckons he has enjoyed every minute of nearly four years spent in this country, heads for South America with words of World Cup encouragement for England.

He thinks the 1982 champions will come from Brazil, West Germany and Argentina.

Biased

But he places England along with Scotland and Spain as one of three countries capable of upsetting his top trio.

"England have a good team," says Ardiles.

"And perhaps I am biased, but I think Glenn Hoddle has the potential to be one of the key figures in Spain."

"It is important though, that he establishes a regular place before the tournament starts."

England should be play-



A Spurs spider man is waiting to have Leicester in a real tangle . . .

ing and planning around him."

Ardiles claims Argentina are a better side than when they won in 1978.

"It is more or less the same team", he tells you.

Ardiles is still hopeful that his pal Ricky Villa will make it to Spain.

The big friendly and bearded Villa does not think that will happen.

"He told me: I am going to miss Ossie. But he wants to come back for the final, and if we get to Wembley I am sure he will."



Yes, it's Ossie Ardiles!

Pictures: MONTE FRESCO

24 MAR 1982

Marines head for Falklands

ROYAL NAVY Antarctic patrol ship *Endurance* was due to arrive in South Georgia, Falkland Islands, sometime today, apparently to deal with Argentinian "Invaders".

The *Endurance* is reported to have Marines on board.

The Falkland Islands is a British colony about 400 miles off the coast of Argentina, which claims sovereignty over the islands.

A party of Argentinians landed on South Georgia at the weekend, apparently to collect scrap metal. There were about 60 in the party, but the majority of them sailed away after British protests.

However, according to reports reaching London from the islands, about six or ten Argentinians are still on South Georgia.

31 MAR 1982

Moreover... Miles Kington

The news from the Falkland Islands is so depressing that most people cannot even bear to read about it. But help is now at hand for them, if not for the Falklanders.

Today we introduce a brand new service and a revolutionary concept in news reporting: news by mail order!

Below you will find the openings of five different rundowns on the Falkland situation. Simply tick the one that you would most like to read, and we'll send the rest. That way, you get the facts without the depression.

British Admiralty chiefs were cock-a-hoop today at the success of navy manoeuvres in the southern Atlantic. The British presence near the Falklands and South Georgia is represented by the RN patrol ship *Endurance*, the survey vessel *John Biscoe*, the weather ship *Overcast*, the Naval Rowing Club third racing eight *Unsinkable*, and *Dutch Elm*, the wholly British-owned yacht in the Whitbread Round-the-World Race, which happens to be in the area.

"This massive presence completely outweighs the Argentine threat", said Rear-Spokesman Humphreys for the Admiralty last night. "The Argentinians, with nothing but missile-carrying

corvettes in the area, simply have no answer for our think-power and our flexibility."

Critics of naval cuts have been effectively silenced by this impressive...

□ "This has put South Georgia on the map overnight!"

That was the joyful reaction from the Antarctic Holiday Bureau, whose marketing of small islands off Cape Horn has until now been at best quiet. This comes hard on the heels of the discovery of a prehistoric penguin six foot high and the recent progress through the area of Sir Ranulph Fiennes. Already two solid bookings have been received for the £890 Penguin Classic Holiday, and over 10 holiday-makers are believed to be on the Follow-Sir-Ranulph Trail, though no one is quite sure where.

And the good news is that there are more islands to discover. The South Sandwich Islands, the South Orkneys...

□ The 60 or so Argentinians describing themselves as scrap merchants were, in fact, scrap merchants (writes our Scrap and Defence Correspondent). Britain's naval policy and its scrap metal industry are now heavily involved with each other, and the deal whereby Argentina wishes to buy up all our

remaining ships could be worth over £3m. Argentina is not, contrary to reports, interested in having South Georgia, which is incapable of being melted down. This is purely a business deal and as such...

□ The Archbishop of Canterbury today welcomed a report which urged the amalgamation of the Falkland Catholic Church and the Reformed Anglican Church of Falkland, which already share premises and catering facilities. "I welcome this report wholeheartedly, with the usual reservations and necessary caution," he commented. Now, the main barrier to the ecumenical movement there is the Falkland Debating Society, which is predominantly agnostic. But, given good will, there is no reason why...

□ Yesterday Britain called yet again on the Argentine Government to cede sovereignty of the North Falklands, the windswept rocks 200 miles north east of Scotland, which have been controlled by the imperialist and colonialist Latin Americans for 300 years. Mrs Thatcher is under increasing pressure to send in the navy and take them by force. It is believed that a task force of marines, masquerading as scrap merchants, is already on the way...

31 MAR 1982

Reprieve for *Endurance* as Healey charges that Government is 'caught with its pants down'

Falkland situation a 'potential danger'

By Colin Brown

A diplomatic solution would be sought to the dispute with Argentina over the Falkland Islands, the Foreign Minister, Mr Richard Luce, told the Commons in a statement yesterday. But he also warned MPs that the situation was "potentially dangerous," and in an answer to one MP said: "If it comes to the point it would be our duty to defend and support the islanders to the best of our ability."

He emphasised: "We have no doubts about the British sovereignty over South Georgia as over the Falkland Islands themselves."

He announced that HMS *Endurance*, the Royal Navy ice cutter, which was to be scrapped, would remain on station as long as necessary.

The statement was also made in the Lords by the Foreign Secretary, Lord Carrington, who had hurriedly returned to Westminster from Brussels, instead of flying straight to Israel as planned. Pressed on possible British military action, Lord Carrington would not be drawn, saying: "I prefer to say nothing in public about precautionary measures."

However, he announced a review of the security situation in the Falklands and added that this review "will obviously include the long-term future of the *Endurance*."

The statement was attacked as "feeble" by the Shadow Foreign Secretary, Mr Denis Healey, in the Commons. He said the Government had been caught with its trousers down.

While it was welcomed by Tory backbenchers, some Conservative MPs urged tougher action against the group of about 12 scrap metal merchants from Argentina who

had landed on South Georgia and the Government had noted his comments.

Earlier, in his statement Mr Luce said: "A group of Argentinians, employed by a commercial contractor, Mr Davidoff, an Argentine citizen, landed at Leith Harbour on South Georgia on March 19 from an Argentine naval transport vessel."

"Mr Davidoff had been informed in advance of the need to seek the necessary permission from the British authorities at Grytviken to land and to carry out this salvage work."

He conveyed to the British Embassy in Buenos Aires his intention to begin work in South Georgia but gave no indication that he would not follow the normal immigration procedures.

"When the party arrived at Leith it did not seek the required documentation, and when requested by the base commander to proceed to Grytviken in order to do so, it failed to comply."

"Mr Davidoff's commercial contract is straightforward, but it does not absolve him or his employees from complying with normal immigration procedures."

Mr Luce went on: "Subsequently, the majority of the Argentine party and the Argentine ship departed, but about a dozen men remained on shore."

"We therefore made it clear to the Argentine Government that we regarded them as being present illegally on British territory, and sought their cooperation in arranging for their departure, pointing out however that their position could be regularised if they were to seek the necessary authorisation."

"Meanwhile, HMS *Endurance* was ordered to proceed to

the area to be available to assist as necessary. She has been standing by since March 24."

"On March 25, an Argentine vessel delivered further equipment to the group ashore. The Argentine Foreign Minister said that the Argentine party in South Georgia will be given the full protection of the Argentine Government. Argentine warships are in the area."

"The situation which has thus arisen, while not of our seeking, is potentially dangerous. We have no doubts about British sovereignty over these Falklands Islands dependencies as over the Falklands themselves."

"We remain of the view that the unauthorised presence of Argentine citizens in British territory is not acceptable. We have no wish to stand in the way of a normal commercial salvage contract, but the position of those carrying it out must be properly authorised."

"Further escalation of this dispute is in no one's interest. In these circumstances it is clearly right to pursue a diplomatic solution of this problem. This we are doing. I hope that the Argentine Government will take the same view."

"We welcome the U-turn on HMS *Endurance* but you must be aware that this clapped-out ice breaker is no match for the five or six warships which the Argentine Government is reported to be sending to the



Mr Healey: "A grave dereliction of duty"



Mr Luce: "Our duty to defend islanders"



Mr Powell: "Would public support use of force?"

area armed with missiles.

"I understand he prefers to say nothing about other measures. Perhaps that is because he has nothing to say. The Government has been responsible for a grave dereliction of duty in putting itself in a position where it is totally incapable of making any response to the threat."

Mr Luce replied: "I find it difficult to understand what it is you are trying to suggest we should do. On the one hand, you say it is right to seek a diplomatic settlement while on the other you seemed, in a veiled way, to suggest we should take some other action."

Mr Enoch Powell (Ulster Unionist, South Down) asked: "Is it the view of the Government that public opinion in this country would support, if it were necessary, the use of force to maintain British sovereignty over the Falkland Islands and other dependencies?"

Mr Luce replied: "I can say quite firmly we do claim sovereignty over this area — we do have sovereignty over this area — and if it comes to the point it will be our duty to defend and support the islanders to the best of our ability."

"Meanwhile, the question of security in the Falklands area is being reviewed, although the House will understand that I prefer to say nothing in public about our precautionary measures."

"I can, however, inform the House that HMS *Endurance* will remain on station as long as is necessary."

Mr Healey said: "I think this feeble statement you have made will lead many Labour MPs to agree with the Daily Telegraph that the Government's conduct in this affair appears foolish and spineless."

"The Government's defence priorities are very mistaken. The Government has crippled the Royal Navy for the sake of the Trident programme and the result is that this recent event has found the Government with its trousers down in the South Atlantic."

"It is not surprising that the Argentine Government has been tempted by the target provided."

"We welcome the U-turn on HMS *Endurance* but you must be aware that this clapped-out ice breaker is no match for the five or six warships which the Argentine Government is reported to be sending to the

area armed with missiles.

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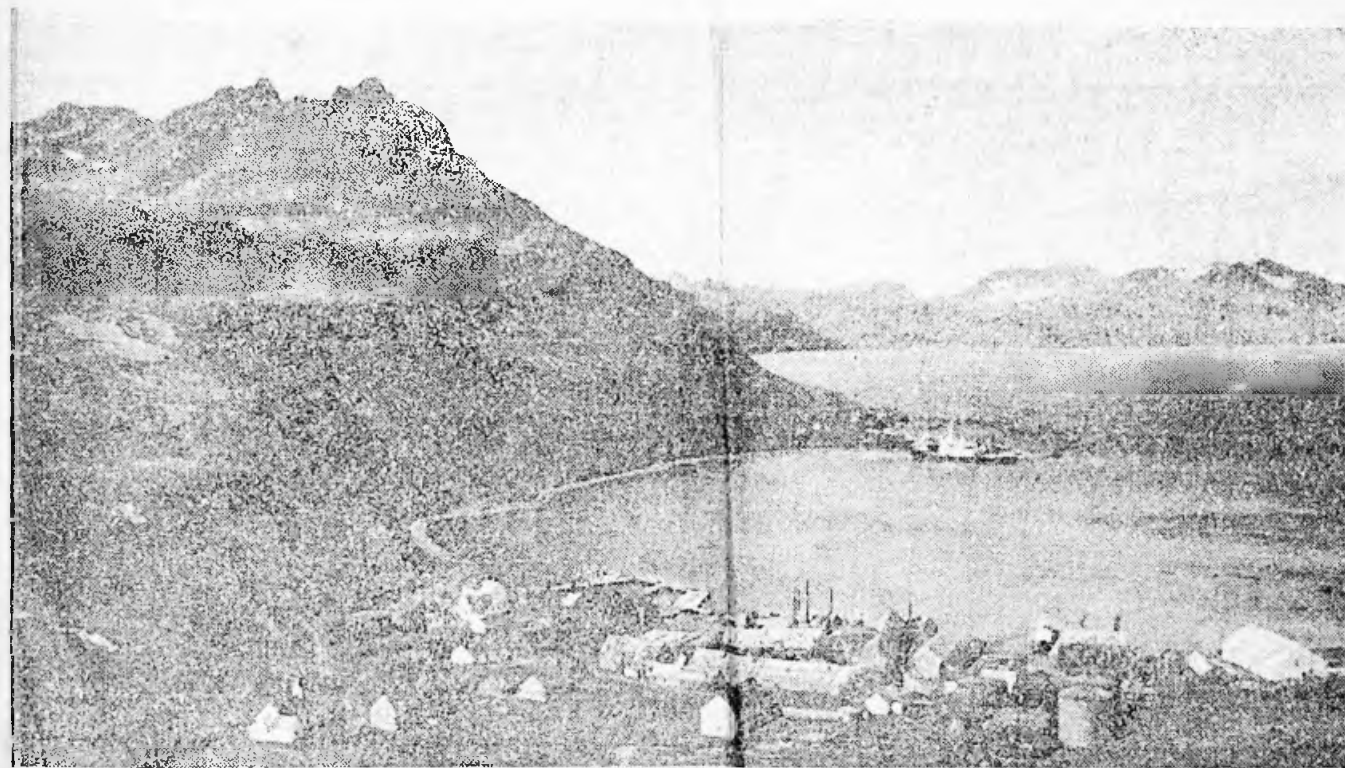
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Extract from
The Times, London

31 MAR 1982

David Watt examines the growing rift between Britain and Argentina

These paltry islands keeping us apart



The point at issue: Grytuiken whaling station on the island of South Georgia.

Britain's row with the Argentine over the Falkland Islands must be one of the most incongruous and unnecessary international disputes that has ever broken out between states. The territory in question is impoverished and inhospitable; neither country actually needs it for its own strategic purposes (alleged oil treasures are problematical and both Britain and the Argentine are well endowed with energy resources for the time being). Neither country has the slightest reason otherwise to quarrel with the other, and each has indeed every reason to be on excellent terms.

Britain made the largest contribution of any country to the Argentine's development in the nineteenth and early twentieth centuries, and the English visitor to Buenos Aires is constantly touched by legacies of the connexion — the English and Scottish family names that crop up so unexpectedly linked to Spanish; the Victorian pillarboxes (painted, admittedly, a villainous yellow) that adorn the street corners; Sir Thomas Lawrence's deft portrait of the Duke of Wellington which still looks down its long nose at the Argentinian upper-crust from above the fireplace of the Jockey Club.

Altogether, in fact, Buenos Aires is the most European of South American capitals. Because it was too poor to afford slaves in the eighteenth century, and killed off the Indian population in the nineteenth, there is hardly a black or brown face to be seen.

With its theatres and art galleries and belle-epoque buildings and tree-lined streets, it exudes an attractive pre-war cosmopolitanism. American culture is nowhere to be seen; and in such a city the British Embassy, a vast Italianate palazzo in magnifi-

cent grounds, still counts for something.

Moreover, the ruling military junta has far more important things on its mind than the Falklands. At home they are slowly emerging from a five-year nightmare of terrorist violence followed by their own campaign of hideous counter-repression in which several thousands of people disappeared in the clutches of semi-autonomous, but also semi-official, killer squads. The promise returned to democratic government is being made at a painfully slow pace, and real elections still look a long way off, but some effort is being made to give a reckoning of the disappearances and to regularize the status of the 600-plus "disappearances" who are still alive and in custody. The government is also struggling with an economy still suffering from the annual inflation rate of 85 per cent which is the economic consequence of their characteristic political arrangements — wage inflation and Peronist populism and absurdly bloated defence expenditure under the military.

Abroad, their first gaze falls not on the Falklands but on the crisis in Central America to which, like most other Latin American countries, they have extremely complicated reactions. The Argentine government does not like the idea of a marxist "belt" cutting the hemisphere in half — less perhaps because of the possibility of a southward collapse of the dominoes (the great mass of Brazil lies between them and the Caribbean) as because, being right-wing military gentlemen, they disapprove of communism in principle.

On the other hand it suits the Argentine to remain a member of the "non-aligned" group in the UN — a position they share with Fidel Castro.

The United States is Argentina's largest trade partner, but the country has cultivated at least a certain distance from the US for many years and has occasionally quarrelled violently with them, as when the Carter administration dropped credits and cut military aid in protest against the Argentinian counter-terror methods.

Moreover, trade with Cuba is considerable, and trade with the Soviet Union very large indeed. Argentinian officials display some slight embarrassment at this last fact, but the Soviet need for grain and meat is insatiable and the fact that Argentina supplies it without any of the difficulties that attend purchases from the US or other Western countries, brings its rewards in the form of Soviet support, or at least neutrality, in the UN, when awkward questions of human rights in Argentina are raised.

The Reagan administration is busily wooing the junta, which it sees as a potentially stabilizing factor on the scene, and seems to have established some links and understanding on the private level. But the interesting fact is that neither Argentinian internal politics nor the Argentinian desire to cut a credible figure on the Latin American scene allows the junta to be seen in public as in any way a tool of

American policy. Consequently, if, as has been reported, the Argentinians are selling arms and technical advice to Guatemala and the Duarte government in El Salvador, it is being done very discreetly and is accompanied by loud expressions of desire to deal with the problem by a kind of Latin American consensus.

What such a consensus might mean in practice is almost impossible to say at present, but so far as one can make out from Argentine sources the best that anyone hopes for is that at least the situation in El Salvador can be stabilised by military means now that the elections are over. The Nicaraguan debacle, on the other hand, is regarded as a lost cause which can only be redeemed if Cuba and the United States can be induced to reach some new *modus vivendi* which makes allowance for a left-wing Nicaraguan government. The big questions are whether either Reagan or Castro are ready to do a deal of any kind, and if so what on earth it would consist of. The Argentinian notion seems to be that if Mexico, Brazil, Venezuela and Argentina (the "big boys" of the region) can bring their combined influence to bear on the parties, some pact on the lines of the *status quo* will emerge.

To the outsider it does not

look terribly plausible, but the whole calculation is another indication of the general realization that US power is not what it was, even in what was formerly considered the American sphere of influence. And as for the Europeans, this realization is accompanied in Latin America by a mixture of muted satisfaction and acute anxiety.

It is a time for hedging one's bets, and the Argentinians are hedging theirs. They are looking to the Russians and Americans with cynicism, and a dislike that varies in kind but not much in degree. They are looking to Europe again — with scepticism and anxiety about the future of the European Community. They are cultivating their Third World image and contacts and above all their newly re-ordered relationship with Brazil.

This convoluted background is important for an understanding of the Falklands issue and how it is seen in Argentina. At the official level the Falklands are clearly regarded as a secondary issue, and at most times it is not permitted to interrupt the regime's desire for European — including British — links. What is the point of quarrelling violently with one's best European contact over a matter on

which Argentina can afford to wait?

On the other hand, the sense of remoteness and alienation, the domestic unease, the widespread desire to restore Argentina's pre-war status in Latin America — all these have created a strong popular sense of national pride whose external outlets (apart from football) are minimal. A right-wing military régime is not likely to be proof against the tug of these emotions, and a régime under political and economic pressure is not averse to a little naval diversion.

All this does not make Britain's task in dealing with the Falklands problem any easier in the short run. The Argentine claim is not going to disappear in the long run either. None the less, Argentina gives the impression of a country that has been very short of friendship and of international attention for some time. Certainly British governments have not given a great deal of either for a good many years. If further progress can be made on liberalizing the regime, broad strategic considerations suggest that a serious attempt to improve relations with this most interesting and dynamic country would be well worth the investment.

Extract from
East Anglian Daily Times, Ipswich.

29 MAR 1982

Row on Falkland Islands brings back memories . . .



Mr. Cecil Spreadbridge with his collection of photos



The whaling station on South Georgia Island.

WHEN Cecil Spreadbridge read about the whaling station at the centre of a row on the Falkland Islands in the South Atlantic, it took him back more than 50 years.

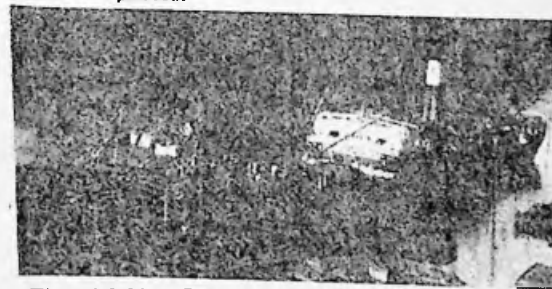
He searched through his mementoes and came up with a number of photos of the time he spent there in 1928.

Mr. Spreadbridge, now 72, was a 19-year-old able seaman at the time, and when jobs were hard to come by he managed to get one aboard the M.V. Coronda, taking supplies to the island of South Georgia.

While he was there he watched the Norwegian whalers at work and bought pictures of them and the station from another crew member, who was taking photographs.

The little whaling station leaped into the headlines last week when a 60-strong armed group of Argentinians landed on the island and hoisted an Argentinian flag.

An Edinburgh company admitted it had a contract with Argentinian scrap merchants to remove material from the station. When he read about it, Mr. Spreadbridge, of Highfield Road, Ipswich, searched out his old photos.

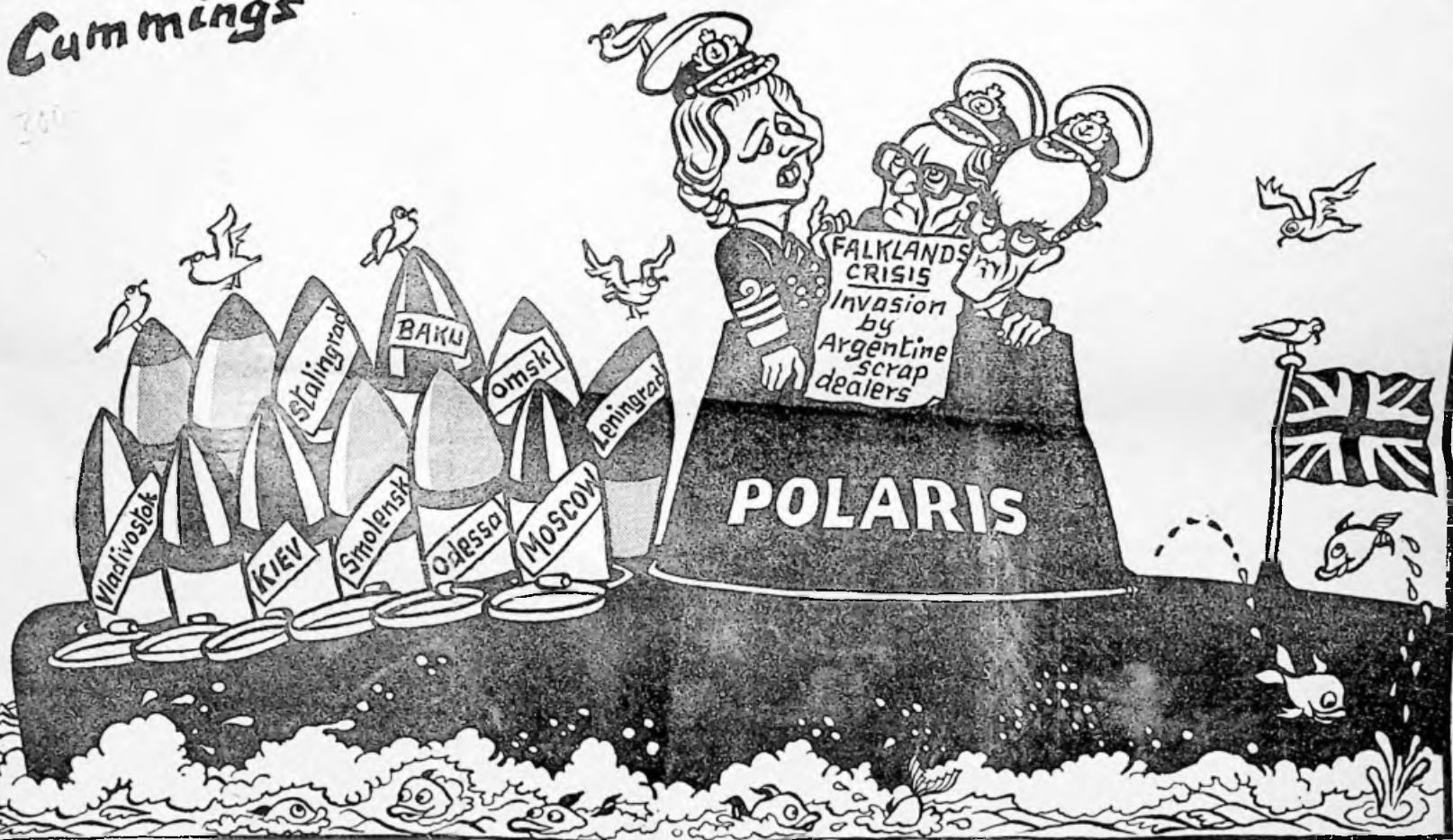


The M.V. Coronda at South Georgia Island.

Extract from
Daily Express, London.

31 MAR 1982

Cummings



'I see! We're strong enough to blow the world to bits, but not strong enough to remove ten Argentinians salvaging bits of scrap...'

Extract from
Daily Star, London

31 MAR 1982

'WERE READY TO USE FORCE' VOW

3003 By ANTHONY SMITH

**BRITAIN is ready for a gunboat
showdown over the Falkland
Islands, it was revealed yesterday.**
The Government is prepared to use
force to protect the remote colony.

Foreign Secretary
Lord Carrington
stressed that diplo-
macy was the only
answer to a "poten-
tially dangerous"
situation.

He told the Lords:
"I prefer to say
nothing in public about
precautionary
measures."

But in the Commons,
Foreign Office Minister
Richard Luce warned:
"If it comes to the
point, it would be our
duty to defend and

support the Islanders to
the best of our ability."
Despite frantic diplo-
matic moves last night,
the crisis deepened.

Argentina's only air-
craft carrier sailed from
Puerto Belgrano naval
base to join the war of
nerves.

Three Argentine war-
ships are already con-
fronting Britain's ice
patrol vessel, *Endurance*,

off the disputed South
Falklands group.

The decision to sell off
Endurance has now been
dropped, and a navy
tanker is on her way to
back her up.

The Foreign Office
revealed that other
Royal Navy warships
were on stand-by.

Three destroyers and
a frigate at Gibraltar
have been told to pre-
pare to head for the
Falklands.

Review

A frigate and tanker
are also on alert at
Belize.

The Foreign Office
also disclosed that a
major "security review"
is going on in the area.
This could include
sending some of
Britain's nuclear
powered submarines to

patrol the waters round
the islands.

Plans were also being
made last night to land
40 Marines on South
Georgia.

The row erupted
after a party of Argen-
tine scrap dealers
landed on the island to
dismantle a whaling
station—and refused to
leave.

Britain claimed they
were there illegally.

In the Commons, both
Tory and Labour MPs
blamed the Govern-
ment's defence cut-backs
for opening the door to
Argentina.

Shadow Foreign Sec-
retary **Denis Healey** said
the Government had
been caught "with its
trousers down."

He said: "The Govern-
ment has left Britain in
a position of extreme
weakness."



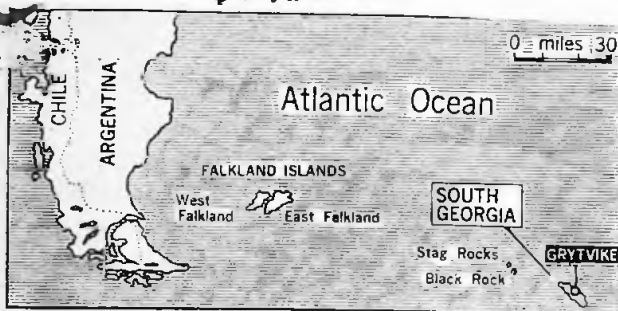
Lord Carrington:
"dangerous situation"



Denis Healey:
"position of weakness"

Extract from
Daily Express, London.

31 MAR 1982



Row over the Steptoe scrap

From Page One

Argentines were shooting reindeer for dinner. They fired shots on the night they arrived and three or four the following morning.

"We are satisfied they were not shooting at anyone, just game. Original reports that there were soldiers among the invaders can now be ruled out.

"The confusion arose because some of them were wearing white Alpine snow suits. But none had any military markings."

Troubled

The governor, a Yorkshireman who has seen service in troubled spots all over the world, added: "We are fairly satisfied the Argentines who remain are involving themselves purely in collecting scrap.

"There is an Aladdin's Cave of equipment there, including a complete hospital and an X-ray department, left behind when four whaling stations were abandoned by Norwegian and British firms.

"We wanted a British company to take off the scrap which would have avoided all problems. But they were not interested. And so we had the awkward situation."

The Argentines have based themselves at Leith. The British party, part of the British Antarctic Survey team, is 35 miles and eight hours across the ice away at Grytviken.

The British case is that the Argentines should have asked permission before landing.

The Argentinian case is that all the Falkland Islands belong to them by rights.

So they didn't bother.

What happens now? Does our gunboat the Endurance, which is approaching the scene, land marines to turf the Argies off?

This would risk a confrontation with elements of the Argentinian Navy hurrying to the area.

Said the governor: "Any decision of that sort would not be for me, but would have to come from London, from Lord Carrington himself, I suppose."

Extract from
Northampton Chronicle & Echo

4 MAR 1982

Marine on secret mission

A ROYAL Marine commando from Northamptonshire could be steaming into a major inter-national controversy in the South Seas, aboard his Royal Navy patrol ship.



COMMANDO Poole

Commando Michael Poole (24) from Hartwell, is serving on the Navy's last remaining ice patrol ship HMS Endurance, which is reportedly speeding secretly towards the South Atlantic island of South Georgia.

Reports say the ship's mission is to oust Argentinian scrap-metal dealers who have hoisted their nation's flag on the island — a Falkland Islands dependency.

Michael has served in the Marines for seven years since leaving Roade School, but this is his first venture to sea.

He has visited the South Pole with the Endurance and now finds himself on a mission shrouded in secrecy.

His mother, Mrs. Maisie Tatton, said today she knew her son was heading for the island as part of his duties.

"I am no more concerned for him now than when he served in Northern Ireland," she said.

Mrs. Tatton, who works for Emgas in Northampton, said she last heard from her son on Mother's Day, when she had a card and a bouquet.

She said her son had completed two four-month tours of duty in Northern Ireland since joining the Marines.

The Endurance has a crew of 124, is armed with two 20mm Bofors guns and has two helicopters.

Extract from
Daily Telegraph, London.

- 1 APR 1982

'Help us' plea from worried Falklands

By KENNETH CLARKE
in Port Stanley, Falkland Islands

THE Globe, one of the three pubs in Port Stanley, capital of the Falkland Islands, was packed last night. Most of the customers were Royal Marines with short haircuts and the locals were glad to have them jostling for position at the bar.

One of the old regulars, Mr Dave Stewart, 65, who traces his ancestry back to Inverness and Belfast, told me: "We want help. Remember we are British to the backbone and we intend to stay that way. Don't let the Argentines take us over."

The Falklands, isolated in the south Atlantic, 7,000 miles from Britain, are claimed by Argentina which has never accepted that the islands and their dependencies are not its by right, as inheritors of the old Spanish empire.

But next January, the Falklands celebrate their 150th anniversary, hopefully with a Royal visit, and the 1,800 inhabitants, whose loyalty to the

Argentina's crisis—P4

Crown is unquestioned, are looking to London to keep them out of the hands of the military junta in Buenos Aires.

The marines are some comfort, but with five Argentine warships, and a submarine, patrolling somewhere in the region, the islanders feel threatened.

"They want the Argentines removed, either by their own Government or by our marines, using force if necessary," said Mr Rex Hunt, Governor of the Falklands, whose official limousine is a maroon London taxi.

The Argentines he referred to are a party of 12 who landed on the remote island of South Georgia, 800 miles South, South-east of here, on March 19, ostensibly to dismantle an old whaling station at Leith under a contract agreed with a Greek businessman dealing in scrap metal.

The party, however, landed illegally, failing to report to members of the British Antarctic Survey, carrying out research on South Georgia, whose leader, Mr Stephen Martin, has the authority to act as immigration officer.

To make matters worse, they hoisted an Argentine flag, broke into a house at Leith harbour which was used as a storage depot by the British scientists, and began shooting reindeer.

The reindeer belong to a special herd which is being studied by the survey team and, as such, are "protected" animals.

Mr Hunt explained that the incident, which could be seen as trivial, was serious because four years ago Argentines illegally landed on Southern Thule, 1,200 miles south-east of the Falklands proper, and remain there to this day.

"They have up to 50 military personnel with helicopters and other equipment," said Mr Hunt. "And the fear among the islanders is that South Georgia is just another step towards total occupation of the Falklands."

"That is why it is such a sensitive issue, with the islanders looking to London to protect them."

One can understand their anxiety. Everyone here is English-speaking, mostly descended from the Welsh or Scottish settlers and they have been a peaceful British colony since 1833.

Way of life

Pictures of the Queen, the Prince of Wales and other members of the Royal family adorn the walls of every house, while the bar of the Globe is a testimonial to the fervour with which the fortunes of Arsenal, Manchester United and Motherwell are followed.

Who wants armed Argentine soldiers in the street and a military government?" said Mr Frazer Wallace, 20, who checks bags at the customs desk on arrival at Port Stanley's tiny airport.

"Although Argentina is only 300 miles away, the way of life there is completely alien. Tell the people back in London that we are British, and have a way of life that must be as it was 50 years ago in England."

For the moment, Britain's naval might is represented by the survey ship Endurance, 3,600 tons, which is remaining on station off South Georgia

Extract from
Morning Star, London

- 1 APR 1982

Trade union leaders arrested in Argentina

SEVERAL thousand trade unionists and union leaders have been arrested in Argentina in the wake of a major demonstration in the capital Buenos Aires on Tuesday night.

Those detained include the entire leadership of the banned General Confederation of Labour, the principle trade union federation.

The confrontation with the unions by the military regime comes as it is mobilising its navy and much of its airforce for a confrontation with Britain over the Falkland Islands.

Reports in London claimed that the Royal Navy had sent the nuclear-powered hunter-killer submarine Superb, and

that other ships might be on their way, although there was no official confirmation of any such assertions.

From the main Argentinian naval base of Puerto Delgrado the best equipped vessels have already left for the seas around the islands — among them the aircraft carrier Veinticinco de Mayo formerly HMS Venerable.

Junta Defence Minister Amadeo Frugoli was at the base yesterday for consultations with the navy's operations commander, Vice-Admiral Juan Jose Lombardo.

From the islands themselves have come reports of several overflights by Argentinian aircraft.

About 80 troops are based close to Port Stanley. That is not much to pit against the Argentine navy's power in the event of a take-over, so reports that the nuclear-powered submarine Superb, and possibly a Royal Navy destroyer, may be heading for the region did much to boost morale among the islanders.

The smell of peat smoke hangs in the air above Port Stanley and any visitor could be mistaken for believing he had landed on one of the Scottish islands.

Very worried

The sense of isolation is acute and when danger threatens, the islanders adopt an attitude somewhere between nonchalance and nail-biting anxiety.

"They are really very worried," said Mr Hunt, "but are trying to be as stoical as possible about it."

There are three policemen in Port Stanley and the rest of the Falklands. At present one man is in jail for assault, but the 1,800 islanders like to be known as a peace-loving people.

The Falklanders go about their daily business, which is usually something to do with the 700,000 sheep reared on the two main islands, and the 4½ million pounds of wool they produce each year.

But the Governor, a veteran diplomat with service in Saigon and Borneo, knows the true depth of their anxiety.

He may be presiding over a roaring mouse, but the cat in the game, in the form of the Argentine navy, has very sharp claws indeed.

NAVY'S PLANS

Task force prepared

OUR NAVAL CORRESPONDENT writes: A small Royal Navy task group numbering two or three destroyers and frigates is now being made ready to sail from Britain for the South Atlantic in response to the arrival of three Argentine warships and a transport ship off South Georgia.

Although Whitehall continued yesterday to refuse to confirm the movements of any British warships, it is known that a 36,000 ton Royal Fleet Auxiliary tanker has already sailed and is due in the Falklands in about three weeks.

Falklands a diversion from
Argentine crisis—P4

Extract from
Financial Times, London.

31 MAR 1982

Sabre rattling in Buenos Aires

LORD CARRINGTON, the British Foreign Secretary, has rightly taken the view that diplomacy is the means to deal with the new eruption of the prolonged Argentine-British differences about the Falkland Islands. It is to be hoped that Buenos Aires shares his belief that a further escalation of the dispute would benefit nobody.

Unhappily that may not be the case: hence Lord Carrington's warning in his statement to the House of Lords that the position is potentially dangerous. There is a danger that the Argentine Government may become the prisoner of its own rhetoric.

The reason for saying so is that for the first time in several years the men in power in Buenos Aires are under heavy pressure from the widespread opposition to them. The causes are domestic. But there is nothing new in a regime using a quarrel abroad to divert attention from grievances at home.

With these tactics the Argentine Government is playing both on nationalist sentiment in general and on a strongly held conviction that the Falklands, which Argentines call the Malvinas, are part of their rightful heritage from the Spanish Empire.

Colonial status

While condemning the sabre rattling in Buenos Aires, one must recognise that the dispute is not something that the Argentine Government has plucked from nowhere to suit its own domestic purposes. In the present world, colonial status, such as that of the islands, is something anomalous, even anachronistic.

It would, however, be wrong to look at these anomalies merely in the light of the generally desirable process of decolonisation. The islands are not to be compared with a colonised country in, say, Africa or Asia, with local leaders thirsting for independence. The 1,800 islanders have been described as more British than the British: they speak English, have little or nothing in common with the Argentines, and have made it plain that they wish to retain their present status.

Even at the height of its zeal

for decolonisation in the 1960s the UN General Assembly recognised as much. While calling for the independence of a series of countries, then still under colonial rule, in the case of the Falklands it invited the British and Argentine Governments to enter into negotiations "with a view to finding a peaceful solution of the problem."

Buenos Aires at the time concurred with that resolution. Desultory talks have been conducted between Argentina and Britain for at least 15 years, largely unnoticed, without much visible result, and occasionally punctuated by rows such as the present one.

Compromises

After so many years it is easy to understand that Buenos Aires is feeling impatient. But it has signally failed to convince the Falklanders that their future should lie under the Argentine flag. As in the case of Gibraltar, which has some similar aspects, London has undertaken not to agree to a change of the status of the islands against the wishes of the inhabitants. Merely to abandon them to Buenos Aires would be perilously close to substituting an undesired form of colonial rule for one that the islanders are content with.

Possible compromises have been devised. The idea of a condominium has been rejected in Buenos Aires on the grounds that the islands are rightfully part of Argentina. A more sophisticated proposal would leave sovereignty to Argentina, but would allow the Falklands to be leased to Britain to continue running them as at present. The islanders see that as the thin edge of a very thick Argentine wedge.

In the best of all possible worlds, Argentina would put its domestic affairs in order, ending the need for diversionary gestures and, with luck, persuading the Falklanders that they have nothing to fear. In the real world that is too much to hope for quickly. All that remains is the way of patient diplomacy, and the hope that the Argentine rulers may be rattling their sabres, but will have enough sense not to draw them.

Extract from
Daily Telegraph, London

31 MAR 1982

'GET TOUGH' DEMAND BY ISLANDERS

By KENNETH CLARKE
in Port Stanley
Falkland Islands

WHEN I flew into the tiny airport at Stanley, the Falkland Islands' capital last night the Union Flag was flying proudly in the face of driving rain and a strong westerly wind.

But the mood in the islands is one of apprehension and hope that the British response to Argentina will be stiffened.

Mrs Nanette King, proprietress of the Upland Goose Hotel, told me: "Most people feel something should have been done before matters got to this stage.

"The presence of the Marines is some comfort, but we are still anxious."

Mr Sidney Miller, another islander, said he had been "exasperated" by the government but he would be delighted if Exeter, the 3,500-ton missile-bearing destroyer arrived in the area.

Marines land

The British scientific survey vessel John Biscoe, 1,245 tons, landed 40 Marines to reinforce the garrison of 36. It left Port Stanley shortly afterwards, but another unarmed British Antarctic survey vessel, Bransfield, 5,816 tons, remained in port.

The Marines had been airlifted from Britain to Montevideo in Uruguay. They were believed to be unarmed.

Unofficial sources say the men, being taken by sea to the Falklands, would normally relieve the detachment which has now completed a 12-month tour and take over its weapons and ammunition.

International Press Cutting Bureau
70 NEWINGTON CAUSEWAY
LONDON SE1

Extract from:

YORKSHIRE POST

LEEDS

Date 25 MAR 1982

MPs' fury over Falklands invasion

THE Foreign Office came under fire from MPs last night as a British gunboat prepared to eject six Argentinian scrap metal merchants from the Falklands island of South Georgia.

The six were part of an armed 60-strong group which landed last week, hoisted the Argentinian flag and apparently shot a deer.

The political row blew up as the Endurance, with 124 Marines, two 20mm. Bofors guns and two helicopters aboard, was due to land.

A Foreign Office spokesman said that it was "making arrangements to ensure the early departure" of the Argentinians, but refused to speculate on how this would be accomplished.

Meanwhile, the Edinburgh-based firm, Christian Salvesson, said last night that it had a "perfectly straightforward" contract for Argentinian merchants to remove scrap

International Press Cutting Bureau
70 NEWINGTON CAUSEWAY
LONDON SE1

EXTRACT FROM THE

EVENING POST

LEEDS

Date 24 MAR 1982

Falklands: Britain sends a gunboat

The Royal Navy's Antarctic patrol ship Endurance was due to arrive in South Georgia in the South Atlantic some time today, apparently to deal with Argentinian "invaders."

The Endurance is reported to have marines on board.

South Georgia is part of the Falkland Islands group, a British colony about 400 miles off the coast of Argentina which claims sovereignty over the islands.

A party of Argentinians landed on South Georgia at the weekend, apparently to collect scrap metal. There were about 60 in the party, but the majority of them sailed away after British protests.

Today, a Foreign Office spokesman confirmed that some Argentinians were still on the South Georgian island.

He said: "As the Minister indicated in the Commons we are making arrangements to ensure their early departure." He would not say what role Endurance would play in this operation.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Bournemouth Evening Echo, Dorset

25 MAR 1982

POOLE FORCE FLY OUT

COMMANDOS from Poole are flying to the remote colony of the Falkland Islands in the south Atlantic... and a possible confrontation with Argentine intruders.

As Naval Party 8901 the commandos, all members of the Royal Marines, have been training at Poole to take over the garrison of the Falklands, long claimed by Argentina.

On South Georgia, a dependant island of the Falklands, a group of Argentinian scrap metal merchants are said to have hoisted their country's flag.

And HMS Endurance, the Antarctic patrol ship being withdrawn soon as an economy measure, is believed to be sailing to deal with the problem.

Meanwhile the commando unit, who have trained with the Special Boat Squadron—the navy's SAS—are going to the south Atlantic via Uruguay.

In the Falklands the commandos will guard 2,000 islanders of British descent who live in scattered farming communities on islands covering 4,700 square miles.

LOW PROFILE

"The unit have learned to do many things to be self sufficient, from butchering their meat to being barbers," an officer at the Hamworthy base said today.

It was a classic military "low profile" departure for some of Britain's toughest troops.

They were hardly noticed as they drove through Poole in a local coach for the airport... dressed in "civies" like a crowd of holiday-makers.

Extract from
Financial Times, London.

31 MAR 1982

3003 Government caught napping over Falkland Islands crisis—Healey

BY MARGARET VAN HATTEM, POLITICAL STAFF

THE GOVERNMENT has been caught with its trousers down in the South Atlantic, Mr Denis Healey, the shadow Foreign Secretary, told the Commons yesterday.

"It is not surprising the Argentine Government has been tempted with the target it has provided," he added.

Replying to Mr Richard

Luce's statement on the Falkland Islands dispute, Mr Healey accused the Government of a "grave dereliction of duty."

He said the Government, having crippled the Royal Navy for the sake of the Trident programme, was now totally incapable of making any response to the threat

that has developed in South Georgia in the past three weeks.

The "clapped-out Iceberg breaker" sent in by the Government to defend the islanders was no match for the five Argentine warships in the area, he added.

A diplomatic settlement was needed but, as the Prime

Minister was fond of pointing out, it was best to negotiate from a position of strength. As it was, the Government had acted in a spineless and foolish manner, and now faced a damaging humiliation in a situation it should never have allowed to arise.

Mr James Callaghan, the

former Labour Prime Minister, supported the Government's attempts to resolve the dispute by diplomatic means and suggested that the Argentine Government was creating a diversion to take the spotlight off its own internal problems.

He referred to a recent incident — of which the Foreign Office later denied any knowledge—when ships from the Caribbean, Gibraltar and the Mediterranean were sent to within 400 miles of the area to support HMS Endurance, leading to a prompt diplomatic resolution of a similar dispute with the Argentine authorities.

Extract from
Northern Echo, Darlington.

25 MAR 1982

Send in the marines!

Navy homes in
on 'invaders'

THE Royal Navy's Antarctic patrol ship Endurance is due to arrive in South Georgia, in the South Atlantic, apparently to deal with Argentinian "invaders." And there are reported to be marines aboard.

South Georgia is part of the Falkland Island group, the British colony about 400 miles off the coast of Argentina, which claims sovereignty over the islands.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Gloucester Echo, Cheltenham.

26 MAR 1982

Steamers at Slimbridge

FLIGHTLESS Ducks are the latest addition to the collection of the Wildfowl Trust at Slimbridge.

The new residents were collected as eggs from their native Falkland Islands and incubated and quarantined before being housed at the Trust's three centres in Britain — Slimbridge, Martin Mere in Lancashire, and Arundel, Sussex. It is hoped one of these places

will prove ideal for breeding purposes.

The birds take their name from the resemblance their action when moving bears to that of a paddle boat. They run along the ground, using their wings to speed progress.

A party of Argentinians landed on South Georgia at the weekend, apparently to collect scrap metal. There were about 60 in the party, but the majority sailed away after British protests.

However, according to reports reaching London from the islands about six or ten Argentinians are still on South Georgia.

Endurance has a crew of 124, two 20mm guns and two helicopters.

News of the Argentinian landing on the island was broken by the Foreign Office in London on Monday.

It said that an Argentinian commercial group had illegally landed there last week, established a camp, and hoisted the Argentinian flag.

The Foreign Office regards the incident as a very serious infringement of British sovereignty of the Falkland Islands.

Yesterday the Foreign Office was guarded over its response to reports of Britain's latest exercise in gunboat diplomacy.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Guardian, London.

- 1 APR 1982

Children's Endurance

By David Pallister

A GROUP of Cornish school-children are becoming increasingly impatient for the end of the blustering over the Falkland Islands.

For HMS Endurance, which is standing-by off South Georgia with a body of marines, has become part of a novel educational exchange.

Last October, Lieutenant-Commander Andrew Lockett, a meteorological officer on the ship's Antarctic survey, and the husband of an ancillary worker at Duloe primary school in Looe, set sail with a batch of work by the 100 children.

In pictures and essays, they described life in England for their counterparts at Stanley School, the Falkland Islands capital.

The 3,000 ton ice-breaker is bringing back to England work which the island children did in return.

Armed

But a spokesman confirmed that some Argentinians were still on the South Georgian island.

He said: "We are making arrangements to ensure their early departure."

He would not say what role Endurance would play

The Foreign Office also confirmed that the original Argentinian party on South Georgia was armed. The spokesman said shots were fired, possibly at a reindeer.

The incident could not have come at a more embarrassing time for Defence Secretary John Nott, who plans to axe Endurance — the only regular Royal Navy presence in the South Atlantic — as an economy measure.

Meanwhile, Christian Salvesson, an Edinburgh-based company confirmed that it made an agreement for Argentine scrap metal merchants to remove scrap from South Georgia. But it remains uncertain whether the "invaders" are the same people.

Last night, MPs were angry at alleged Foreign Office attempts to play down the incident, and more than 100 are expected to sign a motion demanding the retention of a Naval force big enough to repel Argentina.

Extract from
Dundee Courier & Advertiser

27 MAR 1982

Falklands "scrap" men dig in for long stay

More stores have been landed by the Argentinian Navy for the 12 so-called invaders on South Georgia, part of the disputed Falkland Islands group, Whitehall sources disclosed yesterday.

As the Royal Navy's ice patrol ship *Endurance* awaits orders over the horizon from South Georgia, it is believed the 12 scrap workers, stripping metal from old whaling factories, are "digging in" for a long stay.

Endurance, with 12 marines on board, sailed for South Georgia at the weekend after reports that a much larger party was illegally landed by the Argentinian transport ship *Bahia Buen Suceso* on commercial charter.

They raised the Argentinian flag and were apparently armed.

Shots were fired, according to

reports, but these may have been fired at a reindeer.

Later, the majority of the party sailed away after British protests.

The Foreign Office regards the incident as a very serious infringement of British sovereignty of the Falkland Islands—the subject of a long-running dispute between Argentina and Britain.

The incident could not have come at a more embarrassing time for Defence Secretary John Nott, who plans to axe *Endurance*—the only regular Royal Navy presence in the south Atlantic—from the Fleet next year.

Exchanges

Signs emerged from Whitehall yesterday that Britain's exchanges with Argentina for the removal of the scrap workers are not going smoothly.

Foreign Office minister Mr Richard Luce assured M.P.s on Tuesday, that Britain was making arrangements for an "early departure" of the party, but yesterday the Foreign Office would only say, "Diplomatic exchanges are still taking place."

The spokesman confirmed that the Argentinians were still on the island, but would not say what the minister meant by the phrase "early departure."

Exchanges were taking place in both London and Buenos Aires.

According to officials, Britain would like the Argentinians to make their own arrangement to remove the party.

Endurance is still on duty in the area, but the marines on board have not yet been ordered into action.

Extract from
Lloyd's List & Shipping Gazette, London.

APR 1982

Falkland build-up

A Royal Fleet Auxiliary supply ship — believed to be of the new 23,600 ton Fort class — has left Gibraltar for the South Atlantic where Britain and Argentina are in dispute over sovereignty of the Falkland Islands.

Extract from
Metal Bulletin, London.

30 MAR 1982

Well done Alan Biddle of Gerald Wise & Co for spotting the not so deliberate mistake in Hotline's report on the Falkland Islands scrap (Hotline March 26). "In the best traditions of a scrap dealer when selling," he told Hotline, "you have over-estimated the weight of HMS *Endurance* by 10 times." The weight should have read 3,600 long tons displacement. According to MB's own navy-watcher, (not navel watcher) the Royal Navy's heaviest ship, the 28,700-ton aircraft carrier *Hermes*, like *Endurance*, is due for retirement soon, and will be heading for the scrapyards.

Extract from

The Birmingham Post

Date 25 MAR 1982

(see Information overleaf)

Extract from
Stoke-on-Trent Evening Sentinel

29 MAR 1982

'Send troops in'

The Government were urged today to send military reinforcements to the Falkland Islands in an effort to force a swift end to the threatened confrontation with Argentina. Mr. Brian Frow, Director General of the Falkland Islands Office in London, said "I think this is the only answer. I sincerely hope they are on their way." Ideally, he said, Britain should send an aircraft carrier or a couple of frigates to drive out the Argentinian warships said to be gathering in the area.

FALKLAND WARNING
Mr. Rex Hunt, governor of Falkland Islands, said if Argentina will not take citizens of South Georgia, Britain will. UK firm made Falkland deal — Page 6.

Extract from
Western Daily Press, Bristol

25 MAR 1982



Antarctic patrol ship Endurance . . . Now carrying Marines.

MPs IN FURY AT THREAT TO ISLANDS

From Special Correspondents

ANGRY MPs last night criticised the Foreign Office as HMS Endurance prepared to eject ten Argentinians from South Georgia, in the Falkland Islands.

They were part of an armed 60-strong group which landed on the tiny South Atlantic colony last week, hoisted the Argentinian flag and apparently shot a deer.

As details became clearer last night, MPs accused the Foreign Office of holding back information and "playing a dubious game."

They were also angry that Endurance, the Navy's Antarctic patrol vessel is about to be withdrawn from

Talks with Britain over Argentina's claim to the islands have been continuing but the islanders say they want to stay British.

The Argentinian group claimed to be scrap merchants.

And last night, Christian Salvesson, an Edinburgh-based company said it had a contract with Argentinian scrap merchants Davidoff to remove material from the island.

And the Falklands government knew about the scheme to clear Leith Harbour, an old whaling station.

Falkland Islands Governor Mr Rex Hunt said last night the affair was a "technical rather than a political incident."

"Eight to ten Argentinians still remain on the island. They are illegal immigrants."

He said Davidoff's ship failed to follow instructions to call into the correct port of entry, Grytviken, last week on its way to South Georgia.

Instead it went to Leith Harbour and put ashore 60 people who put up the Argentine flag. This was removed and most of them left after British protests.

WORLD NEWS ROUND-UP

service as part of the Government cuts, just when it is needed to fend off a possible forced annexation of the Falklands by Argentina.

Endurance is now carrying 124 marines, two 20mm Bofors guns and two helicopters.

She had been called in from her last patrol before withdrawal in May.

South Georgia is 800 miles from Port Stanley the Falklands' capital, where the marines are based and 400 miles from Argentina.

Extract from
Gloucester Citizen

26 MAR 1982

Gunboats to protect fishermen?

The British Government will have to use gunboats to protect home fishing grounds if Common Market Ministers cannot agree an EEC fisheries policy by the end of this year, UK fishermen have warned.

"We hope the Government will not be sending all our gunboats to the Falkland Islands," they told the Agriculture and Fisheries minister, Mr. Peter Walker.

"They are going to be needed in the North Sea, the English Channel and the Irish Sea, unless a miracle occurs."

Meanwhile, the Foreign Secretary, Lord Carrington, has spoken of the "catastrophic" consequences for trade if Britain leaves the Common Market.

Extract from
Chelmsford Evening Herald, Essex

29 MAR 1982

Falklands: Back-up demand

THE Government was urged today to send military back-up to the Falklands Islands in an effort to force a swift end to the threatened confrontation with Argentina.

Mr Brian Frow, director general of the Falklands Islands Office in London, said: "I think this is the only answer. I sincerely hope they are on their way."

"I believe that if reinforcements arrived the Argentinians would scuttle for home," he added. See page three.

LANCASTER HOUSE
70, NEWINGTON CAUSEWAY
LONDON, S.E.1.

Extract from

The Birmingham Post

25 MAR 1982

Date

UK firm made Falkland deal

FALKLANDS: POST CORRESPONDENT

An Edinburgh-based company said yesterday that it made an agreement for Argentinian scrap metal merchants to remove scrap from South Georgia.

Christian Salvesen said it owned land and equipment in the disputed Falkland Islands.

A company spokesman said: "We had a perfectly straight-forward commercial contract with an Argentinian scrap merchant who purchased this scrap.

"The contract was scrutinised by the Falkland Islands' governor's department."

The Royal Navy's Antarctic patrol ship, HMS Endurance, was due to arrive off South Georgia yesterday, apparently to deal with the Argentinian "invaders."

According to reports from London, about 20 Argentinians are on the island.

They have been in the area for the past few

months as part of its normal patrol duties.

However, this is her last patrol before being withdrawn as an economy measure in the next few weeks.

The Foreign Office regards the incident as a very serious infringement of British sovereignty of the islands, which have been the subject of a long-running dispute between the two countries. The hoisting of the Argentinian flag is regarded as a grave breach of the present state of talks as was the fact that the Argentinians were armed.

The most recent discussion between the two governments took place at the end of February in New York.

Yesterday the Foreign Office was guarded over its response to reports of Britain's latest exercise in gunboat diplomacy. A spokesman would not say what role Endurance would play.

Extract from
Daily Mail, London.

1 APR 1982

Argentina rejects move to end Falklands row

BRITISH proposals to end the row over sovereignty of the Falkland Islands have been rejected by Argentina.

Rex Hunt, governor of the Islands, said yesterday that Britain had suggested an Argentine ship should take the disputed party of scrap dealers to a British settlement for immigration procedures.

This was turned down by Buenos Aires, which claims sovereignty over the Falklands.

It also opposed a suggestion that a neutral ship should take British officials to the Argentine camp to carry out the procedures, said Mr Hunt.

Argentine Foreign Minister Nicanor Costa Mendez refused yesterday to comment on Lord Carrington's statement that Britain was reviewing defence arrangements at the Falklands. But he said he was surprised

at reports that a Royal Navy submarine and other warships were heading for the islands.

Diplomatic sources said yesterday that America was believed to be acting as mediator in an attempt to break the deadlock.

The British and U.S. Embassies in Buenos Aires refused to comment on the possibility yesterday.

But diplomatic sources noted that the American Ambassador, Harry Schlaudeman, discussed the dispute with Argentina's Foreign Minister Costa Mendez on Tuesday night.

Britain's Defence Secretary, John Nott, said yesterday that the dispute should be kept at a

diplomatic level, rather than become a naval confrontation.

But when asked about the Navy's state of readiness for the Falklands he replied: 'I assure you that if Britain needs to call on the Royal Navy at any time it will be there and ready.'

Harvey Elliott, Defence Correspondent, writes: Britain and Argentina are playing a dangerous game of diplomatic bluff over the Falkland Islands.

Through a series of carefully orchestrated leaks, both sides are using their own newspapers, television and radio to force the other to give way.

But it is a risky tactic and one which is slowly leading both sides

to escalate the tension as they each try to match the actions of their opponents.

Britain played her ace first by letting it be known — very unofficially — that Superb, a nuclear-powered hunter-killer submarine, was on her way.

Argentina responded by slipping the ageing aircraft carrier, Veinticinco de Mayo, out of port heading towards the trouble spot.

Argentina has apparently alerted three frigates and two destroyers in the area to stand by.

By chance, the Royal Navy had one of the biggest deployments of frigates and destroyers off Gibraltar, taking part in an exercise. Now they are moving steadily South.

Waiting for the storm—Page SIX.

INTERNATIONAL PRESS-CUTTING BUREAU
1, Knightsbridge Green, London, S.W.1

Extract from
The Times, London

1-APR 1982

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Kent Evening Post, Maidstone.

24 MAR 1982

We need gunboats

THE FOLLY of the Cabinet's decision to withdraw the Chatham-based Antarctic patrol ship *Endurance* from service could not be better illustrated than by the current row over the Falkland Islands.

A party of scrap dealers from Argentina — which claims sovereignty over the group — has landed on one small island and is refusing to leave. The *Endurance* is sailing at full speed to try and sort the Argentinians out. It's an international incident on a minor scale, with a touch of 19th century gunboat diplomacy thrown in, but it shows that Britain cannot do without ships such as the *Endurance*.

What shall we do when the *Endurance* is gone and the Royal Navy's other surface ships are cut back — send a letter of protest?

Memorial service

Sir Ronald Bell, QC, MP

A memorial service for Sir Ronald Bell, QC, MP, was held at St Margaret's, Westminster, yesterday. Canon Trevor Beeson officiated and the Rev Oscar Muspratt was robed and in the sanctuary. Sir George Baker and the Prime Minister read the lessons and Mr Enoch Powell, MP, gave an address. The Speaker and Lord and Lady Home of the Hirstel attended.

Others present included:

Lady Bell (widow), Mr Andrew Bell and Mr Robert Bell (sons), Mr and Mrs Graham Mather (son-in-law and daughter), Miss Lucinda Bell (daughter), Mr John Bell (brother), Mr and Mrs Jasper Legge (brother-in-law and sister), Mrs I. Prosser, Mr and Mrs A. Phillips, Miss J. Phillips, Mr N. P. M. Elles and Baroness Elles, the Hon Mrs Lockhart-Mumery, Lord Edmund-Davies, Lord Drumalbyn, the Dowager Lady Birdwood, Lord Simon of Glaisdale, Lord Monson, Lord Manton of Lindsfarne, Lord Fletcher, Mr William Whitelaw, Cllr. MP, Sir Angus Maude, MP, Mr Julian Amery, MP, Mr Maurice Macmillan, MP, Mr John Peyton, MP, Mr Michael Jopling, MP, Sir Derek Walker-Smith, QC, MP, Mr Douglas Jay, MP, Mr John Biffen, MP, Mr F. T. Willey, MP, the Hon Anthony Berry, MP, the Hon Mrs Thoreld, the Hon Leo Russell, the Hon Robert Boscawen, MP, the Hon Peter Brooke, MP, Sir Anthony Meyer, MP, and Lady Meyer, Sir Richard Thompson, Sir Albert Costain, MP, Sir Charles Taylor, Sir Jasper More, Sir Ian Percival, QC, MP, Sir Gilbert Longden, Sir Patrick Wall, MP, Sir Douglas Dodds-Parker, Sir William van Straubenzee, MP, Sir Desmond Heap, Sir Charles Davis, Sir John Tiney, Sir John Biggs-Davison, MP, Lady Molony, Sir William Clark, MP, Sir Nigel Fisher, MP (representing the Chairman of the 1922 Committee), and Lady Fisher, Sir Robert Speed, QC.

The Lord Lieutenant of Buckinghamshire, Mr Michael and Dame Ann Springman, Mrs Enoch Powell, Mr Teddy Taylor, MP, Mr Patrick Cormac, Mr Lionel Read, QC, Mr Peter Mills, MP, Mr W. A. Beaumont, Mr John Stokes, MP, and Mrs Stokes, Mr Jeffrey Archer, Mr Harold Gurner, Mr Ian Harvey, Dr Alan Glynn, MP, Mr Harvey Proctor, MP, Mr Ian Gow, MP, Mr Hume Boggis-Roife, Master Horne, Mr Carol Mather, MP, and the Hon Mrs Mather, Mr Kenneth Lewis, MP, Mr Richard Body, MP, Mrs Patrick Noll, Mr R. W. Whitley, MP, Mr Julian Critchley, MP, Mr John Farr, MP, Mr David Waddington, QC, MP, Mr David Crouch, MP, Mr James Kilfedder, MP, Mr Nicholas Budgen, MP, Mr David Hunt, MP, Mr Alastair Goodall, MP, Mr Michael Neubert, MP, Mr Allan Stewart, MP, Mr John Brown, MP.

Mr William Benyon, MP, Mr Tom Normanston, MP, Mr John Ward, MP, Mr Michael Shaw, MP, Miss Monique Vinor, QC, Mr Ian Lang, MP, Mr John Selwyn Gummer, MP, Mr Stanley Crowther, MP, Mr Ivor Stanbrook, MP, and Mrs Stanbrook, Mr Eric Barratt (Buckinghamshire County Council), Lieutenant-Commander G. L. Milne (Taplow Parish Council and Taplow and Illicham branch, Royal British Legion), Miss Margaret Campbell (Beaconsfield Conservative Constituency Association), Mr Geoffrey Hadriell (Denham, South Buckinghamshire, Conservative Association), Mr D. G. Douglas (Chesham and Amersham Constituency), Mr Hugh Simmonds (Burnham Young Conservatives) and Mrs Simmonds (Beaconsfield Town Young Conservatives), Mr David Neil-Smith (St Marylebone Young Conservatives).

Mr Sam Swerling (chairman, Monday Club), Mr Robin Davies (Tory Action Group), Mr Peter Cobb (Commonwealth Parliamentary Association), Mr A. Yorke Hill (Thames Valley Euro Council), Mr E. J. Bolton (National Council of Anti Common Market Associations), Mrs B. Fellowes (Women Against the Common Market), Mrs A. C. Horsfield (British Housewives League), Mr Francis Robinson (British Paper and Board Federation), Mr S. Lee (Immigration Control Association), and Major A. Piane (Keep the Falkland Islands British Association).

Falklands row brings back memories for Ipswich man



• Mr. Cecil Spreadbridge with his collection of photos.

WHEN Cecil Spreadbridge read about the whaling station at the centre of a row on the Falkland Islands in the South Atlantic, it took him back more than 50 years.

He searched through his mementoes and came up with a number of photos of the time he spent there in 1928.

Mr. Spreadbridge, now 72, was a 19-year-old able seaman at the time, and when jobs were hard to come by he managed to get one aboard the M.V. Coronda, taking supplies to the island of South Georgia.

While he was there he watched the Norwegian whalers at work and bought pictures of them and the station from another crew member, who was taking photographs.

The little whaling station leapt into the headlines last week when a 60-strong armed group of Argentinians landed on the island and hoisted an Argentinian flag.

An Edinburgh company admitted it had a contract with Argentinian scrap merchants to remove material from the station. When he read about it, Mr. Spreadbridge, of Highfield Road, Ipswich, searched out his old photos.



• The whaling station on South Georgia Island.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Northern Echo, Darlington.

25 MAR 1982

Gunboat diplomacy

IT IS ironic that the patrol ship HMS Endurance, "showing the flag" in the Falkland Islands after an unofficial landing by Argentinian scrap-metal collectors, is due to be axed next year. But that is by the way. The phrase "gunboat diplomacy" inevitably crops up, yet that Victorian sabre-rattling was meant more seriously than such a token gesture today. What is still serious is that peoples like those of the Falklands and Gibraltar simply do not want new masters. However awkward these problems are to settle nowadays, that must remain the over-riding factor.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Yorkshire Evening Press, York

26 MAR 1982

Falklands 'invaders' digging in

MORE stores have been landed by the Argentinian Navy for the 12 so-called invaders on South Georgia, part of the disputed Falkland Islands group, Whitehall sources disclosed today.

As the Royal Navy's ice patrol ship Endurance awaits orders over the horizon from South Georgia, it is believed that the 12 scrap workers, stripping metal from old whaling factories are "digging in" for a long stay.

Endurance, with 12 Royal Marines on board, sailed for South Georgia at the weekend after reports that a much larger party was illegally landed by the Argentinian transport ship Bahia Buen Suceso on commercial charter.

They raised the Argentinian flag and were apparently armed.

SHOTS

Shots were fired, according to reports, but these may have been fired at a reindeer. Later the majority of the party sailed away after British protests.

The Foreign Office regards the incident as a very serious infringement of British sovereignty of the Falklands subjects of a long-running dispute between Argentine and Britain.

The incident could not have come at a more embarrassing time for the Defence Secretary, Mr John Nott, who plans to axe Endurance — the only regular Royal Navy presence in the South Atlantic — from the Fleet next year.

Extract from
Guardian, London.

31 MAR 1982

Argentinian hostility gives Navy painful choice

Ministers try to defuse Falkland crisis

By Ian Aitken
and David Fairhall

The increasingly belligerent attitude by the Argentine Government over the Falkland Islands crisis is causing concern to British Ministers. A complete review of the security situation in the Falklands has been ordered.

Ministry of Defence planners were facing a painful choice between a show of strength the Royal Navy could hardly maintain across 7,000 miles of ocean, and continued inaction that could lead to humiliating intervention by the Argentinian Navy.

A Royal Navy oiler was rumoured to be on her way South — the obvious preliminary to sending a squadron of surface warships — and it was also reported that a pair of nuclear powered hunter-killer submarines had left base for the South Atlantic.

The submarines, one of which was named at the Superb, are armed with torpedoes and have the advantage of not requiring refuelling. But the Ministry of Defence followed the Foreign Secretary's lead in refusing to confirm these or any other contingency moves.

Ministerial concern emerged at Westminster after the Foreign Secretary and one of his deputy ministers had made parallel statements in the Lords and the Commons on the situation in the island of South Georgia. Although Lord Carrington had a relatively easy passage in the Lords, Mr Richard Luce was given a much rougher ride in the Commons.

Mr Denis Healey, Shadow

Foreign Secretary, told Mr Luce that it was clear from the statement that the Government had been "caught with its trousers down in the south Atlantic." He described the Government's attempts at solving the crisis as "both foolish and spineless."

The dispute arises from Argentina's territorial claim to the Falklands and has been brought to a new pitch by the illegal landing of a party of Argentinian "scrap merchants" on South Georgia, which is administered from the Falklands.

The only British forces in the area are about 80 Royal Marines, some of whom are

Parliament, page 5; Argentine demos, page 6; Leader comment, page 12

aboard the ice patrol ship Endurance investigating the South Georgia landing, with a pair of Argentinian Navy corvettes in attendance.

The central point of the Foreign Office statement was that although Britain regarded the party of Argentinian scrap metal workers as being present illegally on British territory, a further escalation of the dispute was in no one's interest.

Mr Luce said: "In these circumstances it is clearly right to pursue a diplomatic solution of this problem and this we are doing."

It was Britain's hope that the Argentinian Government would take a similar view, and that in the meantime the question of security in the Falklands area was being reviewed.

But Mr Luce found himself caught in a cross fire between

some surprisingly jingoistic views expressed from the Labour benches about the Falkland Islands and some vigorous salvos from the Royal Navy lobby on the Conservative back benches. Defenders of the Royal Navy seized the opportunity to rub in the lesson that Britain's fleet of surface vessels was being run down to a dangerous degree.

Mr Luce fielded the questions with increasing desperation. He confirmed that Britain's one and only naval vessel in the area, the lightly armed icebreaker HMS Endurance, would now remain on station for "as long as is necessary." Endurance had been due to return to the UK later this month.

But he was cagey about what the review of security might involve, and would not even assure MPs that HMS Endurance would be relieved as a result of the crisis.

Mr James Callaghan the former Labour Prime Minister, did something to assist him, in his fashion. He recalled that, in a similar crisis in the past, Britain had also insisted on a diplomatic solution but had dispatched Royal Navy ships to stand off the islands in support of that solution.

"When this became known a diplomatic solution followed. I will not press you to say what is happening now, but I trust it is the same sort of thing."

But the argument also provided the unilateralists on the Labour benches with an opening. Mr John Evans, an aide to Mr Foot, seized the chance to point out that Britain had a devastating deterrent in the Polaris submarine fleet. Why was not Argentina being deterred?

But if the issue provided useful weapons for a number of groups on both sides of the Commons, it remains a fact that ministers have been taken aback by the sheer aggressiveness of the Argentinian Government in the support it is offering to its citizens in the landing party on South Georgia.

Some Foreign Office ministers were clearly shocked to find the extent to which a relatively minor matter was now being built up into what Mr Luce described yesterday as "a potentially dangerous crisis."

British ministers in successive Governments have become familiar with the Argentinian tactic of seeking confrontations with the UK in order to divert domestic attention away from political or economic crises at home. But they suspect that the Falklands affair is in danger of getting out of hand.

Up to now the Defence Ministry has resisted the temptation to get further involved because of the appalling logistic problems of operating self-contained forces at such a distance. Unless warships are already secretly following the oiler, the nearest available vessel is probably HMS Exeter, the Type 42 destroyer that has been acting as guard ship in the Caribbean.

She would take perhaps 10 or 11 days to reach the British colony in the south Atlantic. It would take only a few more days to send a stronger force from the UK.

Meanwhile, Buenos Aires newspapers have reported that Argentina's only aircraft carrier left port yesterday, possibly heading for the disputed island. Diplomatic sources in the Argentinian capital suggested that senior naval officers were in favour of an invasion.

However, another interpretation of Argentina's sabre rattling is that she is deliberately trying to provoke Britain into a show of force the Royal Navy cannot indefinitely sustain, to provide an incentive to settle the dispute in her favour.

Ministry of Defence officials have been reminding anyone who cares to listen that the presence of Endurance off South Georgia does not seem to have helped matters, whatever the Conservative back-bench naval lobby may say, and the, therefore, see no reason why they should not proceed to sell or scrap her as planned, when she returns from this patrol.

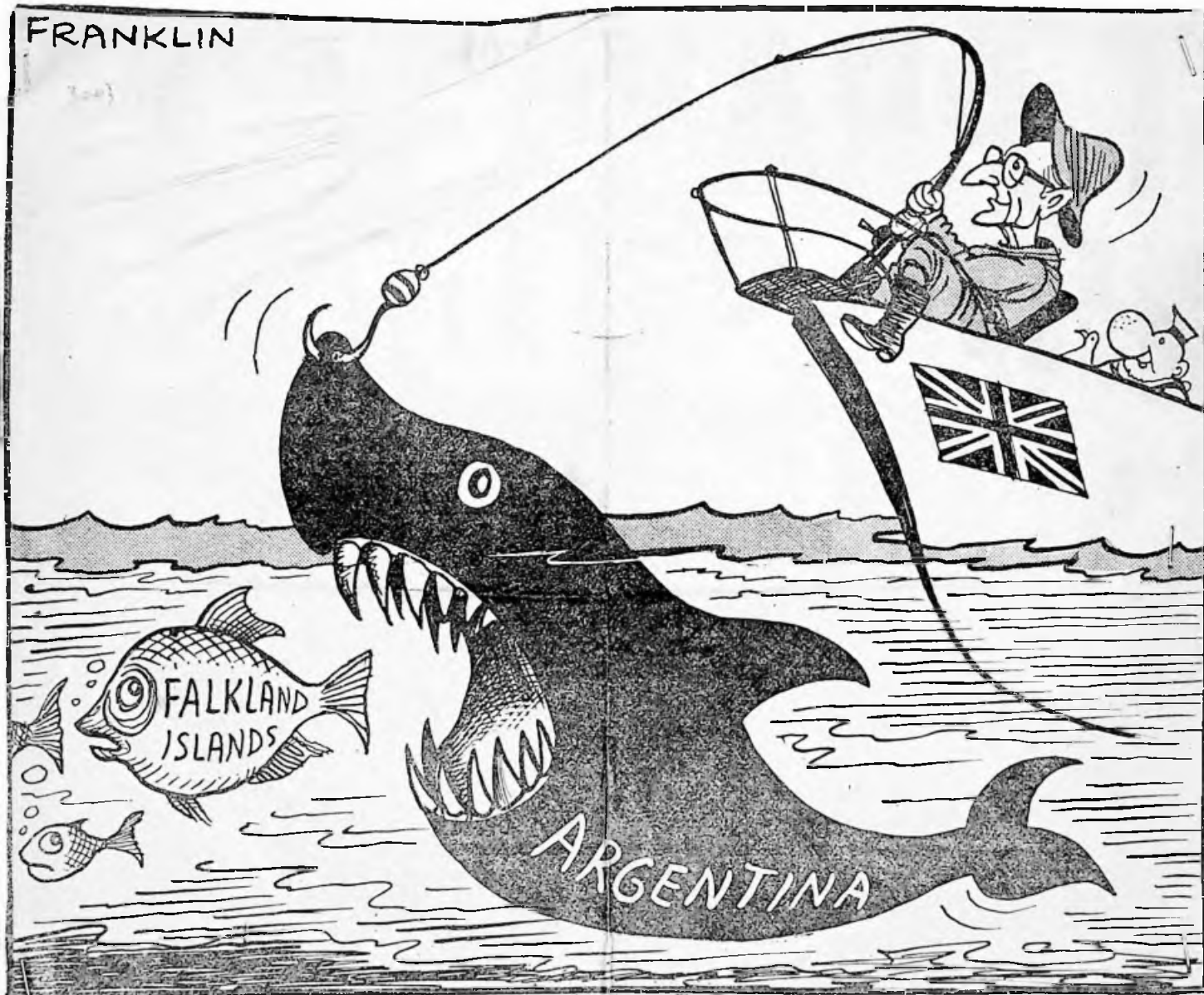
Patrick Keatley adds: The British Government's strategy, devised by Lord Carrington and approved by Mrs Thatcher, is to keep a low profile, and offer no obvious military or diplomatic targets to Argentina.

There is one interesting straw in the wind. Britain's ambassador to the United Nations, Sir Anthony Parsons, who has been on leave in this country, yesterday began cancelling a number of engagements in order to leave at short notice for New York.

Extract from
Sun, London

2 APR 1982

FRANKLIN



JAWS

Extract from
Hastings Evening Argus, E. Sussex

2 APR 1982

'Invaders' get more stores

MORE stores have been landed by the Argentinian Navy for the 12 so-called invaders on South Georgia, part of the disputed Falkland Islands group, Whitehall sources disclosed today.

As the Royal Navy's ice patrol ship Endurance awaits

Extract from
Colchester Evening Gazette, Essex

25 MAR 1982

Invasion angers MPs

THE Foreign Office has come under fire from angry MPs — as a British gunboat prepared to seize six Argentinian

Extract from
The Star, Sheffield

31 MAR 1982

WORLD SPECIAL

TODAY

The Falkland Islands crisis . . .

THE BACKGROUND

THE current international row started when Argentinian scrap merchants illegally landed on South Georgia to dismantle a disused whaling station. They then hoisted the Argentinian flag.

The irony of the current crisis is that the Islands are of little strategic importance.

The Argentinian regime is currently under pressure at home because of alleged terrorism and depression, and one theory is that the South American government may be behind the landing to divert attention from internal problems, and fuel national pride.



THE HISTORY

THE Falkland Islands — 250 miles off the coast of Argentina — consist of two main islands surrounded by 200 smaller, and mainly uninhabited islands.

South Georgia is administered by Britain as a dependency of its colonial outpost on the nearby Falklands.

They were claimed for Britain by naval Captain John Byron in 1765 and were the scene of international wrangles involving Spain and France. Britain resumed occupation in 1833.



HMS Endurance . . . off South Georgia.

Warships in Atlantic dash

Britain is now thought to be assembling a show of strength consisting of warships and nuclear power submarines off the Falkland Islands, in the South Atlantic.

This is in response to the growing crisis over the British colony after the decision by Argentina to send its own warships to the area following the illegal landing by scrap metal workers in South Georgia Island last week.

THE FORCES

BOTH British and Argentinian vessels are now lining up on the horizon of the South Atlantic in a visible show of strength.

Britain has HMS Endurance, an ice patrol vessel with marines on board, in the area, along with HMS John Briscoe, a scientific survey vessel, with a force of 40 marines.

HMS Superb, a 4,500-ton nuclear powered hunter-killer submarine, is reported to have slipped



HMS Superb . . . slipped out of Gibraltar.

out of Gibraltar and heading for South Georgia and an oil supply vessel and destroyers and frigates are said to be on standby.

Argentina has sent three warships to the area including an aircraft carrier.

THE CLAIMS

BOTH Argentina and Chile claim rights to the Falkland Islands for geographic, fishing and mineral resources and nationalistic reasons. Britain sought arbitration at the International Court of Justice in 1947, but the court refused to give a decision because Chile and Argentina rejected its competence to adjudicate.

Extract from
Sun, London

2 APR 1982

Paper warriors

ISN'T IT amazing that there are some people who, in every dispute, believe Britain is wrong and the foreigners right?

The Argentines want the Falklands, whose inhabitants are determined to remain British.

"Talk to them," plead our paper warriors.

But the seniors have no intention of talking. That is why they are deploying their navy.

So what are we supposed to do next? Pass a TUC composite resolution begging them to desist?

Or arrange a free subscription to the sinking Daily Mirror?

Extract from
Doncaster Evening Post

31 MAR 1982

Risk of naval clash grows

Britain is now thought to be assembling a show of strength consisting of warships and nuclear-powered submarines off the Falkland Islands, in the South Atlantic.

This is in response to the growing crisis over the British colony after the decision by Argentina to send its own warships to the area following the illegal landing by scrap metal workers in South Georgia Island last week.

Neither the Foreign Office nor the Ministry of Defence will comment on the British measures.

But it was being suggested that HMS Superb, a 4,500 ton nuclear-powered

hunter-killer submarine, had already slipped out of Gibraltar and could take up station off the Falklands by the weekend, to be joined by another, similar submarine.

An oil supply vessel of the Royal Fleet Auxiliary was also said to be on the way. Reports suggested that she would be joined by other surface warships, including destroyers and frigates, which were already on standby.

Foreign Secretary Lord Carrington's warning to peers yesterday of the "potential danger" that existed was highlighted today with reports from the islands' capital, Port Stanley, that an Argentine Airforce C-130 Hercules had been sighted by residents.

Extract from
Southend Evening Echo

31 MAR 1982

A-sub head for Falklands

BRITAIN is now thought to be assembling a show of strength with warships and nuclear submarines off the Falkland Islands in the South Atlantic.

It is in response to Argentina sending its own warships to the British colony following an illegal landing by scrap metal workers in South Georgia Island, where they planted an Argentine flag.

As the nuclear submarine *Superb* headed for the islands today, ministers pinned their hopes on diplomacy defusing the row before she arrives in 10 days.

Behind the show of force, Whitehall insists there is no chance of the *Superb's* torpedoes being fired at the Argentine navy.

But Foreign Secretary Lord Carrington agreed the dispute was potentially dangerous.

South East Essex Tory MP Sir Bernard Braine described the crisis as a comic opera in the Commons.

He criticised the Government for leaving the 1,700 islanders to rely on Argentina for their contact with the outside world.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Daily Mirror, London

- 1 APR 1982

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Cumberland Evening News, Carlisle

27 MAR 1982

Falklands row 'grave and serious'

A SIMMERING 150-year-old territorial dispute between Argentina and Britain reached boiling point yesterday, as naval vessels from the two countries converged on the South Georgia islands.

Argentina Foreign Minister Nicanor Men-
dez said the situation, resulting from the land-
ing last week of a group of Argentines on the British-adminis-
tered islands, was
"grave and serious."

He said the Argentine
navy transport vessel
Bahia Paraiso was on

its way to provide the
Argentines on the is-
lands with "all the dip-
lomatic protection and
security necessary."

An Argentine news
agency quoted a high
naval source as saying
the vessel, with 200 ci-
vilians and an undis-
closed number of ma-
rines on board, was
within sight of the Brit-
ish ship *HMS Endur-
ance*, which had been
ordered to the scene.

The Falklands were
occupied in 1833 by the
Royal navy, which
ousted Argentine au-
thorities.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Ipswich Evening Star, Suffolk

30 MAR 1982

BOWING TO PRESSURE?

DEFENCE Secretary Mr. John Nott is likely to bow to pressure and reprieve *HMS Endurance* — the poorly-armed Navy patrol ship at the centre of the Falklands crisis — from the scrapyard.

The row over the Argentinian scrap metal workers "in-
vasion" of South Georgia could not have come at a more em-
barrassing time for Mr. Nott.

'Marching through South Georgia

IF Gilbert and Sullivan were alive today they would be running the Foreign Office or editing our daffier newspapers.

Either way they would want to send a gunboat to put down a threat by Argentina to the British colony of South Georgia.

This is a bleak rock near the Antarctic inhabited by reindeer and penguins, not where Jimmy Carter comes from.

A dozen Argentinian scrap metal dealers with a contract to dismantle a disused whaling station on the island neglected, or refused, to go through

Mirror Comment

immigration control before they landed. This has now become a crisis.

Foreign Secretary Lord Carrington gravely warned the House of Lords of "A potentially dangerous situation."

The Sun, absurd even beyond previ-
ous ambition, announced: "British
nuclear submarines and other war-
ships were heading . . . to smash the
Argentinian invasion of the Falkland
Islands."

For the record, South Georgia is not
in the Falklands.

The Daily Mail, Colonel Blimp's

favourite paper, said solemnly: "If we
have to use force . . . we will."

By Jingo, we will! But the cordite
they smell is, in reality, a whiff of
nostalgia for a lost Empire.

If Mrs. Thatcher used force—tor-
pedoes? eight-inch guns? bombs on
Buenos Aires?—on a gaggle of Step-
toes she would look sillier than Harold
Wilson did when he sent the
Metropolitan Police to Anguilla to
expel some minor mobsters from
Miami.

South Georgia is a minor inci-
dent, not a major crisis. It should
be settled by talking, not by
playing soldiers or marines.

Extract from
Cambridge News

29 MAR 1982

Island scientist still working amid drama

3003
A Cambridgeshire scientist is still working on the trouble-hit South Atlantic island of South Georgia, it was disclosed today.

Dr Terence Whitaker, 33, a marine biologist whose home is in High Street, Willingham, has been doing off-shore biological work in the area for some weeks.

He is expected to be picked up from the British-ruled island in two or three weeks, but those plans could be changed as tension mounts between Britain and Argentina.

Today the Government was urged to send naval reinforce-

ments to the Falkland Islands of which South George is a part, in an effort to force a swift end to the confrontation.

Survey

Mr Brian Frow, head of the Falkland Islands Office in London, said: Britain ideally should send an aircraft carrier or frigates to drive out the Argentinian

warships said to be gathering to support the scrap-metal "invaders".

Dr Whitaker is a member of the Cambridge-based British Antarctic Survey and was due to be picked up by the research ship Bransfield.

A spokesman for the Antarctic Survey said: "There is no concern for him. We believe everybody is safe and well."

● "News" journalist Rodney Tibbs is one of the few British journalists to have visited South Georgia. On today's centre pages he reports on the scrap yard at the end of the world.



INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Scotsman, Edinburgh.

29 MAR 1982

Falklands in war of diplomacy

3003
Britain last night was trying to resolve without confrontation the dispute with Argentina over last week's Falkland Islands "invasion."

As the Royal Navy Antarctic patrol ship *Endurance* lay anchored off South Georgia, in the South Atlantic — with reports that Argentina had sent up to five warships to the area — the British Ambassador in Buenos Aires met the Argentinian Foreign Minister for 40 minutes.

"We want to avoid at all costs any confrontation," said a British embassy spokesman. "Certainly both sides are looking to find a diplomatic way out."

The Ministry of Defence in London said a scientific research vessel, *John Biscoe*, was heading for the Falkland

Islands carrying a party of marines to replace the garrison of 40 men guarding the islands.

A spokesman said it was a routine trip which would normally have been undertaken by *Endurance*, but the marines on the Falklands would not be leaving because *John Biscoe* could not take them due to other commitments.

He stressed that the *Endurance* was not even in sight of the Argentinian vessels, which according to the British Embassy, may be on a joint exercise with Uruguay unconnected with the South Georgia incident.

But Mr Brian Frow, director of the Falkland islands Office in London, yesterday called for navy back-up for *Endurance*, which has 12 Marines on board and 119 crew. "Since neither

side is able to back down, Britain must be ready to send reinforcements to help," he said.

The Ministry of Defence said there were no plans to send reinforcements. The nearest British frigate is believed to be several thousand miles away in the Caribbean and would take up to a week to reach the area.

Mr Winston Churchill, vice-chairman of the Conservative back-bench defence committee, said: "This shows how dangerous it is to indulge in gunboat diplomacy unless there are enough gunboats available."

"This proves that the Royal Navy is now seriously overstretched, and more money needs to be spent on naval needs. It is right to use diplomacy at present, but it would be most unfortunate if 30 or 40

British marines were taken prisoner."

Tory back-benchers, angry about defence cuts, are expected to attack the Government's policy today in a Commons debate on Trident, using the incident to press home their case.

The incident began just over a week ago when about 60 Argentinians landed on South Georgia without permission, claiming they were collecting scrap metal.

Britain protested and most of them were taken off on an Argentine ship. But a group of between six and ten remained and MPs were told in the Commons last week that arrangements were being made to take them off.

Britain sought to have the party removed by vessel from

the Argentine, but it seems that the Argentinians did not respond. As *Endurance* reached the area, Argentina sent a transport ship followed by two light frigates.

According to military sources in Buenos Aires, troops would be used if marines from *Endurance* tried to remove the party."

Reuter reported from Buenos Aires yesterday that official sources had said that the Argentine Navy had dispatched five ships to the South Atlantic.

Two corvettes would support an Atlantic patrol vessel already standing by off South Georgia while two destroyers and a submarine sailed from Mar del Plata "in readiness for operations in the South Atlantic," the sources said. All naval leave had been cancelled, they added.

Extract from
Guardian, London.

21 APR 1982



Under fire but smiling : Mr John Nott, Secretary for Defence, at British Aerospace's Warton aerodrome, Lancashire, yesterday where he gave a jingoistic assurance that the Royal Navy was still the biggest and the best in the world *Tom Sharraff writes* It was not really his fault. Pressed to the point of exasperation by reporters who wanted to talk only about gunboats, the Falkland Islands, and whether the Royal Navy was ready to spring to the defence of the Realm, when all he wanted to talk about was aircraft, Mr Nott declared : " The Royal Navy is not only the largest Navy in the world but will remain the largest and, I believe,

most professional navy in the world over the next decade."

There was just a hint of a pause before he added : " That is, after the two super powers of the United States and the Soviet Union." Warming to his theme, he went on : " It is probably the most professionally trained. It has probably — possibly — the most modern fleet in the world."

" There is one new aircraft carrier coming into service this year, another nuclear submarine, two 42-type destroyers, and a very big re-equipment programme going on. The Royal Navy, as I say, is the most highly trained navy in the world."

" And I do assure you, if Great Britain needs to call on the Royal Navy at any time the Royal Navy will be there and ready. And I'm saying no more than that." It was splendid stuff, worthy of the great days of empire, though modest enough as sabre-rattling goes. Yesterday the Campaign for Nuclear Disarmament cancelled a demonstration planned to take place at Mr Nott's home in St Ives, Cornwall on Good Friday, following his agreement to speak in a public debate. Mr Nott's constituency agent in St Ives, Mr Clive O'Connor, said it would be the first time the Defence Secretary had taken part in a public CND debate.

Extract from
The Times, London

- 2 APR 1982

Royal Marines on alert

UN meets on Falklands invasion fear

From Zoriana Pysariwsky, New York, April 1

The United Nations Security Council was meeting here tonight at Britain's request to discuss the threat of Argentine military action against the Falkland Islands.

Sir Anthony Parsons, British representative at the United Nations, said tonight that the council had been called to "defuse the situation and prevent an armed clash in the area".

He said the British Government believed there was an imminent threat of armed action and that an Argentine invasion force was already on its way by sea.

Britain was seeking a statement from the council calling for "restraint, avoidance of use of force, and settlement of the problem by peaceful means".

British officials said that there was a genuine fear that, if the matter had been left until tomorrow, it might be too late.

"The council should be able to extend a message thus preempting action before it is too late," Sir Anthony said. Britain did not wish to make inflammatory statements but only to defuse the issue before it was too late.

As the council prepared to meet, Sir Anthony said: "The United Kingdom is not in the habit of calling council meetings. We do not make a practice of imagining totally groundless threats."

Señor Javier Pérez de Cuellar, the United Nations Secretary General, yesterday renewed his call for both sides to exercise maximum restraint. He had earlier called in Sir Anthony and Señor Eduardo Roca, the Argentine representative, to make a personal appeal for the two governments to rely on diplomatic rather than military means to settle the dispute.

British sources said there was reason to believe that Argentina was planning an attack within 24 hours.

79 men standing by to face 140,000

□ Port Stanley: The small detachment of Royal Marines based on the Falkland Islands have been placed on an increased state of readiness in case of a further deterioration in what their commanding officer described yesterday as "a potentially very nasty and difficult

situation." (Simon Winchester writes.)

The 79 men who make up "Naval Party 8901" as the Marine base at Moody Brook is known, have standing instructions to defend the seat of government of the Falklands against possible external threat.

Major Gareth Noot, the commanding officer, said yesterday that his men were ready and willing to defend the islands, but faced with a possible total opposition of some 140,000 men of the Argentine armed forces, he had only "limited expectations" of success.

Mr Rex Hunt, the Governor, insisted yesterday that diplomatic efforts to end the two-week impasse on the dependency island of South Georgia were continuing. He angrily denied BBC reports from Buenos Aires suggesting that Argentina had rejected the latest British plan to deal with the party of Argentinian scrap metal workers who have been on the island since March 19.

"The two sides are still talking at a diplomatic level in both London and Buenos Aires," he said at Government House Stanley, yesterday. "And there is no truth at all in the BBC reports that the scrap dealers have brought in still more equipment. As far as we know there has been nothing more brought in since March 25, and everything on South Georgia is the same today as it was yesterday."

The situation appears to be as follows: the 12 scrape men are living in a hut at the deserted whaling station at Leith Harbour, demolishing what has been described as a "Marie Celeste of a place" crammed with costly equipment that was abandoned in the 1960s. The men are reported to have broken into a hut used by the British Antarctic Survey and stolen some food. They have to the great annoyance of the British authorities, also shot some reindeer.

A small party from the British Antarctic Survey camp at Grytviken has set up a daytime observation point at the 3,000ft high Busen Peak, some three miles east of Leith Harbour.

Extract from
Wolverhampton Express & Star.

29 MAR 1982

Send in the Navy say islanders

The Government was urged today to send military reinforcements to the Falkland Islands in an effort to force a swift end to the threatened confrontation with Argentina.

Mr Brian Frow, director general of the Falkland Islands Office in London, said: "I think this is the only answer. I sincerely hope they are on their way."

Ideally, he said, Britain should send an aircraft carrier or a couple of frigates to drive out the Argentinian warships said to be gathering in the area.

"I believe that if reinforcements arrived the Argentinians would scuttle for home," he added.

"I don't think they are brave enough to sink HMS Endurance. But if they did it would take a long time to get any force from the Nato area to the Falklands — two weeks at least."

Anything could happen in that time.

Takeover

Mr Frow accused the Argentine of organising an attempted military takeover of the islands.

He said that armed Argentinian military personnel landed on South Georgia at the same time as a group of scrap metal dealers.

"They did raise the Argentinian flag and play the national anthem. And shots were fired — although probably at reindeer."

"All the indications are that it was clearly an orchestrated attempt which the Argentinian Government knew about from the word go."

Extract from
Scotsman, Edinburgh.

30 MAR 1982

HOME NEWS

Carrington aiming to cool Falklands issue

By ALEXANDER MacLEOD, Our Diplomatic Editor

Lord Carrington will make a statement in Parliament today about the naval confrontation that has developed between Britain and Argentina in waters near the Falkland Islands.

The Foreign Secretary is cutting short his time at the EEC summit in Brussels to explain Government policy in response to the presence on the island of South Georgia of a group of Argentinian scrap metal workers. He decided to make a special statement, apparently with the aim of cooling the diplomatic situation which has begun to look threatening and could conceivably lead to violence.

The build-up of naval forces around South Georgia has been continuing, with the Argentinians keeping six ships, including two missile-firing corvettes, in waters close by.

The British force in the area consists of the Antarctic survey ship *John Biscoe* with a detach-

ment of 42 Royal Marine Commandos aboard and the patrol ship *Endurance* which is also carrying a detachment of marines.

Before Lord Carrington decided to return to London the Ministry of Defence said there was "nothing sinister" about the movement of the commandos. Reports that Britain was doubling her military strength in the Falklands were incorrect. The marines were replacements, not reinforcements, a spokesman said.

Last night the Governor of the Falklands, Mr Rex Hunt, said there was no sign of trouble on South Georgia. "We are still talking to the Argentinians and we are still hopeful," he said, speaking from the capital, Port Stanley.

None the less tension began to run high when it became clear that the Argentinian Government were viewing events on South Georgia as worthy of a military response.

The Argentine naval base at Puerto Belgrano, 500 miles south of Buenos Aires, was reported to be on alert. Reports continued to suggest that two Argentine destroyers, a submarine and a supply tanker were steaming in the region around South Georgia.

A spokesman for the Falkland Islands office in London yesterday alleged that Argentina was orchestrating an attempt to put pressure on South Georgia in an endeavour to assert Argentinian authority over the island.

Despite Lord Carrington's intervention, the Foreign Office appear to be anxious to keep temperatures well below boiling point as diplomatic attempts to ease the crisis continue. In Whitehall it is thought that a negotiated solution is still possible.

It is believed that only ten Argentinians out of an original party of 60 remain on South Georgia. Britain regards them as illegal immigrants because she insists that sovereignty over the islands remains with her despite Argentinian claims to the contrary.

Mr Hunt said that reports that there were five Argentinian warships in the area had come from Argentina itself. He did not believe there were any there — or that, if they did arrive, they would attempt a confrontation with *HMS Endurance*, which is anchored off the island.

He appealed for calm over the incident, and was clearly upset at remarks by the director-general of the Falklands Islands Office in London, Mr Brian Frow, who on Sunday called for Britain to send reinforcements to the area.

"There is no sign of trouble. Mr Frow has no official standing whatsoever, but he is entitled to his opinion," Mr Hunt said.

Extract from
Northern Echo, Darlington.

27 MAR 1982

Invaders dig in

More stores have been landed by the Argentinian Navy for the so-called invaders of South Georgia, part of the disputed Falkland Islands. As the Royal Navy's ice patrol ship *Endurance* awaits orders nearby it is believed the 12 scrap workers, stripping metal from old whaling factories, are digging in for a long stay. *Endurance*, with 12 Marines on board, sailed for South Georgia at the weekend after reports that a much larger party was illegally landed by an Argentinian transport ship.

Extract from
Herald Express, Torquay, Devon

29 MAR 1982

FALKLAND OFFICE CALLS FOR TROOPS

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Huddersfield Examiner

29 MAR 1982

THE Government was today urged to send military reinforcements to the Falkland Islands in an effort to force a swift end to the threatened confrontation with Argentina.

Mr Brian Frow, the director general of the Falkland Islands Office in London, said: "I think this is the only answer. I sincerely hope they are on their way."

Ideally, he said, Britain should send an aircraft carrier or a couple of frigates to drive out the Argentinian warships said to be gathering in the area.

"I believe that if reinforcements arrived the Argentinians would scuttle for home," he added.

"I think it would be over quite quickly. I don't think they are brave enough to sink Endurance. But if they did it would take a long time to get any force from the NATO area to the Falklands — two weeks at least. Anything could happen in that time."

Mr Frow accused the Argentinian government of organising an attempted military takeover of the islands.

Shots fired

He said that armed Argentinian military personnel landed on South Georgia at the same time as the group of scrap metal dealers.

"They raised the Argentinian flag and played the national anthem. Shots were fired — although probably at reindeer."

"All the indications are that it was clearly an orchestrated attempt which the Argentinian government knew about from the word go."

The Falkland Islands Office in London represents the people of the Falkland Islands in Britain.

Earlier today the Ministry of Defence had denied that it was doubling British military strength in the disputed Falkland Islands.

The Defence Ministry said that 42 Royal Marine Commandos en route to the Port Stanley garrison are replacements for Marines already there, not reinforcements.

Leave it to Carrington

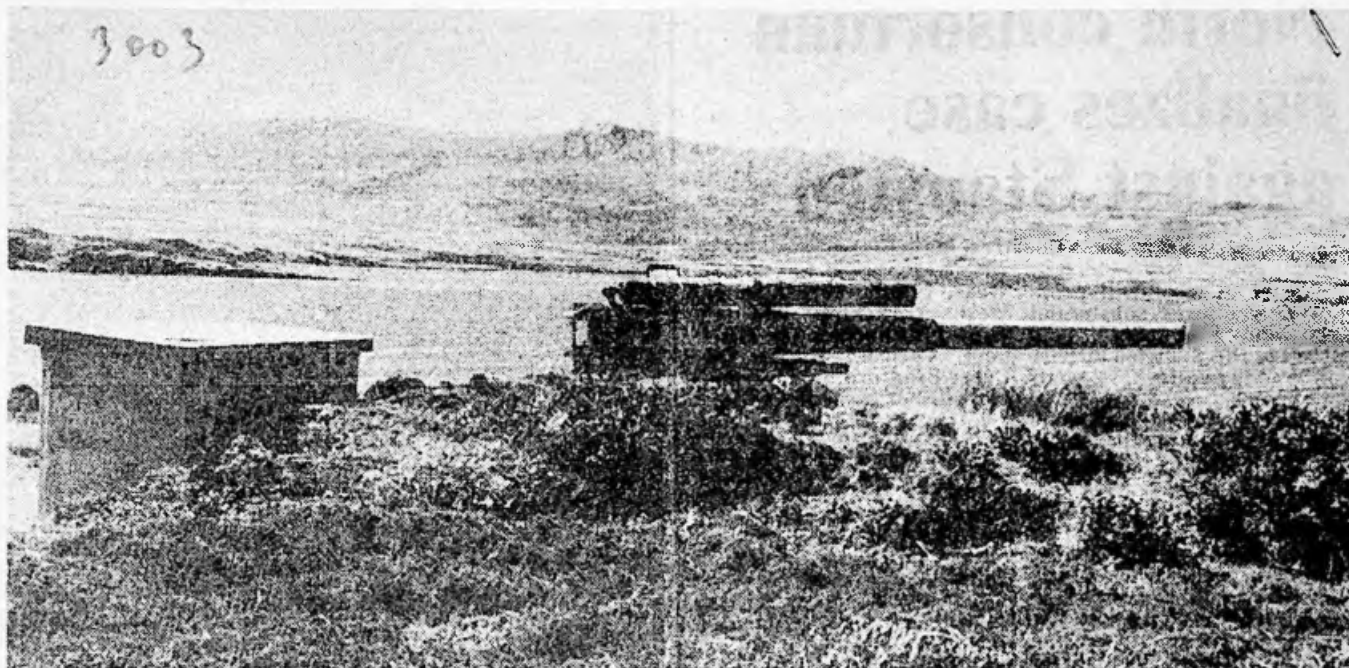
THE Gilbert and Sullivan (or "Carry On Up The Creek") flavour to the South Georgia affair tends to obscure the serious point that the Argentinians are probably once again asserting their claim to the sovereignty of the Falkland Islands.

Admittedly it was difficult at first to make much of the news that piratical scrap merchants armed to the teeth with spanners and wrenches had landed on the seal-inhabited island; or that the British Government had acted decisively by sending in HMS Endurance — which is equipped for polar exploration.

But from such bizarre beginnings events are taking

Extract from
Times, London

- 2 APR 1982



Silent guns: Sea defences lying derelict at Port Stanley in the Falkland Islands.

UN intervenes in Falklands dispute

By Our Foreign Staff

Señor Perez de Cuellar, the United Nations Secretary-General, intervened in the dispute over the Falkland Islands yesterday.

Señor Perez de Cuellar, according to an spokesman, issued an appeal to the Argentine and British Governments to continue using diplomatic means in settling the problem.

Th eSecretary-General called in the two countries' permanent representatives to the United Nations — Señor Juan Carlos Beltramino and Sir Anthony Pasons — to deliver the appeal, the spokesman added.

□ In Washington, a State Department spokesman said "We have been in close touch with both the Argentine and British Governments. The reported build-up of naval forces in the region is a matter of concern to us."

Speculation about American involvement in the crisis began after visits to the Argentine Foreign Ministry by the United States Ambassador in Buenos Aires.

It was also suggested there that Argentina would not withdraw its naval forces from the area unless Britain conceded sovereignty over South Georgia.

Britain is hoping that the

United States will help to resolve the crisis with Argentina. That is the clear implication of a statement by the Foreign Office yesterday.

Asked about reports from Buenos Aires that the United States Government was being asked to mediate, a Foreign Office spokesman said that no specific requests had been made for mediation. But the British Government was keeping its partners informed and hoped that they would "use their good offices to urge restraint."

In diplomatic language, "mediation" is a more formal term than "good offices". But when allowances are made for such niceties, Britain is clearly having difficulties in reaching a settlement of the dispute.

This began two weeks ago when a party of Argentine scrap merchants landed on South Georgia with a contract to dismantle a disused whaling station, but without immigration clearance.

Argentina claims the Falklands and its dependencies, and has maintained a research station in Southern Thule since 1976 despite repeated British protests.

There has been a flurry of meetings over the past 24 hours. Anthony Williams, the

British Ambassador, met Señor Costa Mendez late last night and this morning. Harry Shlaudemann, the United States Ambassador, met the Foreign Minister last night, and Señor Costa Mendez met privately President Galtieri this morning.

The President who is also commander-in-chief of the army, met the other junta members, Admiral Jorge Isaac Anaya, the Navy commander-in-chief, and Brigadier General Basilio Lami Dozo, the Air Force commander.

Admiral Thomas Hayward, the United States Navy commander of naval operations, arrived in Argentina last night, met Admiral Anaya this morning, and was scheduled to meet President Galtieri later in the day. Admiral Hayward's visit, however, is considered purely coincidental with the worsening of the South Georgia dispute.

Vice Admiral Jaun José Lombardo, the Argentine commander of naval operations has arrived in Puerto Belgrano, in southern Buenos Aires province, from where two missile destroyers, an aircraft carrier and two corvettes sailed for the South Atlantic area

□ Speculation over the Royal Navy's role in the drama of South Georgia, continues to surround the destroyer Exeter, on guard duty off Belize in the Caribbean, and the 18 destroyers and frigates which are approaching the end of their exercise Spring Train off Gibraltar

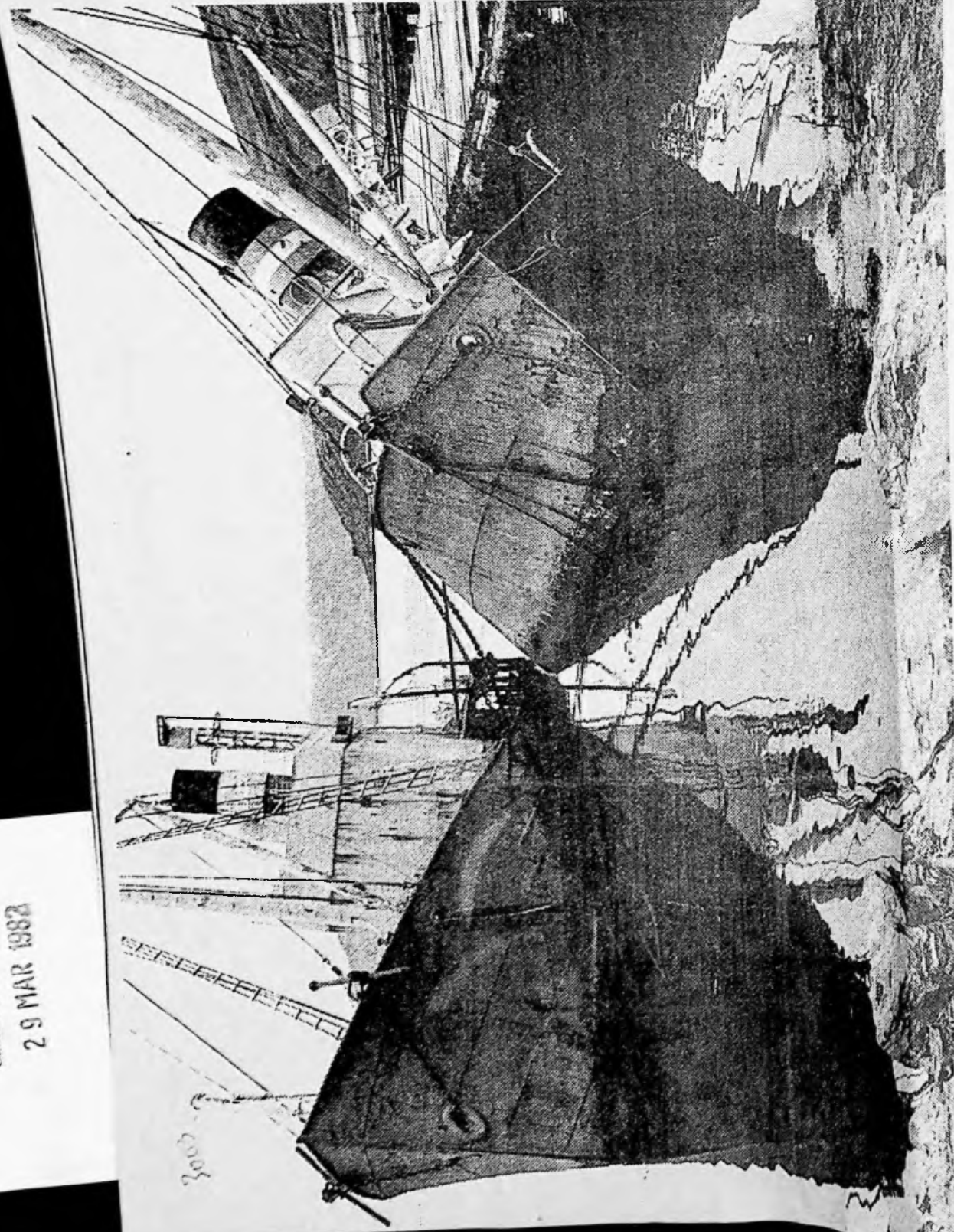
It would take Exeter about a week, and the other ships two weeks to reach the Falkland Islands. But it could take three weeks for a task force sent from Britain.

□ A bomb exploded in a women's restroom in the Sheraton Hotel, Buenos Aires, early yesterday. The blast caused considerable damage but no injuries. Two other bombs placed under a car parked outside the Chase Manhattan Bank offices defused. The bombs came two days after a mass anti-government rally was crushed by police.

Argentine police are still holding 170 of the hundreds of people who were arrested during the rally in Buenos Aires on Tuesday, the Interior Ministry said.

In a communiqué the Ministry also confirmed reports that six people were shot and wounded during a similar protest in the western city of Mendoza.

29 MAR 1982



Valuable to this day — two harpoon vessels lie abandoned.

The arrival of a group of Argentinian scrapdealers on the British island of South Georgia brought them into direct conflict with the men of the British Antarctic Survey, which is controlled from its headquarters on Madingley Road, Cambridge. The dealers remain on the island and are the centre of increasing confrontation between Argentina and Britain. RODNEY TIBBS, who visited it in 1977 and who took these pictures, explains why it is a scrapdealers' paradise.

SOUTH GEORGIA lies a 1,000 miles to the east of the Falkland Islands and about a 1,000 miles north of the Antarctic ice shelf.

It was discovered by Captain Cook and acquired for the British crown by him. It is about 160 miles long and about 40 miles wide. It's mountainous, intensely cold in the winter and very beautiful.

It is also a scrap dealers haven.

When I arrived there on a ship operated by the Cambridge-based British Antarctic Survey a few years ago, its mountains, covered in ice and snow and draped with glaciers, were the first things to project from the sea.

The better part of a day later the coastline of South Georgia came into view and eventually we anchored in Cumberland Bay, the same spot entered by Cook and his crew hundreds of years before.

Today the bay is dotted with grounded icebergs and overlooked by King Edward Point and Shackleton House, the former English civil service colony which now forms the scientific base for the 21 men of the British Antarctic Survey.

About a mile away, charred and rusting, is Grytviken, a deserted whaling station originally built by the Norwegians. Grytviken is typical of a number of whaling stations which dot the coast of the island. Its vats, boilers, warehouses, school, cinema, houses, boat-houses and tractor sheds have rusted to a bright red.

Seals now snootze where once the bloody business of cutting up whales took place and penguins potter about between the giant oil tanks which still contain thousands of gallons of oil.

The people of the Falkland Islands, a week's sailing away to the west, have obtained the salvage and scrap rights to the Grytviken station for about £2,000.

Often, when the B.A.S. operated research ship Bransfield arrives at South Georgia, it carries with it strong men from the Falklands who recover such useful things as boats, Ferguson tractors, steel chain, lathes, machine tools, winches —

everything, in fact once used to operate such a community at the very southern end of the globe.

But while the scrap rights at Grytviken have already been acquired by the Falkland Islanders, the rights existing over other deserted whaling stations are owned by a British Company, Christian Salvesen Ltd of Leith in Scotland.

A spokesman for the company told the "News" that while much of the valuable metal on South Georgia was not worth while recovering from this side of the world, it became a feasible proposition for anyone based in South America.

His company had entered into an agreement with a Merchant in Buenos Aires called Davidoff and it was he who had organised the present expedition to the British dependency.

He said that while he could not reveal the exact amounts involved in the deal it was a matter of tens of thousands rather than hundreds.

The Falkland Islands Governor was aware of the contract and the British Antarctic Survey was nominated to do the necessary minimal immigration work for a foreign ship entering South Georgia.

The Argentinians were meant to have sailed direct to the BAS base at Grytviken — the only place to dock on the island — but instead sailed to the site of the whaling stations they were due to dismantle 20 or 30 miles away.

It is thought that they may be there to collect scrap from other whaling stations that are not part of the deal with the British firm to ensure that their trip was worthwhile.

The spokesman played down reports of armed boarding parties.

"If you were going to such a wild and inaccessible place you might take a few rifles.

"They appear to have been singularly tactless and clueless, but scrap metal mer-

chants are not known to go out of their way to cause diplomatic incidents."

Dr Ray Adie, Deputy Director of the British Antarctic Survey, confirmed that the scrap dealers had been acting in a rather unfortunate fashion.

"They landed illegally, they put up their own flag until they were told to take it down, and they shot a reindeer, presumably for food, when the reindeer is a protected animal on South Georgia."

Just how the affair of the scrap dealers on South Georgia will end is anybody's guess. The latest information is that they are still on the island, although there are moves towards an Argentinian research ship coming to take them off.

There is no doubt that the deserted whaling stations of the island, of which there are several, would make rich pickings, but bearing in mind the vast sea distances involved they would have to be profitable if the venture was to prove worthwhile.

From a diplomatic view the landing has created complications. The Argentinians have long laid claim to the Falkland Islands, whose governor has control of the South Georgia. Their presence on the island will have delighted the opponents, in this country, to the government's plan to scrap the Royal Navy vessel "Endurance," which is on the scene at the moment.

Had the Argentinians made their move in a few months time the Royal Navy and the British Foreign Office would have been in a more difficult position.

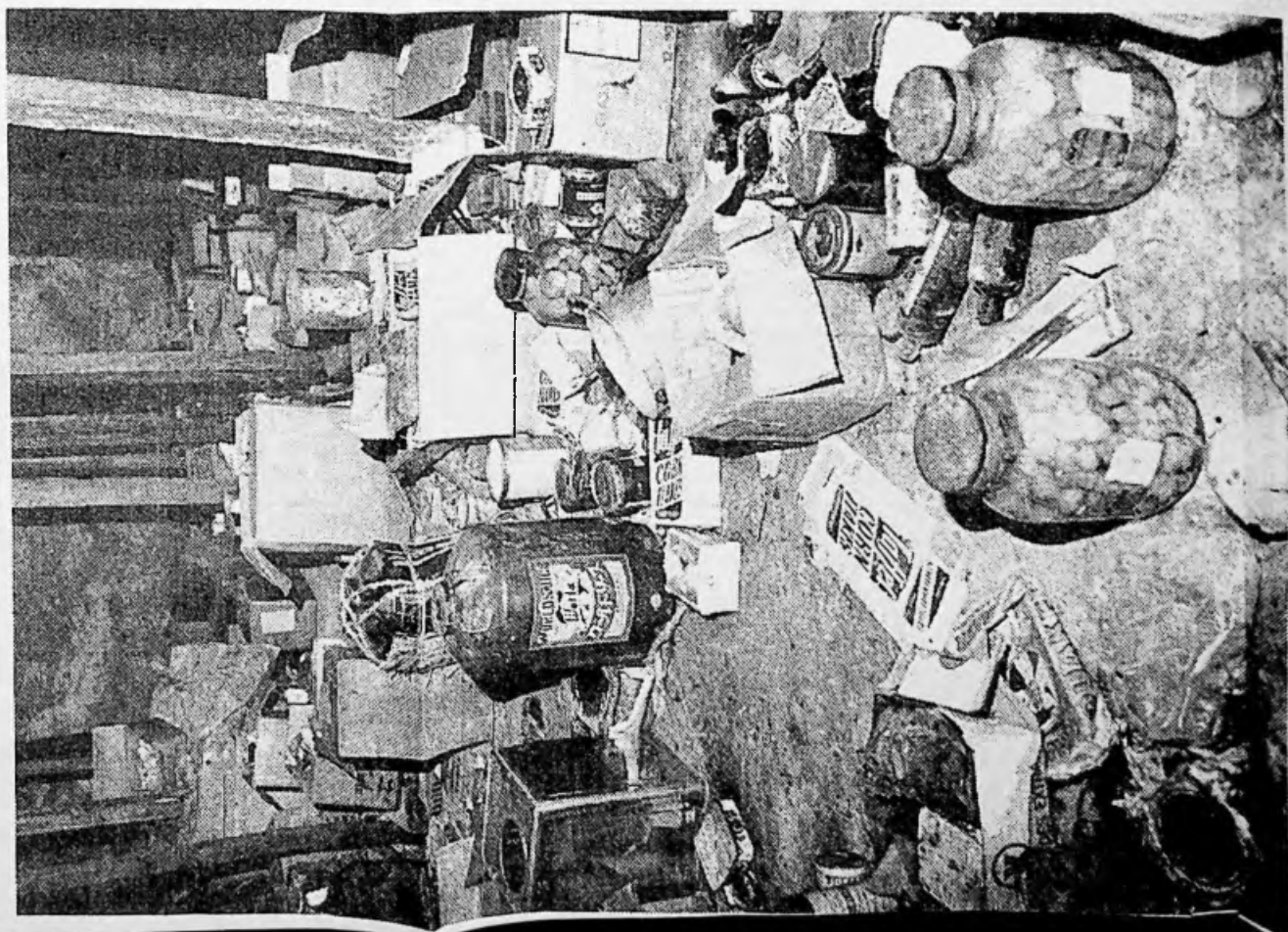
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If, in the long term, the Argentinians think again about the Navy's prize, the British Antarctic whaling stations, the whole adventure will have been worthwhile.

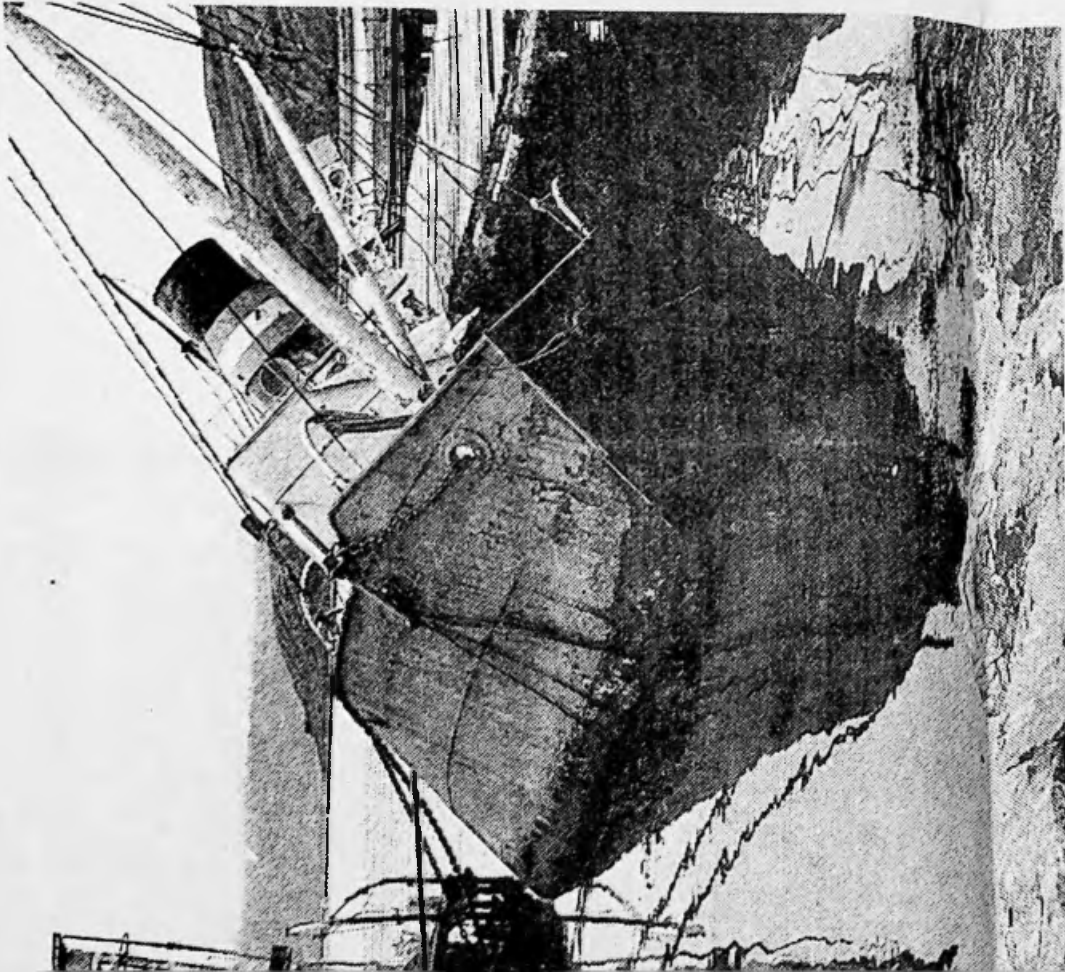
Cumberland Bay with the Royal Research Ship "Bransfield"

Cambridge links with a lonely isle in the

A paradise for the scrap dealers



A deserted store cupboard at Grytviken, with pickled onions in the foreground.



Cumberland Bay with the Royal Research Ship "Bransfield" anchored alongside Grytviken, a deserted whaling station

ian scrapdealers brought them British Antarctic headquarters remain increasing confrontation. RODNEY took these pictures. paradise.

Cambridge links with a lonely isle in the world spotlight

A paradise for the scrap dealers

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Had the Argentines made their move in a few months time the Royal Navy would not have been there to meet them and the British Foreign Office would have been in a more difficult position.

Also the scrapping of "Endurance" (perhaps the Argentines would make an offer for it) tends to suggest to itinerant scrap merchants that we really don't care much about our property.

If, in the long term, the invasion of South Georgia causes the Government to think again about the Navy's presence in British Antarctic waters — then the whole adventure will have been worthwhile.



Scrap metal — a storehouse for maritime treasure

Extract from
Glasgow Herald.

31 MAR 1982

Britain caught in Falkland dilemma

By GEOFFREY PARKHOUSE
Political Editor

THE GOVERNMENT'S deep embarrassment over its apparent inability to deal with Argentinian aggression towards the Falkland Islands increased last night with a report that an aircraft carrier had sailed from Buenos Aires to join the three warships already dispatched to the area.

The report was in a Buenos Aires newspaper and said that Argentina's only aircraft carrier was headed for the Falklands. In response, the navy has sent one of its Royal Fleet auxiliary oil tankers.

There were also reports of Argentine air force planes flying over the islands. Residents reported seeing an Argentine air

force C-130 Hercules and a heavy aircraft without lights.

The row began when a party of Argentine scrap merchants landed on the South Atlantic island of South Georgia earlier this month to dismantle a disused whaling station and raised their blue and white national flag.

Three Argentine vessels are already facing the British ice patrol vessel, *Endurance*.

The Government's embarrassment stems from criticism that defence cuts have left Britain unable to deal with even Argentinian aggression.

In the Commons, Foreign Office Minister, Mr Richard Luce, attempted to allay those fears.

He said the scrap workers were there illegally and declared that the Government was seeking a peaceful, diplomatic solution.

His statement, which was repeated by the Foreign Secretary, Lord Carrington, in the Lords, left MPs unconvinced that Britain has enough force in the

South Atlantic to cope with the situation.

Tory back-benchers who have been complaining that the £8 billion Trident II deal with America is at the expense of our conventional forces, were worried that Britain could not muster a show of force to counter the Argentinian aggression.

Mr Denis Healey, Labour Foreign Affairs spokesman, attacked Mr Luce for "a feeble statement." The Government, he said, had shown up to be "foolish and spineless." Diplomacy was unlikely to succeed unless there was sufficient force to back it up, he said.

"The Government has crippled the Royal Navy for Trident and this situation has found the Government with its trousers down in the South Atlantic and it is not surprising that the Argentinian Government is exploiting the situation in which we have on station only a clapped-out ice-breaker."

Mr Healey was referring to the *Endurance*, armed only with Bofors guns and only recently condemned by the Government to the breaker's yard in the latest round of defence cuts. Mr Luce told the Commons that *Endurance* will remain in the South Atlantic and then, after the Falkland Islands emergency, will be included in a security review of the South Atlantic area.

Mr Healey retorted: "The Government is culpable of a grave dereliction of duty and is incapable of making any response."

He claimed the Falklands Islands situation turned the Government's defence strategy on its head.

Government Ministers, he said, had claimed Britain could only negotiate with foreign Governments from a position of strength.

Mr Luce replied: "The Government is determined to

support and defend the Falkland Islands to the best of our ability."

Mr Luce repeated: "We do claim sovereignty over this area and there is no shadow of doubt that when it comes to the point we will defend and support the islanders to the best of our ability."

Tory back bencher Mr Nigel Fisher complained: "The trouble is that we have not got the ability." Sacked Navy Minister Keith Speed demanded: "are you going to scrap *Endurance* after this emergency is over?"

Mr Luce responded: "She will remain as long as necessary."

The Falkland Islands emergency could not have come at a worse time for the Government when it is trying to convince its own supporters that the Trident deal can be afforded by the nation without robbing the Navy of essential conventional capability.

Editorial Comment—Page 6

**International Press-Cutting
Bureau**

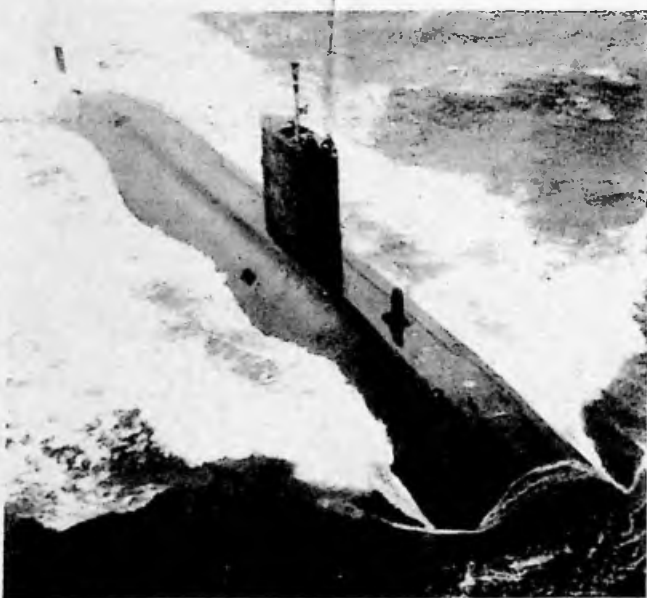
LANCASTER HOUSE
70 NEWINGTON CAUSEWAY
LONDON S.E.1

Extract from

EVENING COURIER
(HALIFAX, ENGLAND)

Date.....**31 MAR 1982**.....

Warships on way to the Falklands



A hunter-killer submarine: One is believed to be bound for the Falklands.

BRITISH warships and nuclear-powered submarines are believed to be on their way to the Falkland Islands to warn off Argentinian vessels.

This is in response to the growing crisis over the British colony after the decision by Argentina to send its own warships to the area following the illegal landing by scrap metal workers in South Georgia Island last week.

Neither the Foreign Office nor the Ministry of Defence will comment on the British measures.

But it was being suggested that HMS Superb, a 4,500-ton nuclear-powered hunter-killer submarine, had already slipped out of Gibraltar and could take up station off the Falklands, 250 miles off Argentina's southern coast, by the weekend, to be joined by another, similar submarine.

An oil supply vessel of the Royal Fleet Auxiliary was also said to be on the way.

Reports suggested she would

be joined by other surface warships, including destroyers and frigates which were already on standby.

Foreign Secretary Lord Carrington's warning to peers yesterday of the "potential danger" that existed was highlighted today with reports from the islands' capital, Port Stanley, that an Argentine Air Force C-130 Hercules transport plane had been sighted by residents.

And in Buenos Aires, the city's newspaper said that Argentina's only aircraft carrier had sailed from the Puerto Belgrano naval base and was already in the South Georgia area.

Three Argentine warships are already facing the British ice patrol vessel Endurance off South Georgia and other Argentine navy vessels are reported to be in the area.

Thousands of police last night used tear gas, horses, clubs and whips to break up the largest and most violent anti-government demonstration in Buenos Aires since the military took power in Argentina in 1976.

Riots in the western Argentine city of Mendoza were also reported.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Liverpool Echo

29 MAR 1982

Action call to repel 'invaders'

THE Government was urged today to send military reinforcements to the Falkland Islands in an effort to force a swift end to the threatened confrontation with Argentina.

Mr. Brian Frow, director general of the Falklands Islands Office in London, said: "I think this is the only answer. I sincerely hope they are on their way."

Ideally, he said, Britain should send an aircraft carrier or a couple of frigates to drive out the Argentinian warships said to be gathering in the area.

"I believe that if reinforcements arrived the Argentinians would scuttle for home," he added.

Accused

Mr. Frow accused the Argentinian government of organising an attempted military takeover of the islands.

Meanwhile the Ministry of Defence to-day denied that it was doubling British military strength in the disputed Falkland Islands. According to some reports, 42 Royal Marine Commandos were on their way to the Falklands' capital of Port Stanley to provide reinforcements.

But the Defence Ministry said that the 42 Marines en route to the

Port Stanley garrison are replacements for Marines already there, not reinforcements.

There has been speculation that Britain was increasing its military strength after reports that Argentina had sent five warships to the area.

The Defence Ministry said it had no official knowledge of other reports that the Argentinian navy has cancelled all leave.

Pressure

Defence Secretary Mr. John Nott was expected to come under pressure from Tory backbenchers in the Commons later to-day over the Government decision to spend £7,500 million on the Trident nuclear missile system.

Conservative MPs, their fears sharpened by the Falklands situation, will renew their attacks on Government cuts in conventional forces, especially the Royal Navy.

One casualty of the cuts is the British vessel in the Falklands, the Endurance, which is due to be scrapped.

Extract from
Western-Mail, Cardiff

Falklands: Carrington cuts short EEC talks

LORD CARRINGTON is to cut short his visit to the EEC summit to make a statement about the Falklands "invasion" row in the House of Lords today.

The Foreign Office said he would be returning to London because of developments in South Georgia, where a group of Argentinian scrap metal workers are said to have landed illegally.

However, the Falklands Governor, Mr Rex Hunt, said last night there was no sign of trouble at the island and although the incident could have "serious consequences", he hoped to solve it diplomatically.

"We are still talking to the Argentinians and we are still hopeful," he said.

He said that reports that there were five

Argentinian warships in the areas had come from Argentina itself. He did not believe there were any there — or that, if they did arrive, they would attempt a confrontation with Britain's HMS Endurance, which is anchored off the island.

He appealed for calm over the incident, and was clearly upset at remarks by the Director General of the Falklands Islands Office in London, Mr Brian Frow, who on Sunday called for Britain to send reinforcements to the area.

"There is no sign of trouble. Mr Frow has no official standing whatsoever, but he is entitled to his opinion," said Mr Hunt.

The Foreign Office yesterday refused to discuss the level of the British defence commitment to the Falklands.

During the Commons debate on Trident Defence, Secretary, Mr John Nott faced Toy backbench jeering and renewed criticism from the sacked Navy Ministry Mr Keith Speed over the proposed disposal of HMS Endurance as the Falklands Islands row escalated.

Mr Speed asked, "How is it we can afford £8,000m to meet a threat in 30 years, but we cannot afford £3m to keep HMS Endurance on patrol to meet a threat that is facing us now?"

But Mr Nott refused to draw into the row over the future of the ice patrol ship, now on patrol in the South Atlantic near the scene of the diplomatic wrangle.

The Trident issue was "too important to be diverted," he said.

Extract from
Rath & Wills, Chronicle

29 MAR 1982

CARRIER CALL BY FALKLANDS

THE GOVERNMENT was urged today to send military reinforcements to the Falkland Islands in an effort to force a swift end to the threatened confrontation with Argentina.

Mr Brian Frow, director general of the Falkland Islands office in London, said, "I think this is the only answer. I sincerely hope they are on their way."

Ideally, he said, Britain should send an air craft carrier or a couple of frigates to drive out the Argentinian warships said to be gathering in the area.

"I believe that if reinforcements arrived the Argentinians would scuttle for home," he added.

"I think it would be over quite quickly. I don't think they are brave enough to sink Endurance. But if they did it would take a long time to get any force from the Nato area to the Falklands — two weeks at least. Anything could happen in that time."

Mr Frow accused the Argentinian Government of organising an attempted military takeover of the islands.

strength in the Falkland Islands.

According to some reports, 42 Royal Marine commandos are on their way to the Falklands capital of Port Stanley to provide reinforcements.

But the Defence Ministry said today that the 42 marines en route to the Port Stanley garrison are replacements for marines already there, not reinforcements.

Extract from
Birmingham Evening Mail

30 MAR 1982

Parliament to hear statement on Falklands

Lord Carrington, the Foreign Secretary, is to make a statement in the Lords today on the Falkland Isles "invasion" dispute.

He is to cut short his visit to the European Community summit meeting in Brussels and his decision is seen as an indication of the gravity of the dispute with Argentina over the Falklands issue.

The Foreign Office yesterday refused to discuss the level of the British defence commitment to the Falklands.

It said Lord Carrington would be returning to London because

of developments in South Georgia, where a group of Argentinian scrap metal workers is said to have landed illegally.

The Falklands governor, Mr Rex Hunt, said last night there was no sign of trouble at the island, and although the incident could have serious consequences he hoped to solve it diplomatically.

"We are still talking to the Argentinians and we are still hopeful," he said in the Falklands capital, Port Stanley.

Mr. Hunt said that reports that there were five Argentinian warships in the area had come from Argentina itself. He did not believe there were any there —

or that, if they did arrive, they would attempt a confrontation with Britain's HMS Endurance, which is anchored off the island.

He appealed for calm over the incident, and was clearly upset at remarks by the director general of the Falklands Islands office in London, Mr Brian Frow, who on Sunday called for Britain to send reinforcements to the area.

"There is no sign of trouble. Mr Frow has no official standing whatsoever, but he is entitled to his opinion," said Mr Hunt.

A spokesman for the office said it aimed to encourage development and research in the Falklands and acted as unofficial High Commission in the absence of an official embassy.

Mr. Frow said yesterday that the so-called invasion was an orchestrated attempt which the Argentinian government knew about from the start.

He said the original 60-strong group of workers — between six and ten remain — had raised the Argentinian flag and played the national anthem.

"Shots were fired — although probably at reindeer," he said.

Mr. Hunt, who said he was concerned about the incident, said the group members were not wearing official military uniforms and were not carrying arms for use against the islanders.

In the Commons yesterday the Defence Secretary, Mr. John Nott faced Conservative backbench jeering and renewed criticism from the dismissed Navy Minister, Mr. Keith Speed (Con., Ashford) over the proposed disposal of HMS Endurance.

Mr. Speed contrasted the disposal with the move to go ahead with the £8 billion Trident programme.

Extract from
Daily Telegraph, London

31 MAR 1982

ATOM SUB 3003 ALERT FOR FALKLANDS

Danger warning by Carrington

By JOHN MILLER and DESMOND WETTERN

THE nuclear submarine, *Superb*, was believed last night to be sailing for the Falkland Islands as the row between Britain and Argentina over the "scrap merchants' invasion" of the British island of South Georgia intensified.

Though the report could not be officially confirmed a reliable Whitehall source said: "The decision should not come as a surprise."

The source said that the *Superb*, which has five 21in torpedo tubes, could now be "well on its way" to the Falklands if it left the Gibraltar area as thought last Thursday.

He said that the *Superb*, 4,000 tons, needed no refuelling or escort of surface ships and could maintain a constant speed in all weathers.

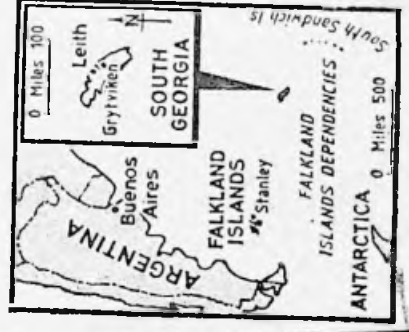
The *Superb* has a crew of 97 and can travel at 50 knots submerged.

It is understood that the main attraction of the submarine's use to the Government as an urgent measure was that it presented a hidden threat to the Argentinian Navy.

"It is not like a warship easily visible and just sitting there," the Whitehall source said.

"The Argentinians will not know where it is and if they start being aggressive they may suddenly get a torpedo up their backsides."

"It is a master stroke in any psychological warfare that the Government feels it necessary to embark upon with the Argentinians."



'Tanker sent'

A civilian-manned tanker of the Royal Fleet Auxiliary is also believed to be on its way to the Falklands.

The despatch of the tanker indicates that Britain is planning to increase the number of warships to the Falklands area.

At present only the ice-patrol ship, *Endurance*, 3,600 tons, is standing by off South Georgia awaiting orders about the 12 Argentinian scrap merchants who landed there earlier this month ostensibly to dismantle a disused whaling station.

Endurance was due to be scrapped under the Navy's cuts, but is now virtually certain to be reprieved.

The Foreign Secretary, Lord Carrington, said yesterday that the dispute with Argentina had developed into a "potentially dangerous" situation and had resulted in a review of British commitments in the South Atlantic.

Talks fail

He told the Lords that he was desperately seeking a diplomatic solution to the dispute but intensive and secret negotiations with the Argentine Foreign Ministry had failed.

It was assumed in London that the Argentines had been telling the Foreign Office for the past week that as far as they were concerned the Falklands and South Georgia belonged to them.

But Lord Carrington said in the Lords that Britain had no doubts about British sovereignty over South Georgia as well as the Falklands themselves.

"I prefer to say nothing in public about precautionary measures," he said.

In the Commons, the Shadow Foreign Secretary, Mr Healey, attacked the Government's early attempts at solving the dispute as "both foolish and spineless." adding: "The Government has crippled the Royal Navy for the sake of the Trident programme and the result is that this recent event has found the Government with its trousers down in the South Atlantic."

Defiant Argentines

Mr Richard Alexander (C. Newark) asked: "Is not the sensible thing for the Royal Marines to round up the twelve *Streptos*, put them on a boat, and take them back whence they came?"

In Buenos Aires, Argentina's foreign minister, Sr Nicanor Costa Mendez said Argentina would give protection to its workers on South Georgia and would not give way to any "British intimidation."

Three Argentine warships are already off South Georgia and other navy ships, including the country's only aircraft carrier, are reported to be sailing for the area.

Parliament—P11

29 MAR 1982

Navy's lone patrol faces five warships NOW IT'S TEST OF ENDURANCE

Nott to answer angry Tories

Western Daily Press Reporters

AS BRITAIN tried to find a peaceful solution to the sudden flare-up with Argentina over the Falkland Islands, Defence Minister Mr John Nott prepared to face angry MPs today.

Five Argentinian warships were reported heading for the area, faced only by the British ice patrol ship HMS Endurance, soon to be scrapped in defence cuts.

The incident could not have come at a more embarrassing time for Mr Nott.

Further Navy cuts were announced last week and today he faces a Commons debate on the £7,500 million decision to buy the Trident D5 strategic nuclear missile system.

Tory Back-benchers, angry at the cuts, are expected to use the Falklands incident to attack the Government's defence policy.

Former Tory Navy Minister Mr Keith Speed, said last night the incident showed the Navy cuts to be "total folly".

Relations between Britain and Argentina remained tense last night after a day of diplomatic moves.

Gunboat

The incident began just over a week ago when about 60 Argentinians employed to dismantle a whaling station for scrap landed on South Georgia — 400 miles off the east coast of Argentina — without permission.

Britain protested and most of them were taken off on an Argentine ship.

But a group of between six and ten remained.

HMS Endurance was sent after reports that they were armed and had run up an Argentinian flag.

Britain sought to have the party removed by a vessel from the Argentine, but it seems that the Argentinians did not respond.

As Endurance reached the area, Argentina indulged in its own gunboat diplomacy by sending a transport ship followed by five warships.

The ships — two British-built destroyers, two missile-firing corvettes and a patrol boat — were sent to back up the rebels on the island, official Argentinian sources said.

According to military sources in Buenos Aires: "Troops would be used if Marines from Endurance tried to remove the party."

According to diplomatic sources in London, Argentina was forced to do this because the Falklands is such a sensitive issue.

Argentina claims sovereignty over the islands and no government could publicly be seen to be allowing Britain to dictate action.

The British ambassador to Argentina, Mr Anthony Williams met Argentine Foreign Minister Nicanor Mendez yesterday for 40 minutes of talks. It was their seventh meeting in a week.

Dangerous

Afterwards, Mr Mendez sent the ambassador a note saying relations between the two countries remained tense.

A British Embassy spokesman said: "We want to avoid at all costs any confrontation. Both sides are looking to find a diplomatic way out."

But Mr Brian Frow, director of the Falkland Islands Office in London, called for Navy back-up for the Endurance, which has 12 Marines and 119 crew on board.

"Since neither side is able to back down, Britain must be ready to send reinforcements to help," he said. The nearest British frigate is believed to be several thousand miles away in the Caribbean and would take up to a week to reach the area.

Tory MP Mr Winston Churchill, vice-chairman of the party's Back-bench Defence Committee, said: "This shows how dangerous it is to indulge in gunboat diplomacy unless there are enough gunboats available."

"This proves that the Royal Navy is now seriously over-stretched, and more money needs to be spent."

Mr Speed, dismissed for his opposition to cuts in the Navy's strength, said the incident showed the "total folly" being pursued in the running down of the surface fleet and the scrapping, in the next few weeks of HMS Endurance.

"If this does not make the Government think again about our maritime strategy, then nothing ever will, and we shall forfeit much of our influence in the world outside our shores."

International Press-Cutting

Bureau

LANCASTER HOUSE
70 NEWINGTON CAUSEWAY
LONDON S.E.1

Extract from

EVENING COURIER

(HALIFAX, ENGLAND)

Date **29 MAR 1982**

Marine commandos 'off to Falklands'

THE MINISTRY of Defence today denied it was doubling British military strength in the disputed Falkland Islands.

According to some reports, 42 Royal Marine commandos are on their way to the Falklands capital of Port Stanley to provide reinforcements as friction grows between Britain and Argentina.

But the Defence Ministry today said the 42 marines en route to the Port Stanley garrison are replacements for marines already there, not reinforcements.

"There is nothing sinister about this," said a spokesman. "It is just sheer coincidence that the marines already out there are approaching the end of their 12-month stint."

"We relieve them at the end of March or beginning of April every year. It is nothing to become concerned about."

The relief detachment flew to Uruguay by chartered jet and then boarded the Antarctic survey ship, the John Biscoe in Montevideo, to complete the journey to Port Stanley.

The Ministry said in normal circumstances the marines would have made the final part of their

journey in HMS Endurance.

But this was not possible because Endurance with 12 marines on board is anchored off South Georgia after a group of Argentinians employed to dismantle a whaling station there had run up their flag. Some were armed.

There has been speculation that Britain was increasing its military strength after reports that Argentina has sent up to five warships to the area.

The Ministry said it had no official knowledge of other reports that the Argentinian navy has cancelled all leave as tension grows in the Falklands.

A Ministry spokesman said: "That is a matter for the Argentinians. We have seen these reports only in news bulletins."

Defence Secretary Mr John Nott was expected to come under pressure from Tory Back benches in the commons today over the Government decision to spend £7.500 million on the Trident nuclear missile system.

Conservative MPs, their fears sharpened by the Falklands situation, will renew their attacks on Government cuts in conventional forces, especially the Royal Navy.

One casualty of the cuts is Endurance, which is due to be scrapped

Mr Nott is also certain to be questioned over reports that the Trident programme will not provide nearly so many jobs in Britain as the Government claimed.

When the Trident deal was negotiated, Mr Nott secured an agreement with the US authorities that British firms would be able to compete on equal terms for sub-contract work on the missiles.

Mr Nott used the prospect of new jobs to win over Tories who had doubts about the Trident project.

There are now suspicions that Congress, under pressure from American competitors, will block any contracts that British industry wins.

Mr Nott will be urged to take a more aggressive line with the Americans to ensure that British industry gets a fair deal.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Daily Express, London.

31 MAR 1982

3003

Old salt rubs it in

NICE to know that not all our old salts conform to the prevailing view that we should go in and knock the living daylights out of Johnny Argentinian because of his perfidious behaviour over the Falkland Islands. Rear Admiral Charles Williams, who retired 18 months ago, looks at it from the Argentinians point of view.

"Britain has done virtually nothing for the Falklands for years," he said yesterday at Gosport, Hants, where he was seeing in the leaders of the Round the World yacht race. "The Argentinians are not, as some people here seem to think, a bunch of uncivilised South American Indians . . . they have been in that part of the world a great deal longer than the Falkland Islands have been any concern of Britain. We must get round a table with them and talk." Heresy, but sense.

Extract from
Irish Press, Dublin

30 MAR 1982

Falklands 'invasion' row grows

THE BRITISH Foreign Secretary, Lord Carrington, is to cut short his visit to the EEC summit in Brussels to make a statement about the Falklands "invasion" row in the Lords today.

The British Foreign Office said he would be returning to London because of developments in South Georgia, where a group of Argentinian scrap metal workers are said to have landed illegally.

However, the Falklands Governor, Mr. Rex Hunt, said last night, there was no sign of trouble at the island, and although the incident could have "serious consequences" he hoped to solve it diplomatically.

"We are still talking to the Argentinians and we are still hopeful," he told the Press Association by telephone from the Falklands capital, Port Stanley.

He said that reports that there were five Argentinian warships in the area had come from Argentina itself. He did not believe there were any there — or that if they did arrive, they would attempt a confrontation with Britain's HMS Endurance, which is anchored off the island.

He appealed for calm over the incident, and was clearly upset at remarks by the Direc-

tor-General of the Falklands Islands Office in London, Mr. Brian Frow, who on Sunday called for Britain to send reinforcements to the area.

"There is no sign of trouble. Mr. Frow has no official standing whatsoever, but he is entitled to his opinion," said Mr. Hunt.

A spokesman for the Office said it aimed to encourage development and research in the Falklands and acted as unofficial High Commission in the absence of an official embassy.

Mr. Frow claimed yesterday that the "invasion" was an "orchestrated attempt which the Argentinian government knew about from the word go".

He said the original 60-strong group — now between six and 10 remain — had raised the Argentinian flag and played the National Anthem. "And shots were fired — although probably at reindeer," he added.

However, Mr. Hunt, who admitted that he was "concerned" about the incident, said the group members were not wearing official military uniforms and were not carrying arms for use against the islanders.

Lord Carrington was to have remained in Brussels until this afternoon before flying to Israel for an official visit. He will now fly to Tel-Aviv from London after his statement.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Hastings Evening Argus, E. Sussex

23 MAR 1982

THE Argentine Foreign Ministry said today that a naval cargo vessel which Britain claimed had infringed its sovereignty on a tiny South Atlantic island was just fulfilling a commercial contract.

The row blew up yesterday when the British Foreign Office said an Argentine group had landed illegally on South Georgia, a dependency of the disputed Falkland Islands, and had hoisted the Argentine flag.

The British Embassy in Buenos Aires said the Argentine firm involved was dismantling a British-owned whaling station, with the knowledge of the British Government.

Extract from
Cambridge News

26 MAR 1982

NEWS BRIEFING

Island 'invaders' get navy help

The Argentinian navy has landed more stores for the South Georgia "invaders" as the dozen or so salvage men apparently prepared for a long stay.

The Argentinian scrap dealers landed at the weekend on the remote island — part of the British-ruled Falkland group — where the only other occupants are scientists from the Cambridge-based British Antarctic Survey.

As the Royal Navy patrol ship Endurance awaits orders over the horizon, it is believed that the workers, stripping metal from old whaling factories, are "digging in."

Endurance, with 12 marines on board, sailed for South Georgia after reports that a

much larger party had been illegally landed.

Their transport ship, on commercial charter, raised the Argentinian flag and the "invaders" were apparently armed. Shots were fired, according to reports, but these may have been fired at a reindeer. Later most of the party sailed away after British protests.

The Foreign Office regards the incident as a serious infringement of British sovereignty of the Falklands, the subject of a long-running dispute between Argentina and Britain.

The incident could not have come at a more embarrassing time for Defence Secretary, Mr. John Nott, who plans next year to axe Endurance, the only regular Royal Navy presence in the South Atlantic. — PA.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Financial Times, London.

1 APR 1982



"It's from the Admiralty, we're to swim to the Falkland Islands immediately!"

Extract from
Daily Mail, London.

24 MAR 1982



3002.
MPs on all sides of the Commons yesterday displayed a sudden urge to talk about Scotland in general and Glasgow in particular. It was, of course, all intended to lead up to the implied imperative: vote for us at Hillhead. Or, alternatively, whatever you do, don't vote for him.

Him, so far as the Tories' Mr Ivor Stanbrook was concerned, was Mr Roy Jenkins. He got round to the point via the Walsall dinner ladies' £10,000 compensation for dismissal. Mr Stanbrook invited Mrs Thatcher to say that Mr Jenkins had voted for the Labour Employment Act which, had not the Tories amended it in 1980, would have denied these good ladies their compensation.

Mrs Thatcher rather thought this was so. Another Tory, Mr Christopher Murphy, raised the subject of civil disobedience. Dr Gavin Strang, a junior Labour Front Bench, had been advocating it in Scotland recently to resist Trident. Would Mrs Thatcher condemn it?

She would. Enthusiastically. Those who advocate such a thing, she breathed sternly, 'cannot believe in parliamentary democracy'.

Even the unemployment figures were approached via Scotland. Mr Michael Ancram, Tory MP for Edinburgh South, invited Mrs Thatcher to contemplate the improvement in Scotland.

She did. With satisfaction. Moreover, she went on, things were looking up in Scotland (Labour groans, Tory cheers). Yes, she had some figures. Oh Yes, she knew that Labour disliked good news (Tory cheers, Labour groans).

Simplistic

But, for instance and just as an example, she happened to have with her the details of a £50 million order which had just gone to John Brown on Clyde-side.

That old bruiser Mr Healey was deputising yesterday for Mr Foot (who had felt compelled to be in Glasgow). He was massively scornful about the supposed improvement in employment.

And he linked unemployment with crime in a way that made Mrs Thatcher bridle.

Mr David Steel, the Liberal leader, quickly brought matters back to Hillhead by pointing out that Mr Heath in a recent visit there had accused the govern-

Extract from
Eastern Evening News, Norwich

22 MAR 1982

ISLAND INVADED

3003
A GROUP of Argentinians effectively invaded a Falkland Island dependency last week, established a camp there and hoisted the Argentinian flag, the Foreign Office reported today. The Argentinian authorities have told the British Government that the ship, which brought the party, left on Saturday. But Foreign Secretary Lord Carrington is demanding a full report on the incident which is regarded as a serious infringement of British sovereignty over the Falkland Islands.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Sun, London

25 MAR 1982

GUNBOAT PUT ON ALERT FOR INVASION ISLE

3004
A BRITISH gunboat was last night poised to repel a bizarre Argentinian "invasion" of the Falkland Islands. The Navy's ice patrol ship Endurance was alerted after 50 workmen landed on the remote island of South Georgia to collect scrap metal.

The row broke out after they hoisted the Argentinian flag. Most of them have now left, and police were yesterday trying to round up the remainder. The Falklands are still a British colony but Argentina claims control.

Furious

As British diplomats tried to defuse the potentially explosive situation, furious islanders stormed the office of the Argentine state airline in the capital. They scrawled "tit for tat" on the walls.

Extract from
Guardian, London.

24 MAR 1982

Navy cuts anger Tory back bench

By Colin Brown

Conservative backbenchers were annoyed yesterday when they were told about cuts in Navy training centres.

One senior backbencher, Sir Frederick Burden (Gillingham) later lodged a protest with the Speaker, Mr George Thomas, over the failure of Government ministers to make a statement to the House.

Sir Frederick said: "Most members in this House will be very seriously concerned that they knew nothing about these cuts until they read them in the newspaper. They are of such a character that most people believe a minister should be subjected to questions on this matter."

They were informed about some of the cuts by Mr Geoffrey Pattie, the Parliamentary Under-Secretary for Defence (Procurement) in a reply to Mr Peter Viggers (Con, Gosport).

Mr Pattie said that Mr Peter Blaker, the Minister of State for the Armed Forces, was announcing in a written answer that the Ministry of Defence proposed, subject to the normal consultation procedures, to close the HMS Phoenix, HMS Excellent, HMS Vernon, and the Fraser gunnery range training establishments at Portsmouth; and HMS Fishguard, at Torpoint.

In a written answer which MPs received after questions in the House had ended Mr

● Mr Blaker (top): 4,000 lay-offs. Sir Frederick Burden: 'ministers must be questioned'

Blaker told Mr Peter Lloyd (Con, Fareham) that the total uniformed strength of the Royal Navy, the Royal Marines, Queen Alexandra's Royal Naval Nursing Service and the Women's Royal Naval Service, was expected to reduce to about 62,000 by 1986-87—a reduction of 10,000 which might involve up to 4,000 redundancies.

In a separate written answer Mr Blaker said that seven establishments would be closed, including the five announced by Mr Pattie.

Mr Denzil Davies, (Lab, Llanelli) a Shadow Defence Minister, told Mr Pattie: "Before the Government dismantles the Royal Navy even further, and we have had another 4,000 redundancies announced today, you should have had the courage to come to this House and actually make a statement because this affects jobs and affects the Royal Navy."

As he understood it, the whole defence strategy was based on the fact that if there was a war in Europe it would only last a few days. Did it not make more sense that a war, if it took place, would be a war of attrition which would make the naval fleet important in the Atlantic?

Mr Pattie replied: "I don't think the question of courage arises because the decisions announced today are pursuant to the policies outlined in the White Paper last July."

Mr Alan Clark (C, Plymouth Sutton) urged the Speaker to allow questions to defence ministers to continue so that

members with constituency interests could ask further questions.

"There is an assurance that members of constituencies will be kept informed. We all know what that means. It does not allow us freedom to put questions on behalf of our constituents."

Dr John Cunningham (Lab, Whitehaven) said the decision to reduce or slow down orders for naval vessels had put "a massive hole" in the corporate plan of British Shipbuilders. It was going to cause redundancies on the Tyne, the Clyde, and elsewhere. Did this not make a nonsense of Government assurances that jobs would be protected?

Earlier, Mr Richard Mitchell (SDP, Itchen) had said that the proposed closure of Portsmouth dockyard and cuts in naval training establishments were having very damaging effects on the employment prospects in southern Hampshire. "Is this not a very high price to pay for Trident?"

Mr Pattie said: "I do not accept your contention that this is part of the price for Trident. The constituency points that you make are very legitimate and important ones, but we are redoubling our efforts to give what support we can."

Mr John Farr (C, Harborough) objected to the decision to withdraw HMS Endurance from the Falkland Islands. He urged defence ministers to look into the possibility of keeping the vessel on station in the south Atlantic until she could be replaced by a more modern and effective vessel.

Extract from
Daily Telegraph, London.

24 MAR 1982

Tories cheer Callaghan in Falkland row

By PETER PRYKE
Parliamentary Correspondent

MR CALLAGHAN was enthusiastically cheered by Conservative MPs in the Commons yesterday when he blamed Government action for the landing of 60 Argentine scrap merchants on a Falkland Island dependency.

Foreign Office Ministers had been warned that when the news of the decision to withdraw Endurance, the 3,600-ton ice patrol vessel, reached Argentina this type of escapade would be likely, said the former Labour Prime Minister.

Amid loud cheers, he asked: "is it not a gross dereliction of duty on the part of the Government to persist in this course?"

Mr Callaghan called on Foreign Office Ministers to give an undertaking "forthwith" that Endurance would not be withdrawn.

'Best of our ability'

Mr LUCE, Minister of State, Foreign and Commonwealth Affairs, replied that Endurance was still in the area and was "in a position to help if necessary."

The question of the deployment of defence forces was a matter for the Defence Secretary, but it was "the duty of the British Government or any British government to defend and support the islanders to the best of our ability."

Mr Luce repeated this assurance time and again as MPs from both sides expressed their anxiety about the strength of the Government's commitment to the islanders.

Mr HEALEY, Shadow

Extract from
Guardian, London.

24 MAR 1982

Britain sends in the Navy

By Patrick Keatley,
Diplomatic Correspondent

The British Antarctic ice patrol vessel HMS Endurance has been ordered to proceed to the island of South Georgia, to see that the remaining members of an Argentine landing party leave the dependency immediately.

In Buenos Aires, the British Ambassador, Mr Anthony Williams, has demanded of the Foreign Ministry that it withdraw its nationals.

In the Commons, the Minister of State at the Foreign Office, Mr Richard Luce, assured MPs that the British Government was not backing down in the face of Argentine "aggression" and was taking "a very firm line."

HMS Endurance is to be withdrawn from the Falkland Island patrol, as part of the latest naval cuts.

In the Commons, Mr Luce was unable to satisfy MPs about the supposed innocence of the motives of the Argentinians. He conceded that the vessel which brought them to Leith Harbour was a supply ship of the Argentine navy, but it had been chartered to a civilian salvage firm in Buenos Aires.

Jeremy Morgan adds from Buenos Aires: The Foreign Ministry said yesterday that the naval cargo vessel which Britain claimed had infringed its sovereignty was fulfilling a commercial contract.

An Argentine Foreign Ministry communique explained: "The naval transport vessel Bahia Buen Suceso traditionally sails to ports in Patagonia, the Falkland Islands, and other islands of the South Atlantic. It transported cargo and personnel loaded by the contractor and necessary for proposed work on South Georgia."

Argentine officials meanwhile said the Foreign Ministry was investigating reports that a mob had attacked the offices of an Argentine airline, LADE, in the Falklands capital of Port Stanley.

A spokesman for the airline said that an Argentine flag flying on the building had been taken down by people protesting at news of last weekend's incident on South Georgia.

It is not clear how many Argentines were involved in this latest episode in the long-running dispute with Britain.

Unofficial estimates of the party, which is said to have been made up of members from both the Argentine navy and a private company which has an agreement with Christian Salvesen of Liverpool to remove scrap from old whaling factories, range from 14 to 30.

Extract from
Daily Express, London.

24 MAR 1982

Navy gunboat sails to repel invaders

By MICHAEL EVANS

A ROYAL NAVY ice patrol ship due to be axed in a few weeks was steaming out last night for her final battle—to oust Argentinian “invaders” from a remote Antarctic island.

The 3,600-ton *Endurance*, with 100 Royal Marines on board, was heading for South Georgia, a Crown colony and a dependency of the Falkland Islands claimed by Argentina. Its orders were to evict six Argentinians who have refused to leave the island.

Another 54 Argentinians who landed on South Georgia last Friday left on Sunday, having hoisted their national flag.

Serious

Foreign Office Minister Richard Luce said that arrangements were being made for the “early departure” of the Argentinians.

Foreign Secretary Lord Carrington has taken the infringement of British sovereignty very seriously, even though Argentina has said the men were scarp-metal workers clearing equipment from a disused whaling station.

Extract from
Guardian, London.

24 MAR 1982

Minister's pledge on Falklands

The Argentine Government claimed to have known nothing of the landing by a party of Argentinian traders on a remote Falkland Islands dependency where they planted their country's flag, a Foreign Office Minister of State said in the Commons.

Mr Richard Luce was replying to questions from MPs about the illegal landing by Argentinians on South Georgia island, 800 miles south-east of the Falkland archipelago, last week.

Although the traders were said to be scrap merchants they were reported to have arrived in a cargo ship leased from the Argentine navy.

Britain and Argentina have for many years been in dispute over the sovereignty of the Falklands, which Argentina claims.

Mr Luce said that talks he had recently had in New York with Argentinian representatives were held in a good spirit and atmosphere.

“It is very important if we want a possible solution that we should not do it against a background of threats and provocation,” he said.

Mr James Callaghan, the former Labour Prime Minister, asked Mr Luce whether he recalled that when it was announced that HMS *Endurance* was to be withdrawn “this kind of escapade” was likely?

The 3,600-ton ice patrol vessel, which is operating in the area, is expected to be withdrawn in the next few weeks and is not being replaced.

“Is it not a gross dereliction of duty on the part of the Government to persist in this course?” Mr Callaghan asked.

Mr Luce said that HMS *Endurance* was in the area at the present time and was in a position to help “if necessary.” It was the duty of the British Government or any British government to defend and support the islands “to the best of our ability.” Deployment of defence was a question for the

Defence Secretary.

The Argentinian Government had claimed that it did not know about the party, who made their landing on South Georgia last Saturday and planted the Argentine flag. Although the ship which transported the party was a cargo vessel, it was also an Argentinian naval transport ship.

The Government had immediately taken up the matter with the Argentine authorities in Buenos Aires and the Argentine Embassy, and most of the party left on March 21.

Sir Bernard Braine (Con, Essex SE) asked Mr Luce whether he agreed it was no good asserting that the islands would remain British while withdrawing “tangible signs” of support, such as the Survey Officer.

Mr Luce: “We are, as a Government, committed to supporting and defending the islands and their dependencies to the best of our ability and I can assure you of that.”

Patrick Keatley, page 6.

Extract from
The Times, London

24 MAR 1982

Falklands landing raises clamour in Commons

By Hugh Noyes, Parliamentary Correspondent

The Government was under pressure yesterday to retain the survey ship HMS *Endurance* in the South Atlantic after the illegal landing by a group of Argentinians at Leith Harbour, South Georgia, last week. South Georgia is a dependency of the disputed Falkland Islands. In the Commons Conservative and Labour members urgently appealed to the government to reconsider the withdrawal of the vessel or to consider a replacement. There was some indication that Ministers may be having second thoughts after a statement by Lord Trefgarne, Under-Secretary of State, at the Foreign Office, that the matter was still being discussed.

Mr Richard Luce, Minister of State at the Foreign Office

told the Commons that the Argentine naval transport ship and most of the personnel left on Sunday. HMS *Endurance* is in the area and there are Marines in the Falklands.

Mr James Callaghan, the former Prime Minister, said Mr Luce was warned that this sort of escapade was likely as soon as the withdrawal of the *Endurance* became known to Argentina. It would be gross dereliction of duty by the Government to persist in this course.

□ Buenos Aires: The British Ambassador, Mr Anthony Williams was summoned to the Foreign Ministry yesterday to discuss the landing and the military junta met to view the situation, a Government source said.

Extract from
Eastern Evening News, Norwich

19 MAR 1982

Yarmouth Port

Steamship 3003 stirred

IT was one of the most enjoyable mornings I have spent in my life, and memories of it flooded back clearly this week when I inspected a small exhibition in a Yarmouth bank.

The display featured Isambard Kingdom Brunel's famous steamship Great Britain, which was figuratively brought back from the dead and is currently being painstakingly restored in a dry dock down in Bristol. And it was there that I wandered around her, looking and touching and admiring, during a Peggotty family holiday in the West Country.

SCORCHING

The visit was enhanced by the fact that it took place during the hotter of those two scorching summers in which the nation basked in the mid-1970s and which even the official droughts did not mar.

For the record, the Great Britain was — in effect — the world's pioneer modern liner. Her impressive list of "firsts" included first propeller-driven and iron-built ocean-going vessel, first balanced rudder, double bottom, water-tight bulkheads...

She was launched in 1843 (from the very dock in which she is now undergoing restoration) and worked for 31 years before conversion to full-rigged sailing freighter.

DAMAGED

In 1886 she was storm-damaged rounding Cape Horn, put in for repairs in the Falkland Islands but became a wool and coal store and, in 1937, she was deliberately beached as a derelict hulk until a massive financial and technical project was organised 14 years ago to rescue this historic craft.

It resulted in the hull being manoeuvred over a submersible pontoon and settling on her as the tide ebbed. And on that "raft" she was towed 7000 miles home to a rapturous reception in 1970.

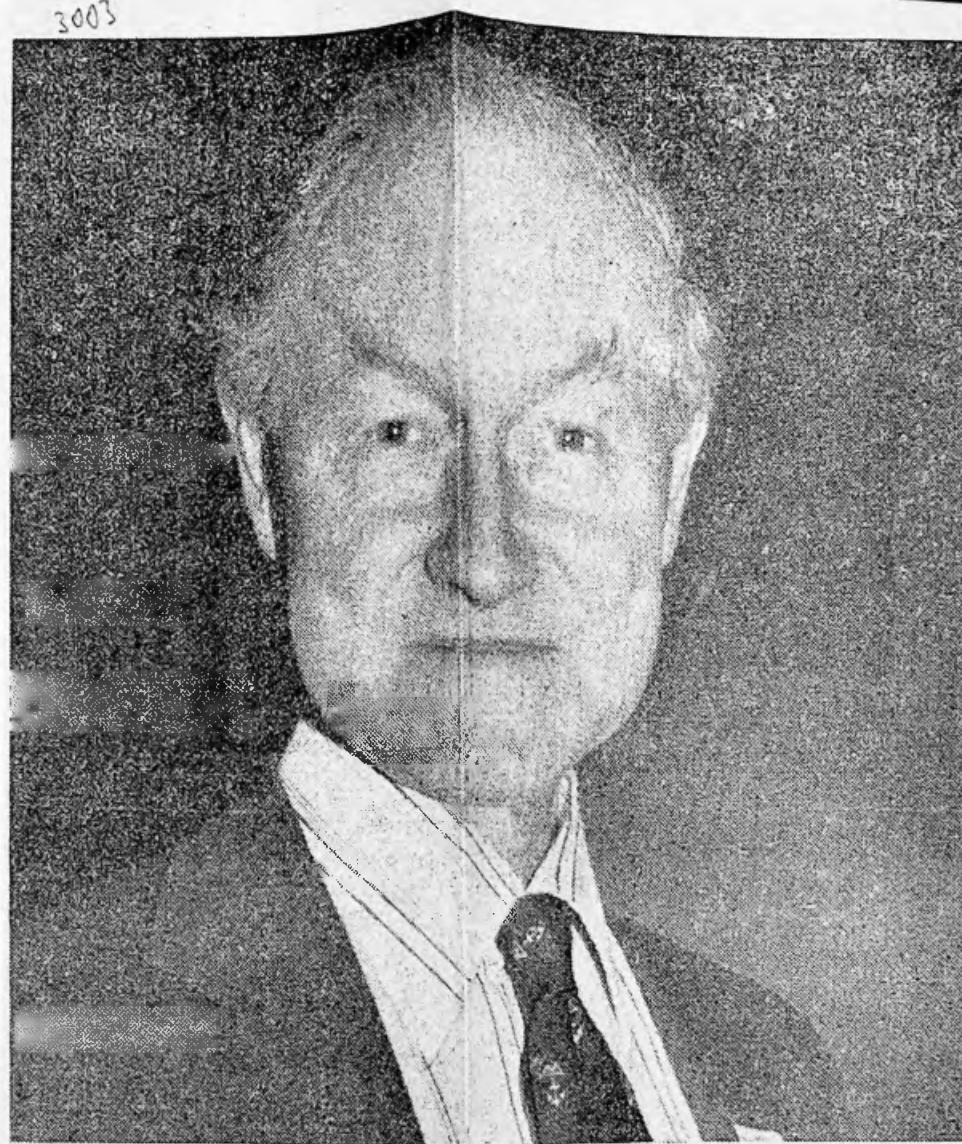
EXHIBITION

The exhibition in the Hall Quay branch of the Midland Bank briefly tells that tale from Brunel's conception to the present stage of restoration in half a dozen illustrated panels that are not adequate to convey the enormity of it all, especially the efforts going into the task of getting her back to her original appearance and ensuring that her interior eventually enables visitors to visualise life as a passenger in Victorian times.

But presumably the travelling

Extract from
Daily Telegraph, London.

24 MAR 1982



Admiral Sir Henry Leach, First Sea Lord, leaving the Defence Ministry last night.

PICTURE: ANTHONY MARSHALL

'Cuts' ship sails to oust intruders

By JOHN MILLER *Diplomatic Staff*

THE Royal Navy's Antarctic patrol ship *Endurance* was believed last night to be sailing at full speed to South Georgia Island in the South Atlantic to deal with an Argentinian "presence."

Although the Foreign Office and Defence Ministry were silent about the movements of the 3,500-ton *Endurance* it appeared that the ship was poised to eject a handful of Argentinian scrap merchants who were refusing to leave South Georgia, a Falkland Island dependency.

Reports on Monday said that after hoisting their nation's flag some 60 Argentinians collecting scrap metal from a disused whaling station at Leigh had sailed away.

But it emerged yesterday that, although the Argentinian Navy transport *Bahia Buen Suceso*, 3,100 tons, had left the scene some 10 Argentinians remained.

Endurance, which has a crew of 124, is armed with two 20mm Bofors guns and has two heli-



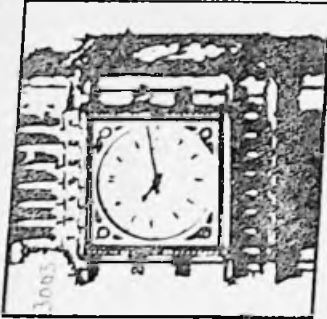
copters. It is making its last patrol of the area before being withdrawn in the next few weeks.

Its withdrawal as an economic measure designed to save about £2 million, has been widely criticised. The news was received with glee by the Argentinian Press.

Endurance's movements were apparently being kept secret to avoid alerting the Argentinian Navy until the exercise is completed. It would take two or three days to make the voyage from the Falkland Islands to the dependency which lies some 800 miles east-south-east.

The Government's response to the Argentinian "provocation" was signalled in the Commons yesterday by Mr Richard Luce, Foreign Office Minister of State. Revealing the continued presence of the Argentinians on the mountainous glacier-covered island of 1,400 square miles, he said arrangements had been made for "their early departure."

24 MAR 1982



Michael White

What with the soil of the Falkland Islands being invaded by a bunch of corned-beef-eating scrap merchants and the announcement of the latest batch of naval dockyard closures, yesterday could not be judged a good one for the Empire.

Worse than that for backbenchers, thanks to the Ministry of Defence's incorrigible weakness for the pre-emptive leak, the contents of a ministerial answer on the dockyards had been communicated to the entire Fleet before it reached Westminster. MPs had been scooped by every rating in the navy!

Perhaps worse still, it surely followed that HMS Endurance on station supposedly protecting the Falklands must have picked up the signal, in which case the Argentinian scrap merchants on South Georgia probably picked it up before MPs did as well—using their CIA-supplied British code books. Oi, Jorge e Carlob. Hear ye! The imperialist gringo pigth are clothing down the Frather Gunnery Range at Portsmouth and HM-eth Feethguard at Torpoint. Only two dayth and we haf zem on ze run."

During defence question time MPs on both sides were furious about the leak of what was only an insulting written answer anyway; and they were angry, too, about the refusal of ministers to answer questions on the Falklands on the ground that Mr Richard Luce of the Foreign Office was waiting to make a statement.

Later, when Mr Luce ducked all questions about the deployment of forces on the grounds that they should be directed to defence ministers, they were naturally even more furious. But by then it was too late.

Listening to Mr Luce being battered about the head by Denis Healey and others, it was hard not to form the impression that far-sighted Falkland Islanders should start looking for property somewhere closer to the Home Counties: St Helena, perhaps, or—for softer brethren—the Hebrides.

It was a highly implausible story to begin with: a group of 50 or 60 Argentine totters (Steptoe e Hijo) just happening to alight on this ice-clad rock with their rag-and-bone carts on the off chance that the penguins might have some iron, lead, or even copper piping they no longer needed.

As MPs pieced it together, the story grew worse, though the Argentine government denied all knowledge of the invasion. It was confirmed that an Argentine flag had been raised, that the cargo ship in which the totters arrived was also a naval transport ship, that the Argentine had threatened direct action and that, while

Fast and Luce over the Falkland scrap

most of the visitors had left not all of them had, or in yet anyway.

If Luce, he was representing medium-sized power, might be hard-pressed to fend Portsmouth from really determined bands of scrap merchants; and the Falklands are a long way away. Still, he could have put some convict on into it without actually having to declare war.

Yesterday he kept saying that Britain would defend the islands "to the best of our ability", and that there would be no changes without the "consent of the islanders", not the most encouraging formula in recent experience.

Oh yes, and HMS Endurance would provide "tangible support" if necessary, at least until she was recalled in a few weeks' time. Mr Callaghan—and Tories—demanded that the ship should stay put; and Mr Healey, who has closed down more overseas bases than Tony Benn has swallowed hot tea-bags, suggested with massive sarcasm that perhaps HMS Invincible could drop by on the way to its new owners in Australia.

Only Mr John ("Ripping yarns") Stokes rallied unequivocally to the flag in the hour of danger. "When I was in the Foreign Office (Hon Members: Hear, hear!) and there was trouble, you called upon a cruiser and next day it appeared," said Mr Stokes, who is obviously even older than one thought. Mr Luce cannot spare a cruiser. Perhaps he should send Mr Stokes.

During Prime Minister's questions, the Tories turned out for a spot of canvassing at Hillhead. Mrs Thatcher had better unemployment figures on her side, but worse crime and taxation than her—

together with Opposition invigorated by the absence (at Hillhead) of one quixotic Mr Foot.

Deputy Healey v Denis Skinner, abrasive, and even David's brutal, aged to ship in a bel man-Heath (at Hillhead) of Mr crime with unemployment linking "That is much too gent."

Mrs Thatcher told us, which—for her—is Steel, tual progress. Unfortunately, she spoiled it a few seconds later by telling us that she shade simplistically a who advise civil discourse cannot believe in peace tary democracy."

Never mind: in his barrel she had a £50 million generator order for Hillhead lower Scottish unemployment figures and that new construction centre. Any things can have these if it Humber bridge if it one. All you have to dispose of your MP.

Parliament, page 1

Ealing

INTERNATIONAL PRESS-CUTTING BUREAU
70 Newington Causeway, London, S.E.1
Extract from
Financial Times, London.
24 MAR 1982

Commons Sketch

Tartan boom upstaged by invasion of the 'Steptoes'

MR MICHAEL FOOT was in Hillhead yesterday drumming up support for the Labour Party in tomorrow's by-election. For her part Mrs Thatcher decided to do her electioneering from the Commons by using Prime Minister's question time to pour out a flood of "good news" about Scotland.

Welcoming the latest figures which show unemployment below 3m she emphasised that on the whole the trend was better in Scotland than in the other regions of the UK. Yes, she gladly confirmed, it was true that orders for Scotland were picking up and only last week a further one had been announced. Presumably this was a reference to the £50m contract for an Oman power station won by John Brown Engineering which, surprise, surprise, is near the Hillhead constituency.

Unfortunately, the Government suggestion that the aluminium smelter at Invergordon could be rescued by the use of hydroelectric power is still under discussion by the Cabinet.

"Yes, until tomorrow," shouted one Labour doubter who obviously expected a large dollop of Government cash to be announced on the eve of the poll.

After this we could hardly wait for the statement from Mr Richard Luce, Minister of State at the Foreign Office, about the mysterious affair of the 60 Argentinian scrap metal merchants who landed on the South Georgia Island in the Falklands, and hoisted their national flag.

Nobody would have been surprised if the Minister had shamelessly announced the creation of an expensive naval task force to protect the Falklands—all the vessels to be built on the Clyde, naturally.

In fact the exchanges seemed straight out of a 1950s script from Ealing film studios. The Argentinians, whose Government lays claim to the Falklands, had been discovered by a party of British biologists who were studying the life cycle of the krill and the shrimp. Apparently some of the intruders are still lurking on this small blob in the South Atlantic.

This did not, however, prevent MPs getting themselves into a great lather at this gross infringement of sovereignty. Suddenly, everyone was swept along on a wave of chauvinism.

The Tories were clearly suspicious of Mr Luce's cagey and cautious statement and detected more than a whiff of appeasement on the part of the Government.

Never a man for understatement Mr Nicholas Winterston (Con, Macclesfield) claimed it was "tantamount to an invasion of an independent country."

Grumpily Mr John Stokes (Con, Halesowen and Stourbridge) observed that in the good old days when he was attached to the diplomatic service you just sent for a cruiser when foreigners started playing up like this.

Mr Eric Ogden (Social Democrat, West Derby) seemed to think that the arrival of these "Argentinian Steptoes" was part of a plot hatched in Buenos Aires and Edinburgh. Unfortunately the Speaker cut him short before we could discover whether he was about to allege some sinister connection with Hillhead.

Labour MPs, too, were angry over the affair. Former Prime Minister Mr James Callaghan drew cheers from the Conservatives when he accused the Government of a "gross dereliction of duty" in recently deciding to withdraw the ice patrol vessel Endurance from the area.

Invincible

Mr Luce mumbled that the Endurance was still in the area at the moment but carefully avoided any commitment that it would be staying on to defend the inhabitants.

Labour's Foreign Affairs spokesman Mr Denis Healey seemed to be enjoying himself immensely in the absence of Mr Foot. Amiably he suggested that the best answer might be to order the aircraft carrier Invincible to drop in on the Falklands on its journey to the antipodes where it is to be sold off to the Australian navy.

During the defence questions earlier, Mr Dennis Canavan (Lab, Stirlingshire West) had criticised the choice of Lt-Col John Blashford-Snell as the leader of the Government's scheme to give teenagers adventure training with the army. Mr Canavan said this "madcap toy soldier" had been on many exploits around the world. Surely here is the solution to the Government's difficulties. Why not send in "Basher" and his lads' army to sort out the whole affair?

John Hunt

Extract from
Daily Express, London.

25 MAR 1982

Marines land to throw out isle 'invaders'



Endurance... gunboat diplomacy

By MICHAEL EVANS

THE Royal Navy and a shipful of Marines carried the full weight of British gun-boat diplomacy to the remote island of South Georgia last night.

The Marines, after landing from the ice patrol ship Endurance, were 'poised for action' to expel an invasion by Argentinians... all six of them.

Whitehall has issued an ultimatum to Argentina: Take the men off or the Marines move in.

The British Government is adamant that the Argentinians have to go. But while

diplomatic negotiations are going on a public show of force is thought unwise, despite the presence of the Endurance.

About 60 Argentinians arrived on South Georgia — which is part of the British Falkland Islands which Argentina claims as its own — last Friday.

They started an international incident by raising their national flag on what Britain considers its sovereign territory. The explanation

that they were there only to remove an old whaling station as part of a scrap metal deal was disbelieved because of the six men remaining on the island.

A firm based in Edinburgh last night confirmed that it had made a deal for Argentinians to remove scrap.

The situation was not helped when local people in Port Stanley, in the Falklands, allegedly attacked Argentina's military airline office.

This incident gives Argentina diplomatic ammunition to fire back at Britain.

Extract from
International Herald Tribune, London &
Paris.

23 MAR 1982

Argentines Occupy British Island

United Press International

LONDON — An Argentine government ship put ashore on a British-controlled island in the South Atlantic and a landing party raised the Argentine flag, the British Foreign Office said Monday.

The incident occurred Friday on South Georgia Island, a dependency of the Falkland Islands, which are claimed by Argentina, a spokesman said. He said the British Antarctic survey commander on South Georgia reported that an Argentine party established a camp on the island, which has a population of about 20. It was not known whether the party was still there Monday.

The party landed without clearance from British authorities, the spokesman said. He said London had sought clarification from Argentine officials. In Buenos Aires, a government spokesman promised a detailed Foreign Ministry report on the incident but declined to comment further.

Extract from
Sunderland Echo

22 MAR 1982

FALKLAND 'INVASION'
Group of Argentinians effectively invaded a Falkland Island dependency, established a camp there and hoisted the Argentinian flag, the Foreign Office reported today. But Foreign Secretary Lord Carrington demanding a full report on incident which is regarded as a very serious infringement of British sovereignty over the Falkland Islands.

Extract from
Ipswich Evening Star, Suffolk

22 MAR 1982

**FALKLAND
3003 LANDING**
Group of Argentinians illegally landed at Falkland Island dependency last week, established camp there and hoisted Argentinian flag, the Foreign Office reported. Regarded as "serious infringement" of British sovereignty.

Extract from
Daily Mail, London.

24 MAR 1982

☐ THE British Government will always defend the Falkland Islands, Foreign Office Minister Richard Luce assured the Commons yesterday. His pledge followed a major diplomatic row over the way a party of Argentinians landed on the Falkland Islands dependency of South Georgia and planted their national flag.

Extract from
The Times, London

25 MAR 1982

Navy sails to scrap merchants

By Henry Stanhope
Defence Correspondent

The Royal Navy's patrol ship HMS Endurance, was expected last night in South Georgia, the Falkland group island where a band of Argentine scrap metal entrepreneurs have made themselves more famous than Steptoe and Son.

What happened next was open to doubt, as Britain tried to secure the removal of the island's most illegal immigrants via diplomatic channels in London and Buenos Aires. But the presence of the 3,600-ton ice patrol vessel will strengthen the campaign for keeping her in the fleet, in the face of Government plans to sell her.

Between six and 10 of the 60 metal merchants who landed on South Georgia at the weekend are thought to be still there, sheltering under the Argentine flag at the disused Leith whaling station. Unconfirmed reports suggested that they were armed, because shots had been heard, and that some of the original party were military.



Most of the original party left, however, after protests from Britain, whose sovereignty over the Falkland Islands has long been the subject of negotiations with Argentina.

All that the Ministry of Defence would confirm yesterday was that HMS Endurance was in Falklands waters, and that she was ready to give assistance if required.

Her armaments are light but effective — two 20mm Oerlikon guns and two Wasp helicopters. Her 119-man complement includes provisions for a small detachment of marines.

Part of the ship's duties while on station in the south is to ferry marines between Port Stanley in the Falklands and Montevideo in Uruguay, which is the terminal for air transport to and from Britain.

About 40 marines are stationed on the Falklands at any one time. HMS Endurance was at Port Stanley when she was diverted to South Georgia, 800 miles to the south-east. Although the Ministry of Defence was not saying anything last night, it would be surprising if some of these marines were not on board.

The vessel was launched in Denmark in 1956, but was reinforced by Harland and Wolff when Britain bought her second-hand from a Danish company in 1967.

The Government decided after last year's Defence Review, however, that the annual £3m it cost to keep HMS Endurance afloat was an expense that the Defence Ministry could ill afford, and Endurance was put up for sale.

Letters, page 12

INTERNATIONAL PRESS-CUTTING BUREAU
1, Knightsbridge Green, London, S.W.1Extract from
Southern Evening Echo, Southampton

28 MAR 1982

Around the Port

SURVEY SHIPS' NEWS COULD BE DRAMATIC

By Quentin Cowdry

WHEN the British Antarctic Survey ships return to Southampton later this summer one of the world's last great unexploited regions will be another step closer to development.

For years now the John Biscoe and Bransfield have sailed from Southampton each autumn to take supplies to the BAS's field bases and to carry out research work during the brief Antarctic summer.

In their research role, they have been contributing to an international programme of study into the food and mineral resources of Antarctica.

Already there is mounting evidence to suggest that the region could have vast coal and oil resources as well as deposits of copper, molybdenum, chromium, nickel and lead.

Much of the latest data has been collected by means of aeromagnetic surveys which have made it possible to look at the bedrock underneath the ice.

Currently, the John Biscoe is assessing krill stocks around South Georgia. Krill, on which many whale species feed, is a shrimp-like creature high in protein.

In addition, a four-man team of geologists have



The Bransfield in Southampton Docks.

been examining the structure and palaeontology of the sediments underlying the James Ross Island.

PORT disputes — particularly Southampton's — have been cited as one of the major factors behind the low profitability of British shipping firms last year.

Top stockbrokers Phillips and Drew say that profit figures are likely to be sharply down when accounts are published over the next month or two.

Apart from labour rows, ferry operators faced fierce competition on cross-Channel routes and bulk trade companies suffered from severely reduced rates for dry cargo.

Together, these problems depressed pre-tax profits by 25 to 30 per cent over the year, the brokers claim.

However, it is said profits should show a modest improvement in 1982 as a result of better port industrial relations and the cutting out of loss-making activities among shipping lines.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1Extract from
Morning Star, London

25 MAR 1982

Gunboat sent to Falklands

The Royal Navy's Antarctic patrol ship Endurance was due to arrive in South Georgia in the South Atlantic sometime yesterday, supposedly to deal with Argentinian "invaders." The Endurance is reported to have marines on board.

South Georgia is part of the Falkland Islands group, a British colony about 400 miles off the coast of Argentina which claims sovereignty over the islands.

A party of Argentinians landed on South Georgia at the weekend to fulfill a contract to collect scrap metal but also raised an Argentinian flag.

V the market in danger of collapse in face of the present depression which has created three million unemployed – a fair proportion of them stamp-collectors? Is there nothing ahead but gloom and doom? I think we need to regain our sense of proportion. Less than three years ago collectors and dealers were living in a sort of fairyland, believing that prices would go up and up for ever and ever. No-one wanted to listen to warnings. Now, no-one wants to listen to optimism!

In October 1979 I wrote that the market was being distorted by an invasion of buyers with no knowledge of, or interest in stamps. All they wanted was an inflation-proof investment. Such people, I wrote then, will sell their holdings as soon as any better commodity presents itself, leaving the stamp market to cope as best it may with the lamentable results. What happened was that the economic depression had two effects: it sent such people scurrying to sell and left genuine collectors with less spending money... or no spending money at all.

Obviously it would be insulting to suggest that real collectors, faced with financial problems, should spend more on stamps. But I feel that many of them, who could still afford to buy, are holding off through lack of confidence that the market will eventually recover. They are misguided. There is unlikely to be a better time to buy than the present. In a year or two, those who postponed buying will be looking back (through their tears!) to those low 1982 prices in sheer disbelief. But let us be clear about one thing. Many of the alleged "rarities" which commanded impossible prices in 1979 were not rarities at all. They had that quality "thrust upon them by being bought in quantity by collectors and others whose greed has outrun their judgment."

In an attempt to inject a little realism, may I suggest that the passion for "unmounted mint" deserves a bucket of cold water. It has had a bad effect on the trade by making many collectors reject superb, lightly-hinged specimens in favour of stamps whose apparently unmarked backs may have been due to a little careful doctoring. By turning a whole group of otherwise splendid older stamps into the equivalent of second-class citizens, great damage has been done to collectors and dealers alike. No wonder the sale of used stamps and stamps on cover has flourished. The present period of depression may induce many people to think again about their collecting habits. It is legitimate to expect stamps issued since, say, 1952 to be available unmounted; to expect the same of stamps

issued in 1902 is to invite the attention of those gentlemen whose prime objective in life is to supply needs... at a price.

Great Britain. If I were starting a collection of this country for the first time I would collect used only to 1945; mint and used after that date. I would be looking for superb used examples of the 1887-92 and 1902-10 definitive sets and I would also be seeking suitable examples used on cover. I would also pay a lot of attention to the Postage Due stamps of all periods but particularly to covers where these labels were used to indicate the (correct) charge. I would collect the stamps of the present reign, but in a restrained way with, perhaps, an additional emphasis on Presentation Packs and booklets. Now for a similar hard look at some other territories.

Falkland Islands. In spite of big cuts for some of the speculators' favourite sets, like the 1933 Centenaries, this remains a highly popular area. Urch Harris, publishers of the old single-volume *Commonwealth* catalogue of QEII stamps have recently extended the range of their single-country sectional booklet-catalogues with two books. One covers the QEII issues of the Falklands proper and the other the territories of British Antarctic Territory, South Georgia and Falkland Islands Dependencies. Readers will find that some of their prices are startlingly low compared with, say, SG's *Elizabethan* catalogue. I think it would be a sound idea to complete the very interesting 1968-75 definitives: both the sterling issues and the decimal provisionals and decimal definitives which followed (SG 232-45; 263-75 and 276-88). Corresponding CW numbers are 55-98. An earlier Falklands issue which appeals to me is the 1929 "Whale and Penguins" design (SG 116-26) which can now be found at prices very far below the SG figure of £550 m., £750 u. As for the 1938 set, where the first shade of the shilling (SG 158) is a very good stamp, look for 1938 first day covers. There were quite a number of these, usually with values to a shilling and they can still be found. The 1938 dating guarantees that you are buying the right shade and not the much cheaper deep blue of 1941. The earlier stamp is listed at £25 m. or u. compared with £3.75 m. or u. for the 1941 printing.

WORTH BUYING



SWITZERLAND: 1957 Europa pair (SG 585-86); mint only.

SOUTH GEORGIA: 1972 Shackleton set (SG 32-35 with watermark varieties), mint or used.

CYPRUS (Turkish): 1975 Europa pair (SG 23-24), mint or used.

PICK OF THE NEW ISSUES



SWEDEN

1982 Fairy Tale set of four 1kr.65

Gibraltar. The KGVI set remains popular, even if I disagree with some of SG's pricings. However, I go along with their notion that the five shillings perf. 14 (SG 129) is a very good stamp used. They list it at £48 compared with £30 for mint. I think they have got the proportions right, but both figures are too high.

Hong Kong. Another area where big price-cuts have taken place due to heavy selling. This applies, mainly, to pre-1937 material. But the long-term prospects remain excellent. Those collectors who cannot contemplate the prices still demanded for mint Edwardian and early Georgian sets should concentrate on used – but used of the very highest possible standard. There are some shocking specimens about. Certain stamps, indeed, are scarcer used than mint: the 8c grey of 1921 is an example (SG 122, £3.75 m., £6 u.). This one is well worth a search and to turn up a cover would be a real bonus.

St Vincent. This island has lost much of its popularity since 1974, but the earlier issues are still keenly sought after. The 1935 Silver Jubilee set is quite elusive used (SG 142-45, £6.10 m., £9.75 u.) while the 1964-65 watermark and perforation changes to the 1955 definitives never seem to lack buyers (SG 207-20, £75 m., £57 u.). The stamp which everyone wants is the 20c perf., 12½ (SG 209) and in this case the mint is certainly scarcer than used.

Solomon Islands. The 1949 10s Silver Wedding (SG 76, £12 m., £16 u.) is grossly undervalued. If you can find a specimen at book price I advise you to snap it up.

Spain. Gibbons' price of £1.40 for a mint specimen of the 1956 Stamp Day "Angel Gabriel" single (SG 1258) seems an underestimate. I recommend buying at anywhere near that figure. The 1960 Europa pair (SG 1355-56) are not far out at £3.80 m. but I expect them to move up sharply this year.

Trinidad and Tobago. Although most of the pictorial KGV definitives from other colonies took off with a rush a few years ago, the handsome 1935-37 issue from this territory remained pretty earthbound. The set of nine (SG 230-38) is priced at £21 m., £24 u. but this excludes the perf. 12½ varieties which turned up in 1936 and 1937. A complete set, with "a" numbers seems desirable at present low prices.

Continued on page 441

Ode to the First Postcard

KENNETH CHAPMAN

ONE of Great Britain's first postcards, with the imprinted one halfpenny stamp of 1870 has been found with, on the message side, entertaining verses of a very contemporary character.

Although wrongly endorsed, "First Postcard - first day" - it is postmarked London, 3rd October, 1870, while the first day was in fact 1st October - it appears to have been prepared for posting on the first day since the verses are dated "1 Oct. '70".

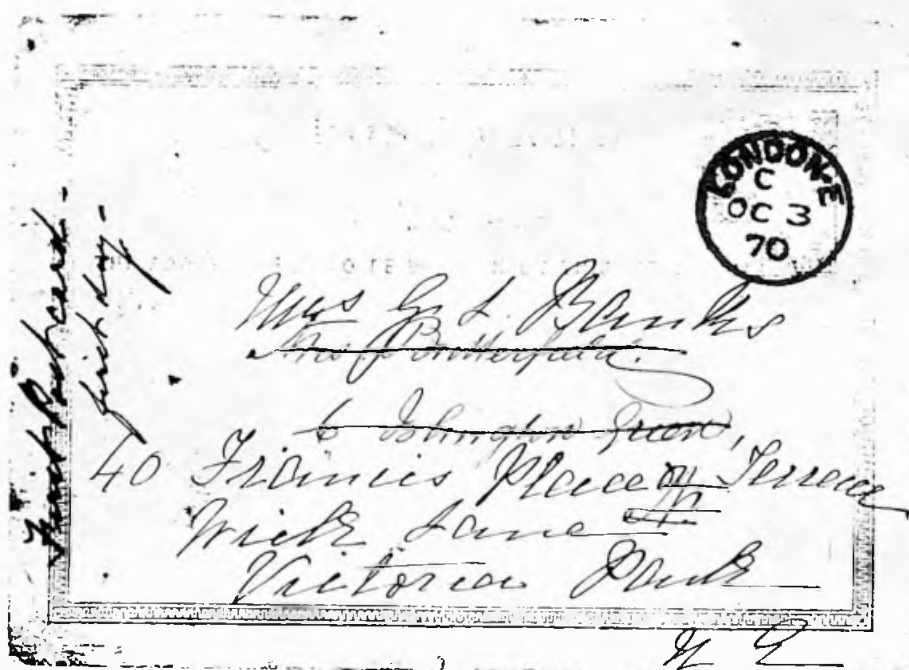
*Excuse the card;
The Times are hard,
No more the Briton sends
(The stingy scamp)
A penny stamp
When writing to his friends.
Farewell! the neat
Cream coloured sheet;
Safe envelope, good bye!
On oblong scraps
We write, perhaps,
For Postman's curious eye.*

*While German bands
O'er Gallia's lands,
Her dead, and dying, tramp,
Britannia stands
With unarm'd hands,
And waves a halfpenny stamp.
'Tis Gladstone's boast,
The Halfpenny post!
Soon writ on History's page
We'll read, with pain:—
"Victoria's reign
Was but a Halfpenny age"
1. Oct. '70*

HWB



Continued from
page 428



In the handwriting of the versifier, identifiable only as "H.W.B.", the card was originally addressed to "Mrs Butterfield, 6 Islington Green, N." This has been struck out and the card re-addressed to "Mrs G. L. Banks, 40 Francis Place Terrace, Wick Lane, Victoria Park, N.E.", a perfectly correct address for the days when there was a North East postal district in London.

The "first day" endorsement appears to be by a third hand and could be that of Mrs Banks, the ultimate recipient of the card.

It seems probable that the original addressee was the wife of the versifier who wrote the lines on 1st October, 1870 and handed the card to her. Mrs Butterfield then re-addressed the card and, on 3rd October, actually posted it to Mrs Banks who mistakenly added the "first day" comment.

Apart from being an early postcard, this item illustrates the way social correspondence of the period so frequently alluded to current political events. In October 1870, the Siege of Paris by the Prussians was under way and this fact is underlined by the reference in the verses to the plight of the Parisians while England was enjoying even cheaper postage than the thirty-year old uniform penny rate which had existed since 1840.

Murray River Locals

Continued from page 431

date, 1869. I am indebted to the late J. R. W. Purves.

Well-centred examples of any value are very infrequently encountered, and that statement has to be judged in the context of the stamps themselves being very scarce indeed.

The transfers of the three pence at least were well spaced apart on the stone. I make that statement on the basis of two observations: first, one example of the 3d. has margins of clear paper measuring 3 mm on each side of, and 2.5 mm above and below, the frame lines of the design; secondly, the extent of individual and adjoining margins on off-centre examples of not only the 3d. but also other values of the stamps.

I have seen two 1d. stamps, each having a straight edge, one at the top, the other at the foot. Having encountered them at different times, I was unable to match them for the purpose of ascertaining whether or not they were once a vertical pair imperforate between. It would be unsafe to deduce from

Tristan da Cunha. Although later issues from the island have been offered at bargain prices recently I haven't seen any knockout offers of the 1966 Churchill commemorative set (SG 89-92, £12.60 m.). I think that figure is too high but the set is certainly worth having at a reasonable price.

Turks and Caicos Islands. Now that the later KGVI issues are following in the path of the earlier sets it is time to make sure of the comparatively short-lived 1950 definitives (SG 221-33, £29 m., £45 u.). Note the very high figure asked for used.

Vatican City. One or two of the lower-priced post-war sets are beginning to move in the market. Look out for the 1955 St Bartholomews (SG 223-25, £2.83 m.) at any appreciable discount from catalogue. Another set in demand is the Brussels International Exhibition issue (SG 275-78, £4 m.) while the miniature sheet (SG MS274a, £15 m.) is a good buy at anything below £12.

them alone that the sheets were perforated only between stamps and that those examples came from respectively the top and bottom rows of the sheets.

Further, I have seen a solitary example of the HALF PENNY stamp off-centre to the right and exhibiting a small part of the right-hand extremity of the stamp to its left. The gutter between the designs measures exactly two millimetres.

Another HALF PENNY stamp that I have seen is centred low to right and, at the top left portion of the paper interrupted by the perforations, the lower frameline of a stamp above is just discernible. Again the measurement between the opposing frames is just two millimetres.

The HALF PENNY stamps that I have seen have less paper surrounding the printed design than have stamps of the other values. From that fact, combined with the larger margins on other value stamps, and the examples with gutters of two millimetres, I deduce that the transfers on the ½d. stone were closer together than were those on the stones of the other values.

As I stated near the outset of this contribution, many details yet remain to be discovered about the issue.

Extract from
Daily Telegraph, London

25 MAR 1982

The Navy faces British missiles

AS BRITAIN'S naval "presence" in the south Atlantic in the shape of HMS Endurance, 3,500 tons, sails to counter the latest Argentine threat to the Falkland Islands, our nationalised British Aerospace industry is busy selling missiles to Buenos Aires.

Less than three weeks ago BA's Dynamics Group triumphantly announced: "Sea Dart missiles have been successfully fired from the Armada Republica Argentina destroyer Santisima Trinidad."

It had been on operational manoeuvres and had carried out the frings off the Ministry of Defence Aberporth range at Cardigan Bay. Sea Dart, boasted the announcement, can "engage ship, aircraft and missile targets from very high to very low altitudes with equal effectiveness."

A Dynamics Group spokesman at Bristol yesterday confirmed that a Sea Dart system had been fitted to the Santisima Trinidad but refused to say how much the sale was worth.

HMS Endurance is fitted with two 20mm Bofors guns.

LONDON DAY BY DAY



INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Daily Telegraph, London

26 MAR 1982

NAVY READY TO REMOVE 'INVADERS'

By JOHN MILLER
Diplomatic Staff

BRITAIN has told Argentina to get its half dozen scrap merchants off the South Atlantic island of South Georgia as soon as possible. If they do not go the Royal Navy will remove them.

The British request was made in a series of secret diplomatic exchanges in Buenos Aires and London over the past few days largely designed to keep the dispute over the men under control.

I understand it has been suggested to the Argentinians that they send one of their own research vessels to collect the six-strong party left behind on the island on Monday.

Whitehall refused to pinpoint the position of the Royal Navy patrol ship Endurance (3,500 tons), but it was now widely thought to be waiting off South Georgia for the arrival of an Argentinian vessel. The Government has authorised the use of force to dislodge the scrap merchants, who are dismantling a whaling station, but only as the last resort.

Extract from
The New Standard, London

23 MAR 1982

Argentina's 'business trip' to Falklands

BUENOS AIRES, Tuesday: The Argentine Foreign Ministry said today a Naval cargo vessel, which Britain claimed had infringed its sovereignty over a small South Atlantic island was just fulfilling a commercial contract.

Yesterday the British Foreign Office said an Argentine group had landed illegally on South Georgia, a disputed dependency of the Falkland Islands, and hoisted the Argentine flag. "They had been put ashore by a cargo vessel, operated by the Argentine Government," the Foreign Office said.

An Argentine Foreign Ministry spokesman said the ship had left technical personnel behind on the island.

Extract from
Irish Times, Dublin.

23 MAR 1982

Argentine group hoists flag on Falklands

THE British Government has demanded "immediate clarification" from Argentina over the unauthorised landing of a group of Argentinians at a Falkland island dependency last week, the British Foreign Office said in London yesterday.

The group landed on South Georgia Island on Friday and hoisted an Argentine flag, the Foreign Office said. Argentine authorities said the group left on Sunday, but the Foreign Office said it was waiting for clarification

from the commander of the British base on South Georgia.

Argentina has claimed sovereignty over the islands which have been ruled by Britain since 1832. The two governments are currently involved in talks to settle the islands' future, with the islanders saying they want to remain a British dependent territory.

A Foreign Office spokesman, who termed the landing an "invasion," could not say whether the Argentine flag hoisted by the group was still flying.

The Argentinians were connected with a firm contracted to collect equipment, mostly scrap metal, from old whaling stations but, debarked "without obtaining the necessary clearance from the British authorities," the spokesman said. He said they immediately set up camp at Leith before raising the flag. — (AFP, PA).

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Scotsman, Edinburgh.

23 MAR 1982

Argentine 'invasion' seen as threat to Falklands

INTERNATIONAL PRESS-CUTTING BUREAU
1, Knightsbridge Green, London, S.W.1

Extract from
The Times, London

Incident in the Falklands

From Air Commodore B. G. Frow

Sir, The recent illegal landing in South Georgia by a group of Argentine scrap merchants, followed by the raising of the Argentine flag on this British territory, highlights the vital need to retain a British naval presence in the South Atlantic.

In this incident, HMS Endurance was alerted and could have intervened if the "invaders" had not peacefully withdrawn. After the withdrawal of this ship, 42 Royal Marines will be the sole British military presence in the South Atlantic, and without a ship they cannot exert British influence outside their base in the Falklands.

In 1977, the illegal occupation of South Thule by Argentine military "specialists" was a warning shot and, in 1982, is now followed by this provocative demonstration. Argentina has publicly welcomed the withdrawal of HMS Endurance as a sign of goodwill by Britain. It is still not too late to cancel this madness.

Yours faithfully,
B. G. FROW,
Honorary Secretary,
United Kingdom Falkland Islands
Committee,
2 Greycoat Place, SW1,
March 23.

Falkland incident

A group of Argentinians illegally landed on a Falkland island Dependency last week, established a camp there and hoisted the Argentinian flag, the Foreign Office reported yesterday. The Foreign Secretary Lord Carrington, is demanding a full report on the incident which is regarded as a very serious infringement of British sovereignty over the Falkland Islands.

Illegal landing on Falkland island

AN ARGENTINIAN commercial group illegally landed on a Falkland island, established a camp there and hoisted the Argentinian flag, the Foreign Office said.

Foreign Secretary Lord Carrington is demanding a full report on the incident which is regarded as a very serious infringement of British sovereignty of the Falkland Islands.

By ALEXANDER MacLEOD, Our Diplomatic Editor

Fears that Argentina may be trying to establish territorial rights over the Falkland Islands and Dependencies have been heightened by the "invasion" of an island in the British archipelago by an Argentinian commercial group.

The Foreign Office last night reacted angrily to a report that a party from an Argentinian vessel landed last Friday on South Georgia and raised their country's flag there. A spokesman said immediate clarification had been demanded from Argentina over what appeared to be a deliberate challenge to British sovereignty over the dependency and its population of 2,000.

The incident is seen by the Foreign Secretary, Lord Carrington, as an extremely serious infringement. Last night the Foreign Office were awaiting a report from the commander of the British Antarctic survey base at Grytviken, on South Georgia.

Britain and Argentina have been holding talks about the future of the Falklands and

dependencies since 1964, but little progress has been made. Britain has ruled the islands since 1832, but Argentina claims them as hers.

The islanders themselves almost unanimously wish to remain under the British flag. The raising of an Argentinian flag at the township of Leith was seen in London as a deliberate provocation and a sign that the talks with Argentina may have begun to turn badly sour.

The last negotiating contract between the two Governments was late in February, when the Minister of State at the Foreign Office, Mr Richard Luce, returned from talks in New York stating that no settlement was being contemplated that would be unacceptable to the islanders and the House of Commons.

This weekend's incident began on Friday, when a cargo vessel operated by the Argentine Navy arrived at South Georgia, 900 miles east of the main Falkland Islands group. A group of men landed without first seeking

permission from the British authorities, as is customary.

The base commander requested the party to leave immediately, but they did not do so until Sunday. Meanwhile, they hoisted the Argentine flag.

Britain has been placed in an awkward position over the future of the Falklands. United Nations resolutions have demanded an end to the island's colonial status, but the islanders themselves reject claims that they want to be decolonised.

Much of Argentina's interest in the Falkland's has been aroused by reports that the waters around them may be rich in oil, and that manganese and other minerals are present in large quantities on the seabed.

Yesterday the Argentine Government advised that no military personnel went ashore at South Georgia Island. The party appeared to consist of people with orders to pick up scrap metal from the island.

House of Commons stalwarts in the cause of the Falkland

Islands last night were up in arms at the invasion. Sir John Biggs-Davison, Conservative MP for Epping Forest and vice-chairman of the Tory foreign affairs committee of backbenchers, said there had been a provocative act of aggression. It was essential to maintain British sovereignty, he said, and an apology was due from the Argentine Government.

There have been suggestions that the atmosphere of the talks between London and Buenos Aires on the future of the Falklands has lately not been good. After the talks in February, an Argentine official said his country was ready to "seek other means" to settle the issue of sovereignty. Britain replied that this suggestion was unhelpful.

If deliberate provocation can be established against the Argentine authorities, it is likely that pressures will mount both in Britain and the Falklands for the Royal Navy to put in an early appearance in South Atlantic waters close to the dependency.

Extract from
Daily Telegraph, London

25 MAR 1982

FALKLANDS 3003 'SECRECY' ANGERS MPs

MPs ACCUSED the Foreign Office of "playing a dubious game" last night as a Naval patrol ship prepared to eject six Argentinian scrap metal merchants from the Falklands island of South Georgia.

The six were part of an armed 60-strong group which landed on the tiny South Atlantic colony last week, hoisted the Argentinian flag and apparently shot a deer.

As more details emerged about the affair, MPs accused the Foreign Office of holding back information. They were also angry that the Antarctic patrol ship *Endurance*, 3,500 tons, is about to be withdrawn from service as part of the Government cuts, just when, they claimed, it was needed to fend off any possible forced annexation of the Falklands by Argentina.

Meanwhile a new dimension was added to the affair when an Edinburgh-based company admitted that it had a contract with the scrap merchants to remove material from the site on the island and that Falklands government officials knew all about it.

The row over the "invasion" blew up as the *Endurance*, with 124 marines aboard, was due to land at South Georgia, 400 miles off the Argentine coast.

She was in the Falkland capital Port Stanley, on her last patrol in the area before being withdrawn in May, when she was sent to deal with the incident 800 miles away last Sunday.

But when Mr Lauch, Foreign Office Minister, made a statement to the Commons last Tuesday he did not mention that the *Endurance* had been sent.

Sir Frederick Burden, Conservative MP for Gillingham, and a number of senior backbenchers, tabled a Commons motion yesterday saying they were "disturbed" by the incident. More than 100 MPs were expected to sign the motion.

And Mr Eric Ogden, Social Democrat MP for Liverpool West Derby and chairman of the all-party committee on the Falklands, wants an urgent meeting with Mr Nott Defence Secretary and Lord Carrington, Foreign Secretary, who has demanded a full report of the incident.

- APR 1982

7003 FALKLAND ISLANDS
February 1982. Booklet (grey) with right-hand selvage. 4x1p, 4x3p, 4x5p, 4x6p, 4x10p. Front cover shows mailship *Fairy* (1857-1861) and back cover shows mailship *Fitzroy* (1936-1949).

FIJI
22 February 1982. 75th anniversary of Scouting. 6c, scout activities, 20c, sailing; 45c, scouts and bonfire; 60c, portrait of Lord

Extract from
Daily Mirror, London

25 MAR 1982

'Gunboat' tackles scrap men

THE NAVY'S last "gunboat" in the South Atlantic was on its way last night to tackle a collection of scrap metal dealers.

The Antarctic patrol ship *Endurance* set sail from Port Stanley in the Falkland Islands a few days ago.

Its task is to ensure the departure of up to 10 Argentinians who have landed on the Falklands dependency of South Georgia without British permission.

The men, employed by an Argentinian contractor called Dabitoff, were sent to collect scrap metal from an old whaling station owned by a British firm.

The Argentinian Government is believed to be behind Dabitoff's operation to push its claim to the Falklands.

About fifty other men also landed on South Georgia, but left last weekend after diplomatic approaches from Britain.

The *Endurance*, which is to be withdrawn under navy economy cuts, has two 20mm machine-guns, two helicopters and 110 crew. Some marines may be on board.

The Argentinians are armed—but only to shoot reindeer.

FREDERICK WILLS

THREE Arabs were killed yesterday by Israeli security forces in the worst day of violence in the week-long anti-Israeli riots in the occupied West Bank.

Extract from
Daily Star, London

23 MAR 1982

FLAG STARTS A FLUTTER
AN Argentinian flag hoisted on a Falkland island has started a diplomatic storm. The flag was raised by an Argentinian commercial group who illegally landed on South Georgia last week, the Foreign Office said yesterday. Foreign Secretary Lord Carrington is demanding a full report on the incident.

Extract from:
TORBAY NEWS, Devon.

18 MAR 1982

Stamp fans talk of errors

RECENT meetings of the Paignton Philatelic Society have explored stamp printing errors and the varying postal rates in different countries, as well as having a detailed look at the Falkland Islands and their postal system.

Society member John Hegan explained how in earlier days the Islands used a system of hand-struck black and red rectangular postmarks or 'franks' until the first adhesive stamps were issued in 1878.

He also showed examples of how the Islands' traditional industries — shipping, sealing and whaling and sheep — have influenced the designs of the Islands' stamps.

Questions to Ministers

Mr. Dick Douglas (Dunfermline): On a point of order, Mr. Speaker. I indicated to your office that I wished to raise a point of order on an indication in a written answer that the Ministry of Defence has given in respect of shore establishments, especially on apprentice training and artificer training.

As you will have noticed, Mr. Speaker, I had oral question No. 34 on the Order Paper today. I take the view that to make such a statement in a written answer, especially when, with great respect to the hon. Member for Gosport (Mr. Viggers), a planted question is on the Order Paper, the hon. Gentleman having an oral question tabled on the same date, is a gross discourtesy to the House. Other Members who wish to protect the interests of their constituents should have been able to put questions to Ministers of the Ministry of Defence in open and public debate. This is not open government, this is subterfuge.

Mr. Speaker: I allowed the hon. Gentleman to express his point of view. He will understand that strictly he has not raised a point of order on which I can rule.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from

Hansard (House of Commons Report)
London

23 MAR 1982

South Georgia (Incident)

The Minister of State, Foreign and Commonwealth Office (Mr. Richard Luce): I will with permission make a brief statement on developments in South Georgia, a Falkland Islands dependency.

We were informed on 20 March by the commander of the British Antarctic survey base at Grytviken on South Georgia that a party of Argentines had landed at Leith harbour nearby. The base commander informed the Argentine party that its presence was illegal as it had not obtained his prior authority for the landing. We immediately took the matter up with the Argentine authorities in Buenos Aires and the Argentine embassy in London and, following our approach, the ship and most of the personnel left on 21 March. However, the base commander has reported that a small number of men and some equipment remain. We are therefore making arrangements to ensure their early departure.

Mr. Denis Healey (Leeds, East): Is it not the case that the Argentine party planted an Argentine flag on the island? Is it not odd that the right hon. Gentleman did not refer to that element? The Minister will recall that after his talks with the Argentine representatives in New York recently the Argentine Government said that unless they obtained a satisfactory agreement they would take unilateral action. Has the right hon. Gentleman any evidence that the recent actions of these Argentine citizens was in fulfilment of that threat?

Mr. Luce: Yes, for a short period the Argentine flag was planted. It has now been removed. We are making arrangements to ensure that those who remain at Leith harbour will not do so for very much longer.

As I said when I answered questions on 3 March, the New York talks took place in a good spirit and there was a good atmosphere. The talks were not about the substance of the issue but about how we could adopt procedures to discuss the dispute in the longer term. Since then I much regret that some of the action that has been taken has not created a helpful atmosphere. In that climate I do not believe that it is sensible to discuss making further progress. If we want a peaceful solution, it is important that we should not proceed against a background of threats and provocation.

Mr. Healey: I agree with the right hon. Gentleman's last remark. However, has he any evidence that this recent action by Argentine citizens took place with the support and knowledge of the Argentine Government?

Mr. Luce: The Argentine Government claimed that they did not know of this action and that it was action taken by a commercial company. We have to note that the ship that transported the party there, although a cargo vessel, is a naval transport ship. That is something that the House will need to note.

Sir Bernard Braine (Essex, South-East): It is important for us not to over-react in such a situation, but does my right hon. Friend agree that it is important to maintain the morale of the islanders and that it is pointless to continue asserting that the islands will remain British as long as the inhabitants wish to remain there while withdrawing tangible signs of support, such as the survey vessel? Can my right hon. Friend give the House any

indication that the Government intend to give tangible support to the Falkland islanders in this time of some anxiety to them?

Mr. Luce: I know that my hon. Friend has taken a keen interest in these matters over a long period. I must tell him that the Government are committed to support and defend the islanders and their dependencies to the best of their ability. I can assure him of that.

Several Hon. Members rose—

Mr. Speaker: Order. I propose to call those hon. Members who have been rising in their places to ask the Minister a question.

Mr. A. J. Beith (Berwick-upon-Tweed): Does the Minister realise that that is not the impression that the past actions of the Foreign Office have given? Does he think that this escapade might have been encouraged by the stance taken by the British Government over the leaseback proposals, for example? Will he make it clear that self-determination for the islanders will be the cornerstone of the Government's policy and that we shall stand by that principle?

Mr. Luce: I must make it plain once again, as I have done on several occasions, that there will be no question of any changes on the islands without the consent of the islanders. The islanders' wishes are paramount. Nor would we do anything without the consent of the House.

Mr. James Callaghan (Cardiff, South-East): Does the right hon. Gentleman recall that he was warned that as soon as the news of the withdrawal of HMS "Endurance" became known to the Argentinians this type of escapade would be likely? Is it not a gross dereliction of duty on the part of the Government to persist in this course? Will they please give an undertaking forthwith that they will ensure that HMS "Endurance" is not withdrawn?

Mr. Luce: I take this opportunity to say again to the right hon. Gentleman—it is important that I should do so—that I give the firm assurance that we are now taking measures to ensure that those remaining on the island will not stay there any longer than is necessary. We are taking firm action on that.

HMS "Endurance" is in the area and is in a position to help if necessary. As for the future security and defence of the area, I must give a firm reassurance that it is the duty of this Government and of any British Government to defend and support the islanders to the best of their ability. The deployment of a defence force and the type of force that it should be are matters for my right hon. Friend the Secretary of State for Defence.

Mr. Nicholas Winterton (Macclesfield): Does my right hon. Friend agree that the incidents of the past few days are tantamount to the invasion of an independent country, whether or not the personnel were sponsored by a commercial company? Will he answer directly the question posed by the right hon. Member for Cardiff, South-East (Mr. Callaghan), the previous Prime Minister, who asked—I ask the same question from the Government Benches—whether my right hon. Friend will ensure that HMS "Endurance" or another ship similar to her remains on station in that part of the world, in the South Atlantic?

Mr. Luce: I repeat again to my hon. Friend that HMS "Endurance" is in the area. It is not for me to answer questions specifically for my right hon. Friend the

Secretary of State for Defence on the deployment of forces. I must say as strongly as I conceivably can that it is our duty as a British Government to support and defend the islanders to the best of our ability.

Mr. Healey: Surely the Government put themselves in the situation in which they decided to withdraw HMS "Endurance". The only option open to them is to ask the Australian Government to allow HMS "Invincible" to spend some time around the Falkland Islands on her way to serve with Australian Royal Navy.

Mr. Luce: I do not think that there is any gain in my repeating an assurance for the fourth time. However, I assure the House that the position concerning our responsibilities to the islanders is as I have stated.

Mr. Michael Morris (Northampton, South): My hon. Friend the Member for Essex, South-East (Sir B. Braine) mentioned tangible support; what exactly is tangible support in South Georgia and the Falkland Islands?

Mr. Luce: As I have already told the House, and as my hon. Friend knows, the Government will take and are taking firm action to deal with the situation. I can assure the House of that and that HMS "Endurance" is in the area now.

Mr. Eric Ogden (Liverpool, West Derby): Is the Minister aware that we are worried not about his intentions but about those of Ministers in other Departments? Will he check the record of this afternoon's proceedings and see that his ministerial colleagues, when asked about HMS "Endurance", said that they could not give an answer as they were awaiting a statement from the Foreign and Commonwealth Office? Does he agree that they should get together? Is the Minister suggesting that a party of 50 or 60 Argentine Steptoes on a contract paid for, organised and controlled from Edinburgh and Buenos Aires can land on British territory for a commercial operation without the knowledge of the Foreign and Commonwealth Office, the British Government, the Falkland Islands Government, the British Embassy in Buenos Aires or the British authorities in South Georgia? Does he believe that that is preparedness? Is the Minister suggesting that the hoisting of an Argentine flag on British territory only weeks after the Government have made significant concessions to Argentina about sovereignty is of no political significance? Will he take the point made by—

Mr. Speaker: Order.

Mr. Ogden: —my right hon. Friend about—

Mr. Speaker: Order. The hon. Member for Liverpool, West Derby (Mr. Ogden) must not carry on speaking once he knows that I have risen to my feet.

Mr. Luce: I know that the hon. Member for Liverpool, West Derby (Mr. Ogden) takes a great interest in the islands and has recently been there. There is no question of the British Government having made any concessions—there is no such thing as a concession that the Government have made. The practical situation is that a landing by about 60 Argentines took place last Saturday. We think that there are between six and ten left and we are taking steps to deal with them.

Mr. John Stokes (Halesowen and Stourbridge): Is the Minister aware that when I was in the Foreign Office, there used to be a cruiser on hand and when one was in trouble

[Mr. John Stokes]

one called on the cruiser and on the next day it appeared? Can the Minister give an assurance, without going into detail, which one never expects the Foreign and Commonwealth Office to do, that there will be sufficient armed forces—naval, military or air—to defend the Falkland Islands and dependencies?

Mr. Luce: I am glad that my hon. Friend the Member for Halesowen and Stourbridge (Mr. Stokes) and I have that common experience. I reinforce the point that we have a duty to our islanders to support and defend them. That is precisely what we shall do.

Mr. Douglas Jay (Battersea, North): Apart from HMS "Endurance", what other defence forces do we have in the area? If the Minister cannot tell us, will he arrange with his colleague from the Ministry of Defence to tell us now?

Mr. Luce: Although the details of the deployment of forces is for my right hon. Friend the Secretary for Defence, it would not be wrong for me to state that there is a garrison of British Marines on the Falkland Islands as well as HMS "Endurance".

Mr. John Blackburn (Dudley, West): Will the Minister make a covenant with the House and the nation that the matter of the sovereignty of these islands is not an agenda item for discussion with any other power?

Mr. Luce: It would not be right for me to make a covenant with anyone, but the Government are absolutely certain that we have British sovereignty over the Falkland Islands. It is equally certain, as we all know, that Argentina also claims sovereignty over the islands. It is a dispute and it would be sensible for all the parties if the dispute were resolved sensibly and peacefully. We cannot do that against a background of threats. That is utterly unacceptable to the British Government.

Sir Frederick Burden (Gillingham): On a point of order, Mr. Speaker. Have any defence Ministers requested permission to make a statement on the cuts in the Navy and Navy establishments? Most hon. Members I am sure, are deeply concerned that they knew nothing about those cuts until they read of them in the newspapers. The cuts are such that I am sure that most hon. Members consider that a Minister should have been present to make a statement and to be subjected to questions on the matter.

Mr. Speaker: I have received no request for a statement.

West Midlands County Council (Abolition)

3.44 pm

Mr. John Butcher (Coventry, South-West): I beg to move,

That leave be given to bring in a Bill to abolish the West Midlands Metropolitan County Council.

My Bill is designed not as an attack on local government but as an attempt to make local government more local, to simplify its operation, to enhance the role of the district councillor, to make local government more understandable to voters and ratepayers and to help restore the respect and affection that West Midlanders once felt for their city and borough administrations.

Since 1970 an additional 500,000 people have been recruited by local authorities, but before we criticise county and district councillors we must remember that local government has been subjected to an avalanche of legislation. In the period between the enactment of the Parish Councils and Burial Authorities (Miscellaneous Provisions) Act 1970 and the Highways Act 1980, more than 130 statutes were processed. Each added to or amended the existing mass of legislation affecting local government, including such items as the Breeding of Dogs Act 1973, the Dangerous Wild Animals Act 1976 and a statutory instrument entitled Grey Squirrels (Warfarin) Order.

The most significant statute of that period was the Local Government Act 1972, which set up a two-tier structure in large conurbations. After eight years the House is now in a position to judge the efficacy of that system. I single out the West Midlands metropolitan county for abolition, not because its performance is markedly different from that of other metropolitan counties, but because its baleful effect has been felt by my constituents in Coventry, which should never have been shackled to the West Midlands. The baleful effect has also been felt by my ex-colleagues on the Birmingham city council, who, like their counterparts in Wolverhampton, Walsall, Sandwell and Solihull, would have been quite capable of running one-tier, unitary authorities, had the opportunity continued.

Since 1974, that option has been removed. Proud cities such as Coventry and Birmingham relinquished their powers on strategic planning, public transport, major highways, refuse disposal, the fire, police and probation services and trading standards.

Today, duplication and confusion make life difficult for officers and county and district councillors alike. In highways maintenance, Coventry city council maintains 439 miles under an agency agreement, but the county council maintains 12 miles of strategic roads. There is therefore duplication of depots and highway gangs, which travel 20 miles to Coventry to carry out road works. Through one particular act of administrative lunacy, adjacent street lights are now maintained by city and county work teams.

With regard to environmental health and trading standards, the county is responsible for checking the quantity of lead in ceramic glass food containers, while the district is responsible for any breakdown of the element should it result in lead poisoning. The county has responsibility for an emergency plan to deal with an outbreak of rabies, while the district is involved in dog control and dog catching.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Northern Echo, Darlington.

23 MAR 1982

Island 'invasion' rocks

3003
AN ARGENTINIAN commercial group illegally landed on the Falkland Islands, established a camp and hoisted the Argentinian flag, the Foreign Office reported yesterday.

The Argentinian authorities have told the British Government that the ship which carried the party of Argentinians left at the weekend.

Foreign Secretary Lord Carrington is demanding a full report on the incident which is regarded as a very serious infringement of British sovereignty of the Falkland Islands.

talks

Britain has been engaged in a long-running dispute with Argentina over the sovereignty of the islands. The hoisting of the Argentinian flag is regarded as a grave breach of the present state of talks.

Foreign Office officials have had talks with the Argentine Charge d'Affaires, but the British Government

will certainly want a better explanation of the incident.

It is understood that the commercial party landed to collect equipment, mostly scrap metal from old whaling stations. If they had asked clearance from the British Government to do this, they would probably have been granted permission, but not to hoist the Argentine flag.

Tory MPs in particular are mounting pressure on the Government to make a full statement in Parliament about what some of them regard as nothing short of an invasion of British territory.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Western Morning News, Plymouth

23 MAR 1982

Hands off

THE group of Argentinians who landed on part of the British Falkland Islands and erected their national flag did not, apparently, stay long. Nor did they constitute a military threat.

Nevertheless, the act cannot be dismissed as a question of high jinks on the high seas. It seems that the party was ferried ashore in a government naval vessel. This would square with the attitude of the Argentine Government which has actively encouraged its citizens to

regard the islands as part of their territory.

The Falkland Islands, though thousands of miles from these shores, have in fact been undisputed British territory for at least 150 years. Its 2,000 or so inhabitants are British both by inclination and descent.

Argentina's connivance at territorial violation must be strongly repudiated. Though it might suit the interests of both Governments to effect a transfer of sovereignty, the wishes of the islanders should come first.

Extract from
Western Morning News, Plymouth

23 MAR 1982

Group hoists flag on UK island

AN Argentinian commercial group illegally landed on Falkland Island dependency last week, established a camp there and hoisted the Argentinian flag, says the Foreign Office.

The Argentinian authorities have told the British Government that the ship which carried the party of Argentinians left on Sunday.

But Foreign Secretary Lord Carrington is demanding a full report on the incident which is regarded as a serious infringement of British sovereignty of the Falkland Islands.

Britain has been engaged in a long-running dispute with Argentina over the sovereignty of the islands. The hoisting of the Argentinian flag on South Georgia is regarded as a grave breach of the present state of talks between the two countries.

Over the week-end Foreign Office officials had talks with the Argentine Charge d'Affaires, Signor Molteni, but the British Government will certainly want more explanation of the incident than has already been offered.

The Argentine Government has since told Britain that no military personnel were involved in the incident.

Tory MPs in particular are mounting pressure on the Government to make a full statement in Parliament about what some of them regard as nothing short of an invasion of British territory.

A Foreign Office Minister may make a Commons statement today.

Extract from
Manchester Evening News.

22 MAR 1982

Falkland island 'invasion' row

AN ARGENTINIAN commercial group illegally invaded the Falkland Island dependency of South Georgia last week,

The Argentinian authorities have told the British Government that the ship which carried the party of Argentinians left yesterday.

But Foreign Secretary Lord Carrington is demanding a full report on the incident.

Britain have been engaged in a long-running dispute with Argentina over the sovereignty of the islands.

Although it is understood that no military personnel were involved. The hoisting of the Argentinian flag is regarded as a grave breach of the present state of talks between the two countries.

It is understood that the commercial party landed to collect equipment, mostly scrap metal, from old whaling stations.

If they had asked clearance from the British government to do this, they would probably have been granted permission, but not to hoist the Argentine flag.

Extract from
Eastern Daily Press, Norwich.

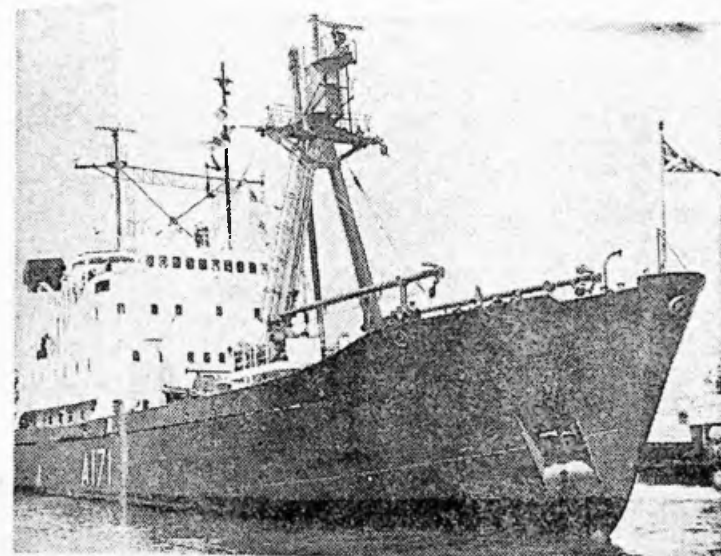
23 MAR 1982

Flag hoisted

An Argentinian commercial group illegally landed on a Falkland Island dependency last week, established a camp there and hoisted the Argentinian flag, the Foreign Office reported yesterday.

Forty Marines head for the Falklands
to repel ten rebel scrap merchants

BRITAIN SENDS A GUNBOAT



HMS ENDURANCE—heading for South Georgia.

A BRITISH gunboat was on its way to the Falkland Islands today to repel an Argentinian "invasion."

The Navy's ice patrol ship Endurance—due to be withdrawn from service next week because of spending cuts—was steaming with a detachment of marines to the remote island of South Georgia with orders to evict 10 Argentinian scrap merchants.

As a showdown approached, Argentinian Ministers made strong protests to Britain over reported violence in Port Stanley, capital of the Falkland Islands, 800 miles from South Georgia.

They claim local people attacked the Port Stanley

by Steve Doughty

offices of Argentina's state-owned military airline.

In a meeting with Britain's ambassador in Buenos Aires, Mr Anthony Williams, Argentinian Foreign Minister Nicanor Costa Mendez claimed his country had "unquestionable sovereignty" over the Falkland Islands.

The 3500-ton Antarctic ship Endurance, with a crew of 124, two 20mm Bofors guns and two Whirlwind helicopters, is due to be withdrawn to save £2,000,000. The ship, with its hull painted red for easy identification over ice, is used for relieving the detachment of marines based in Port Stanley.

Secrecy

The Navy would not confirm today that marines were on the ship. But a spokesman said: "The detachment has 40 men and two officers. It is quite possible they are on board."

The 10 Argentinians on South Georgia stayed behind after 50 others left the disused whaling

station at Leigh. They had been landed by an Argentinian Navy transport, reportedly to collect scrap for a Scottish company.

Endurance's movements were being kept secret to prevent the Argentinian Navy from interfering in the eviction.

Trouble began when the men landed without observing immigration procedures and hoisted an Argentinian flag.

'Provocation'

Foreign Office Minister Mr Richard Luce said yesterday that arrangements had been made for the men's "speedy departure."

South Georgia is 1000 square miles of glacier-covered mountains. But the British Government regards the landing as "provocation" in the struggle for control of the remote South Atlantic islands.

Britain has promised that the Falklands will remain a British colony as long as the 1700 islanders wish it.

The dispute has become more heated since the discovery of the possibility of oil under the South Atlantic.

Extract from
Daily Mail, London.

26 MAR 1982

Britain delays island gunboat

By JOHN DICKIE, Diplomatic Correspondent

BRITAIN'S gunboat diplomacy has been suddenly suspended over the Argentinian scrap men who hoisted their flag on the British Crown Colony of South Georgia.

HMS Endurance, which was ordered there last Sunday from the Falkland Islands

1,000 miles north, has been told to leave-to and remain over the horizon.

Diplomatic pressure are being exerted on the Foreign Ministry in Buenos Aires so that an Argentinian vessel can take the intruders off the island, and avoid a show of

force by the British which could escalate into a heated diplomatic incident.

The plan now is to get the Bahía Buen Suceso — which landed up to 60 men without permission on South Georgia last Friday, and which took most off last Sunday — to

return for the six to ten who remain.

So far Britain has lodged no protest over the illegal entry, or the fact that the men were armed.

This slyly-slyly approach will be abandoned only if the Argentinians do not fulfil their part of the bargain and remove the last intruders.

Extract from
Cambridge News

23 MAR 1982

True Brits repel invaders

Scientists from a Cambridge-based research body have defended Britain's honour on a remote Antarctic island.

In True Brit style, scientists from the British Antarctic Survey repelled a landing on South Georgia by an invasion force of Argentinian scrap-metal merchants.

Argentina has for years laid claim to South Georgia as a dependency of the Falkland Islands, a British colony which has been the subject of intense

While diplomatic circles buzzed today with talk of the invasion, the Antarctic Survey headquarters in Madingley Road, Cambridge, was still waiting to hear from its men exactly what had happened.

Tough

One national newspaper reported that just four scientists out of the 21-strong team of South Georgia had seen off the Argentinians after making them take down their flag.

The deputy director of the Survey, Dr Ray Adie, confirmed that his men were tough customers.

"They are the sort who do not stand any nonsense from others. They are down-to-earth people," he said proudly.

But, he hinted, they would not have been undiplomatic: "I think one of the things one doesn't do in a situation like that is inflame it. Calmly asking people to remove the flag is the best way to do it."

Extract from
Daily Express, London.

26 MAR 1982

A chance to support Falklanders

THERE are ominous signs that the Government, for the sake of peace and quiet, and in its usual spineless state where British interests are concerned, is prepared to hand over the British Falklanders to the Argentine—in return, of course, for the usual worthless "guarantees."

The Falklanders, especially after the recent "visit" from an Argentinian vessel, need moral support, and what better way of giving it to them, than for every reader of the Express to send a greeting to the Falkland Islanders for St George's Day, April 23.

The greeting should be addressed c/o The Radio Officer, Port Stanley, Falkland Islands.

A lightweight 10 gramme postcard or greetings card in an unsealed envelope with five words of greeting and the sender's name and address costs 19p airmail and should be posted at least a week before the date, but preferably as soon as possible.

ANTHONY COONEY,
Liverpool.

Extract from
Liverpool Echo

22 MAR 1982

Falklands 'landing' 3003 under fire

An Argentinian commercial group illegally landed at the Falkland Island dependency of South Georgia last week, established a camp there and hoisted the Argentinian flag, the Foreign Office said to-day.

The Argentinian authorities have told the Government that the ship which carried the party of Argentinians left yesterday.

But Foreign Secretary Lord Carrington is demanding a full report on the incident which is regarded as a very serious infringement of British sovereignty of the Falkland Islands.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Liverpool Echo

19 MAR 1982

Plea to stand by the 3003 Falklands

SIR, — In a recent publication of the "Commonwealth Institute" the Falkland Islands are not shown as part of the Commonwealth, nor are they included in the list of Commonwealth countries.

Furthermore, GREAT BRITAIN is insultingly listed simply as "Britain," in alphabetical order. The Falkland Islands are different from every other part of the old empire, in that Britons are the native population.

Yet against the whole trend of self-determination for dependent territories, Whitehall appears determined to hand over the Falklands to a foreign country.

The Falklanders, with not a single exception, desire to remain part of Britain, under the British Crown. One way in which people in Liverpool could show the policy makers their solidarity with the Falklanders is by sending St. George's Day Greetings to the Falkland British. All that is required is a postcard of some English scene or painting and the words "Happy St. George's Day, Falklanders" and signature. It will only cost 24p by air-mail, and for convenience may be addressed to "The Editor, Weekly Newspaper," Port Stanley, Falkland Islands. — Anthony Cooney, Lark Lane.

Extract from
Irish Press, Dublin

24 MAR 1982

Falkland row 3003

The Argentine Government claims to have known nothing of the landing by a party of Argentinian traders on a remote Falkland Islands dependency where they planted their country's flag, a British Foreign Office Minister of State said in the Commons yesterday.

Extract from
Gloucester Citizen.
22 MAR 1982

FALKLAND 'INVASION' 3003

A group of Argentinians effectively invaded a Falkland Island dependency last week, established a camp there and hoisted the Argentinian flag, the Foreign Office reported today.

Foreign Secretary Lord Carrington, is demanding a full report on the incident which is regarded as a very serious infringement of British sovereignty over the Falkland Islands.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Sun, London

23 MAR 1982

Falklands invaded by rebels

REBEL BAND
"invaded" part of the disputed Falkland Islands and hoisted the Argentinian flag.

ews of the raiding party infuriated the British Government, which demanded an explanation from Argentina.

he Foreign Office branded the landing "illegal" and Foreign Secretary Lord Carrington called for a full report.

he landing — particularly the flag-raising ceremony — was seen as a serious breach of British sovereignty.

Remote

Britain has been engaged in a long-running dispute with Argentina over the sovereignty of the islands. They have been ruled by Britain since 1833.

he Argentinians — a party of whalers — landed on the remote isle of Gryt-viken (population 250) last Friday.

They stayed for two days to collect equipment from an old whaling station.

Extract from
Gloucester Citizen.

23 MAR 1982

Well, love a duck!

THE Slimbridge Wildfowl Trust has acquired some new additions to its collection of ducks and swans from many parts of the world — Falkland Island Flightless Steamer Ducks.

These were collected as eggs in the Falkland Islands, nearly 600 miles east of the Magellan Straits at the southerly tip of South America. Mr. Rod Hall collected them on behalf of the Trust.

Following careful incubation and a lengthy quarantine period, the ducks have now been declared disease-free and are in the grounds, where they can be seen by visitors.

As sometimes happens with island species — and in this respect, the Dodo, is a notable example — the Steamer Duck has, over millions of years, lost its powers of flight.

As it has no need to fly anywhere, either to migrate or to escape the attentions of murderous predators, evolution has gone for a large body size instead.

Mind you, it can still put on a useful turn of speed when necessary, propelling

itself forward, using both feet and rudimentary wings.

Its resemblance to a paddle boat at such times has led to its popular name, 'the Steamer Duck.'

Some of the ducks have been taken to the Trust's other centres in Lancashire and Sussex, as well as Slimbridge, in the hope that at least one of them will be able to provide the ideal conditions for breeding.

The Trust's centres, are incidentally, the only places in Britain where this kind of duck can now be seen: which, for those interested in this particular subject, does make them rather special...

Extract from
Bolton Evening News.

23 MAR 1982

'INVASION' CHARGE ANSWERED

THE Argentine Foreign Ministry said today that a naval cargo vessel which Britain claimed had infringed its sovereignty on a tiny South Atlantic island was just fulfilling a commercial contract.

The row blew up yesterday when the British Foreign Office said an Argentine group had landed illegally on South Georgia, a dependency of the disputed Falkland Islands, and had hoisted the Argentine flag.

The British Embassy in Buenos Aires said the Argentine firm involved was dismantling a British-owned whaling station, with the knowledge of the British Government. But it had been warned on several occasions to follow official immigration formalities.

The Argentine Foreign Ministry said the ship had left technical personnel behind on the island.

Extract from
Daily Mail, London.

23 MAR 1982

The F.O. in a flap over foreign flag

By JOHN DICKIE
Diplomatic Correspondent

ALARM bells rang in Whitehall when the message came in: Argentina's flag had been hoisted in the British Crown Colony of South Georgia.

Was this the invasion long-threatened by President General Leopoldo Galtieri who claims that the Falkland Islands and South Georgia, its dependency, are really Argentinian?

Lord Carrington ordered the full force of British diplomacy into action.

In Buenos Aires Ambassador



Anthony Williams drove to the Foreign Ministry and demanded an explanation.

In London Argentina's Chargé d'Affaires was summoned to the Foreign Office to give 'clarification'.

In the Falklands, 1,000 miles north-east of South Georgia, H.M.S. Endurance was alerted. So was young Steve Martin, boatman, magistrate and British

administrator of South Georgia, 'one of the bleakest spots on earth' where Sir Ernest Shackleton was buried after his last Antarctic expedition.

The sight that met Mr Martin's eyes as he sailed into Leith, on the north side of the island, was of an Argentine vessel and between 50 and 60 men she had landed.

They had set up camp and, instead of the Falklands flag with its Union Jack and sheep, the intruders were flying the blue and white stripes of Argentina. He could see that they were not commandos and they didn't look like Government agents. Who, then, were they? He demanded to know.

And so they told him — they were scrap metal men. The mission that had led them to infringe British sovereignty was simply to dismantle equipment used for whaling operations between 1905 and 1965. They were carrying out work for an Edinburgh company,

Christian Salvesen, in a ship on charter from the Argentine Government.

Mr Martin, an authoritative figure though only in his twenties — he commands the British Antarctic survey base on South Georgia — ordered the interlopers to pull down their flag and leave immediately.

Gravest

Yesterday the Foreign Secretary, taking a very serious view of the affair, authorised a statement entitled: 'Falkland Islands: Illegal Landing on South Georgia.'

It is not the end of the incident.

Tory MP Mr John Stokes, protested: 'The landing of a party from the Argentine has the gravest implications. There is no certainty that they will not repeat the exercise, perhaps on a greater scale.'

'I shall be in touch with the Foreign Office requesting a full Commons statement.'

Extract from
Guardian, London.

26 MAR 1982

MPs open campaign to save Endurance

By Julia Langdon,
Political Correspondent

Conservative MPs are organising a campaign at Westminster in an attempt to force the Government to change its decision to scrap the Royal Navy survey vessel HMS Endurance.

Mr Keith Speed, the former Navy Minister sacked by Mrs Thatcher last year, said yesterday that he believed it was possible to bring about a change in the Government view.

The role of HMS Endurance has been demonstrated by this week's events in the Falkland Islands — to the embarrassment of ministers. It is here that the ship is seen to be useful by the Royal Navy and by Conservative MPs, and the coincidence of this week's engagement between Argentina and the Falklands — which HMS Endurance has now been sent to police — has delighted Conservative MPs.

The Government has maintained that there is no role for

the survey vessel because it does not have a powerful defence capability. It was pointed out yesterday, however, that this argument suggested that there was no role for the Fishery Protective Fleet — the boats of which have less firepower than HMS Endurance and do not, needless to say, carry Royal Marines.

An early day motion tabled by Conservative MPs has attracted widespread support within the Tory Party and has also found backers in the Labour Party.

A powerful voice backing HMS Endurance is that of Labour's former Prime Minister Mr James Callaghan.

Discussions are now taking place among Tory and Labour MPs and members of the House of Lords aimed at bringing pressure to bear on the Government. The fact that Endurance has been committed to the Falkland Islands this week has led MPs to hope that the ship will not now be paid off, as was due next month.

Extract from
Bath & Wilts. Chronicle

23 MAR 1982

'Silliness' in the Falklands

THE ARGENTINE Foreign Ministry said today that a naval cargo vessel which Britain claimed had infringed its sovereignty on a tiny South Atlantic island was just fulfilling a commercial contract.

The row blew up yesterday when the British Foreign Office said an Argentine group had landed illegally on South Georgia, a dependency of the disputed Falkland Islands, and had hoisted the Argentine flag.

The British Embassy in Buenos Aires said that the Argentine firm involved was dismantling a British-owned whaling station, with the knowledge of the British Government. But it had been warned on several occasions to follow official immigration formalities.

The Argentine Foreign Ministry said the ship had left technical personnel behind on the island.

The naval transport vessel Bahia Buen Suceso traditionally sails to ports in Patagonia, the Falkland Islands and other islands of the South Atlantic, a spokesman explained.

"Fulfilling a commercial freight contract signed by a private company, it transported cargo and personnel loaded by the contractor and necessary for proposed work on land to South Georgia.

"When it had concluded its transport operation on March 21, it proceeded on its usual journey to other ports."

"It is just a piece of silliness and does not go beyond that at all," one British Embassy official said.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Scotsman, Edinburgh.

24 MAR 1982

'Dereliction of duty' to Falkland Islands

By MARTIN DOWLE, Our Political Correspondent

Tory and Labour MPs united to embarrass the Government yesterday over the role of a Royal Navy vessel, planned for scrapping, in the removal of Argentinians from South Georgia.

Mr Richard Luce, Minister of State for Foreign Affairs, told MPs that HMS *Endurance*, which is due to be withdrawn from service as a result of the defence cuts, is on hand near South Georgia to help remove the remaining Argentinians from the Falkland Islands dependency.

The Government were attacked by Mr James Callaghan, the former Prime Minister, who said he had warned earlier in the year that removal of the *Endurance* would lead "to this kind of escapade."

He said that it was "a gross dereliction of duty" on the part of the Government to withdraw the vessel and not leave anything in the area.

Sir Bernard Braine (C. SE Essex) said that it was pointless for the Government to go on reassuring the islanders about their security while withdrawing the only "tangible signs of support."

Mr Luce said that between six and ten of the men, who had arrived ostensibly to remove scrap metal but who had been brought there by an Argentinian naval ship and had proceeded to plan an Argentinian flag at Leith harbour, remained in the dependency.

"We are making arrangements to ensure their early departure," he said.

Mr Luce indicated a "cooling off" of relationships between London and Buenos Aires over

the negotiations about the future sovereignty of the Falkland Islands as a result of the incident.

The latest round of talks had been held in "good spirit and a good atmosphere," he said. But in the present climate of threats it was "not sensible to make further progress."

Mr Denis Healey, Shadow Foreign Secretary, said that since the Government had decided to withdraw the *Endurance*, the only remaining option would be to send in the aircraft carrier, the HMS *Invincible*, while she was in the South Atlantic on her way to take up duties with the Australian Navy.



Mr Richard Luce

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Scotsman, Edinburgh.

24 MAR 1982

Shaking out the tartan shawl

By JAMES NAUGHTIE, Our Chief Political Correspondent

yesterday did everything but cloak herself in a tartan shawl at question time.

Unemployment had dipped under three million, but it was not even that much-prized development (however temporary) which caught her attention. It was that Scotland was faring better than anywhere else. "That is, for Scotland, extremely good news," she said.

Mr Michael Ancram, Scottish Tory chairman, was on one of his periods of parole from the Hillhead tenements to declare that the figures showed a revival in the Scottish economy. The fact that some other people have argued for years that there is no such thing as a Scottish economy seems to have been forgotten this week.

There it was in all its glory yesterday. Recovering as Sir Geoffrey Howe would say.

And talking of the Chancellor, who can forget his eight references to Scotland in the Budget speech, including his now-famous joke, cherished for its

rarity value, in which he talked of the differences between whisky drinkers and claret drinkers? Perhaps that unexpected gush of bonhomie was intended to usher in the munificent spirit which has infused the Government's dealings with Scotland over the past week or two.

Certainly it has been a spectacular sight, reviving in older MPs fond memories of the fabled Hull North by-election in 1966 when Mr Harold Wilson, with that sleight of hand which made him famous, told the voters just before polling day that his Government would build the Humber Bridge if they voted Labour.

The tally of Glasgow-centred announcements over the past few weeks seems to have exceeded £200 million but it would be churlish to suggest that the by-election has been on ministerial minds. If it had, the Cabinet's economic committee would hardly have given such a resounding thumbs down to the

smelter rescue plan yesterday, would they?

But, as Mrs Thatcher well knows, just when you are about to hail your greatest triumph, Fate pops out of the undergrowth wielding a blunt instrument. Occasionally it even assumed the identity of Mr Edward Heath.

Mr Heath was grinning mightily throughout question time, never more than when Mr David Steel recalled his Hillhead speech drawing parallels between high unemployment and rising crime. This is not an analysis favoured by Mrs Thatcher.

"That is much too simplistic," she said. The Heath shoulders seemed to consider an old-fashioned heave, but subsided just in time. A grin sufficed.

It was the sort of moment relished by Mr Michael Foot. An expert on splits, he is practised in the art of driving a wedge between Mrs Thatcher and Mr Heath, with the willing assistance of Mr Heath. Yes, he would have enjoyed that one.

But Mr Foot was not among those present. Why not? Mr Foot was in Hillhead.

INTERNATIONAL PRESS-CUTTING BUREAU
1, Knightsbridge Green, London, S.W.1

Extract from
The Times, London

Argentines land in Falklands

The Foreign Office is to be asked by a Conservative MP for a full statement about the illegal landing on an outlying part of the Falkland Islands of about 50 Argentines who raised their country's flag

Page 6

Extract from
Bradford Telegraph & Argus,
West Yorkshire

23 MAR 1982

Falklands 3003 landing row

THE Argentine Foreign Ministry said today that a naval cargo vessel which British claimed had infringed its sovereignty on a tiny South Atlantic island was just fulfilling a commercial contract.

The row blew up yesterday when the British Foreign Office said an Argentine group had landed illegally on South Georgia, a dependency of the disputed Falkland Islands, and had hoisted the Argentine flag.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Guardian, London.

26 MAR 1982

Falklands 3003 row for UN again

From Jeremy Morgan
in Buenos Aires

The dispute between Argentina and Britain over the Falkland Islands could be taken back to the United Nations.

President Galtieri is said to have issued instructions to Argentina's ambassador to the UN, Mr Eduardo Roca, following British protest about an incident in which a group of Argentinians landed illegally on the South Georgias last weekend.

Officials argue that Argentina could appeal to the UN over its 149-year-old claim to the islands, which has been the subject of three resolutions by the international organisation since 1965. It is also suggested that the Argentinians might raise the matter within the context of the 40-year-old Inter-American Treaty of Reciprocal Assistance which provides for mutual help in the event of an external threat.

This possibility is considered a suitable response to the statement this week by the Foreign Office Minister, Mr Richard Luce, that the HMS Endurance was in the area.

Argentina contends that Britain could not invoke the right of first occupation because British forces did not occupy the islands until 1833. These arguments are said to have been put to British officials at talks in June last year, when it became evident that Buenos Aires' patience was running out with what was seen as British intransigence during 17 years of talks under the UN resolutions.

Extract from
Sheffield Morning Telegraph.

23 MAR 1982

Argentine 3003 flag raises UK protest

BRITAIN is to protest to Argentina over the planting of the Argentine flag on one of the Falkland Islands.

An Argentine commercial group last week effectively invaded one of the islands, established a camp there and hoisted the flag, according to the Foreign Office.

After strong British representations, the party left on Sunday. Britain has been engaged in a long running dispute with Argentina over the sovereignty of the islands.

Extract from
Daily Telegraph, London.

23 MAR 1982

3003 FALKLANDS LANDING BY ARGENTINIAN ANGERS BRITAIN

By JOHN MILLER *Diplomatic Staff*

BRTAIN has reacted angrily to an illegal landing in a Falkland Island dependency in the South Atlantic by 60 Argentinian scrap merchants.

The Argentinians established a camp on the remote glacier-covered South Georgia Island, 800 miles south-east of the Falkland Islands, and hoisted their nation's flag.

The group landed last Friday from a cargo ship leased by the Argentinian Navy to collect scrap metal from a disused whaling and sealing station at Leith.

The men were spotted by a team of British scientists and biologists operating from the

Argentinian-charge d'affaires Signor Atilio Molteni was summoned to the Foreign Office.

The landing was seen in Whitehall as a serious infringement of British sovereignty of the Falkland Islands and it was made clear that the flag-raising incident was "impermissible."

There are 21 Britons based on the island which is 20 miles wide and 100 miles long. They are engaged in an extensive scientific research programme including work on the life-cycle of krill and shrimps.

Britain has been "negotiating" over the Falkland Islands and its dependencies, which total some 200 islands, for 15 years. Argentina claims sovereignty mainly on the grounds that she succeeded to rights claimed by Spain in the 18th Century.

Whitehall's chief concern was that the incident was a planned provocation following an increase in tension between the two countries earlier this month.

After talks at senior Foreign Ministry level in New York the Argentinians again threatened to rupture relations unless progress was made in meeting their demands.

It has been suggested that renewed Argentinian interest has been heightened by indications of huge oil reserves in the area but the authorities also whip up the issue from time to time for nationalistic reasons.

Sir John Biggs-Davison, Conservative M.P. for Epping said yesterday: "The landing of an Argentinian party from a naval vessel in British Antarctic territory was a provocative act of aggression for which an immediate explanation and apology are called for."

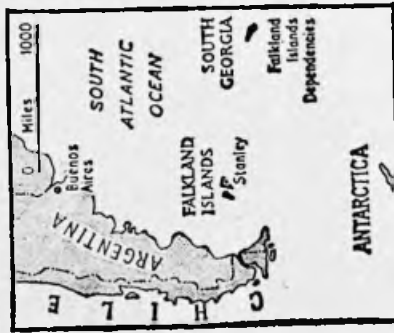
'Grave implications'

Another Conservative M.P., Mr John Stokes, said the landing had the "gravest implications." He said that although the Argentinians had apparently left the island there was no certainty that they would not repeat the exercise, "perhaps on a larger scale."

The 5,600-ton ice patrol vessel, *Endurance*, which is operating in the area, is expected to be withdrawn in the next few weeks and is not being replaced.

The planned withdrawal was hailed in the Argentinian Press as a sign that Britain was not really interested in the Antarctic and the Falkland Islands.

Whitehall officials said yesterday that the ship, which is equipped with two helicopters, is in Falkland waters and "was available if necessary" to have sailed for South Georgia Island.



British Antarctic Survey station at nearby Grytviken and told to leave immediately.

Reports reaching London said the flag was taken down on Sunday and the Argentinians returned to their vessel and sailed away.

Flurry of exchanges

It was revealed yesterday that the incident led to a flurry of diplomatic exchanges during the weekend.

Mr Anthony Williams, Britain's Ambassador, complained to the Argentinian Foreign Ministry and the

3003 British outposts honour defended

By Patrick Keatley
Diplomatic Correspondent
BRITISH sovereignty has been defended in the Antarctic, national honour has triumphed, and a bumptious band of Argentinian scrap metal merchants have been sent packing by four brave Britons.

It all happened over the weekend on the remote island of South Georgia, a dependency of Britain's colony of the Falkland Islands, which are claimed by Argentina.

Repelling the Argentine landing involved penguins, seals and the members of the British Antarctic Survey stationed on the remote island of South Georgia. These 22 civilians are led by Steve Martin.

Mr Martin sent a search party from his own base at Grytviken down to the old whaling station on the coast at Leith, where the Argentinians had come ashore, 60-strong, and has raised their national flag. The British party watched through binoculars from their snowy summit and forged their way back to base to make radio contact with the Governor.

From Port Stanley, 1,000 miles away, came the command to assert British sovereignty at Leith and see that the foreign flag came down.

Steve Martin, in a tradition stretching to Sir Francis Drake, reckoned that a ratio of 15-1 was about right when repelling Hispanic invaders and despatched a party of four Britons. On arrival at the old harbour, the Britons, asked the Argentinians their business and ordered them to lower their intrusive flag immediately.

Down came the flag of Argentina. But the invaders said that they were acting under a contract from the Scottish firm of Christian Salveson to remove the machinery and other scrap metal of the old whaling station. They proposed to continue this task if British blessing were given.

Meanwhile, Her Britannic Majesty's Ambassador in Buenos Aires, Mr Anthony Williams, demanded an appointment at the Argentinian Foreign Ministry where he insisted on British rights and demanded action.

In London, the Argentinian head of mission was summoned to the Foreign Office. Messages crackled to and fro across the Atlantic on the diplomatic wireless. Onward messages went to the Governor and to the *Fearless* Four in the field.

They, for their part, had reached a typical British compromise with the invaders of South Georgia graciously accepting the so-called offer of food and drink before seeing the blight off the premises.

Sadly, this comic opera episode, so soothing to British pride, is certainly not the end of the story. The Argentinians came away from cent talks with Britain the future of the dispute islands saying that they served the right to take "other measures" if swi progress in negotiations was not apparent.

Buenos Aires certainly has the capacity to do far more than stage a half-baked flag-raising ceremony on the remotest bit of an already remote group of islands.

Extract from
Guardian, London.

23 MAR 1982

Extract from
Guardian, London.

25 MAR 1982

Navy sends 'gunboat' to repel Falkland invaders

By David Fairhall,
Defence Correspondent

HMS Endurance — the ice patrol ship the Royal Navy can no longer afford — was last night believed to be on her way to South Georgia in the Antarctic to evict the remaining members of a party of Argentinian "scrap merchants" who landed without permission at the weekend to demolish an old whaling factory.

South Georgia is an outpost of the Falkland Islands, a British colony, which is claimed by Argentina. The landing party, though under contract to a British firm, were armed and promptly raised the Argentinian flag.

They were challenged by members of the British Antarctic Survey from another part of the island, but when the Argentinian supply ship which landed then sailed away, six to 10 Argentinians had stayed behind — possibly without their government's knowledge.

The Foreign Office would not confirm yesterday that the 3,600-ton *Endurance*, armed with two 20mm cannon, and probably carrying a few Royal Marines, was to play a gunboat's role.

A spokesman would not budge from the cryptic statement that arrangements were being made "to ensure the early departure" of the remaining Argentinians.

It was not clear whether this secrecy was to avoid alerting the Argentinian Navy, whose British-designed destroyers could easily overhaul *Endurance* on the 800-mile trip to South Georgia, or to avoid embarrassing the Government, which intends to scrap *Endurance*.

An Edinburgh company yesterday confirmed that it had made the agreement with the scrap merchants, Christian Salvesen, a building oil-drilling and storage firm said it owned the whaling factory at Leith Harbour in South Georgia.

A company spokesman said: "We had a perfectly straightforward commercial contract with an Argentinian scrap merchant. The contract was scrutinised by the Falkland Islands' governor's department."

The Falkland Islands' governor, Mr Rex Hunt, said last night that the Argentinians could not be allowed to stay on South Georgia. "If Argentina won't take them away, we will." He described the affair as a "technical rather than a political incident."

He said the Argentinians still on the island were illegal immigrants. They had not completed immigration formalities and that was why they had to be removed.

When *Endurance* is scrapped, Britain's only means of protecting the Falklands against increasingly aggressive Argentinian claims will then be a detachment of about 40 Marines, normally based in Port Stanley.

Extract from
Glasgow Herald.

23 MAR 1982

British anger at Falklands landing

AN Argentinian commercial group illegally landed on the Falkland Islands last week, established a camp there and hoisted the Argentinian flag, the Foreign Office reported yesterday.

Foreign Secretary Lord Carrington is demanding a full report on the incident, regarded as a very serious infringement of British sovereignty of the Falklands over which Britain and Argentina have been engaged in a

long-running dispute.

Over the weekend, Foreign Office officials had talks with the Argentine Charge d'Affaires, Signor Molteni, but the Government will certainly want a fuller explanation of this incident than has already been offered.

A Foreign Office statement said the commander of the British Antarctic survey base at Grytviken, on South Georgia — one of the Falkland Island's dependencies — reported on

March 19 that an Argentine commercial party had landed from an Argentine cargo ship and established a camp at Leith. An Argentine flag was hoisted.

"The base commander requested the party to leave Leith immediately and if they wished to continue their work, to seek the appropriate permission from the British authorities," the statement said.

Extract from
Financial Times, London.

23 MAR 1982

Illegal Falklands landing

BY STEPHANIE GRAY

A GROUP of 50-60 scrap iron merchants landed illegally on South Georgia, a Falkland Islands dependency, last week, established a camp near the harbour at Leith and hoisted the Argentine flag, the Foreign Office announced yesterday.

The incident is expected to add to the tension between Britain and Argentina, both of which claim sovereignty over the islands.

Buenos Aires warned after fruitless talks last month that, unless there was rapid agreement, Argentina would end negotiations and seek "other means to end the dispute."

Recent Press reports in Buenos Aires have referred to a possible invasion by the end of the year.

The Foreign Office said the men had been put ashore last Friday by a cargo vessel, operated by the Argentine Government for naval transport, without having obtained the necessary clearance from the British authorities. The group has a contract to remove equipment from old whaling stations on the island.

A field party from the 22-man British Antarctic Survey — the island's only inhabitants — spotted the camp and the flag.

INTERNATIONAL PRESS-CUTTING BUREAU
1, Knightsbridge Green, London, S.W.1

Extract from
The Times, London

23 MAR 1982

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Herald Express, Torquay, Devon

18 MAR 1982

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Nuneaton Evening Tribune

First albatross

An albatross was hatched at the Birdland Sanctuary, Glos, after the egg was taken from an abandoned nest in the Falkland Islands. It is the first albatross to have hatched in captivity.

STAMP collecting brings with it the bonus of a bit of knowledge about the geography and history of the country concerned. At a recent meeting, Paignton Philatelic Society saw John Hogan's display of the Falkland Islands, and learned from him some background facts about the far-flung outpost.

The islands were discovered in 1502 and became an English settlement in 1833. Early mail went via Argentina, one result of this being that the Argentinians regard the islands as their territory to this day.

The first adhesive stamps were issued in 1878; before that rectangular black and round red hand-struck postmarks were used.

At another meeting there was a philatelic quiz, with Mr Bob Walker, president, as the questionmaster. The prize went to the secretary, Mr Martin Evans.

Argentines hoist a flag on Falklands

By Simon Scott Plummer

About 50 Argentines landed illegally on an outlying part of the Falkland Islands, a British colony in the South Atlantic, and hoisted an Argentine flag, the Foreign Office said yesterday.

The group, which arrived in a ship chartered from the Argentine Government, had a commercial contract to remove scrap metal from an old whaling station at Leith, on South Georgia, about 1,400 miles east of the Falklands archipelago.

The British Antarctic survey team at Grytviken, on South Georgia, reported the arrival of the Argentine group on March 19. They were asked to leave immediately and to seek permission from the British authorities if they wished to continue their work.

The British Government, which is in dispute with Argentina over the sovereignty of the islands, sought clarification from Buenos Aires and was informed that the party had left South Georgia on March 21. Yesterday, Whitehall was awaiting confirmation of this from the British survey base.

After talks between Britain and Argentina in New York last month, the Argentine Government said it would break off negotiations with London and seek other means of solving the dispute unless there was a speedy settlement.

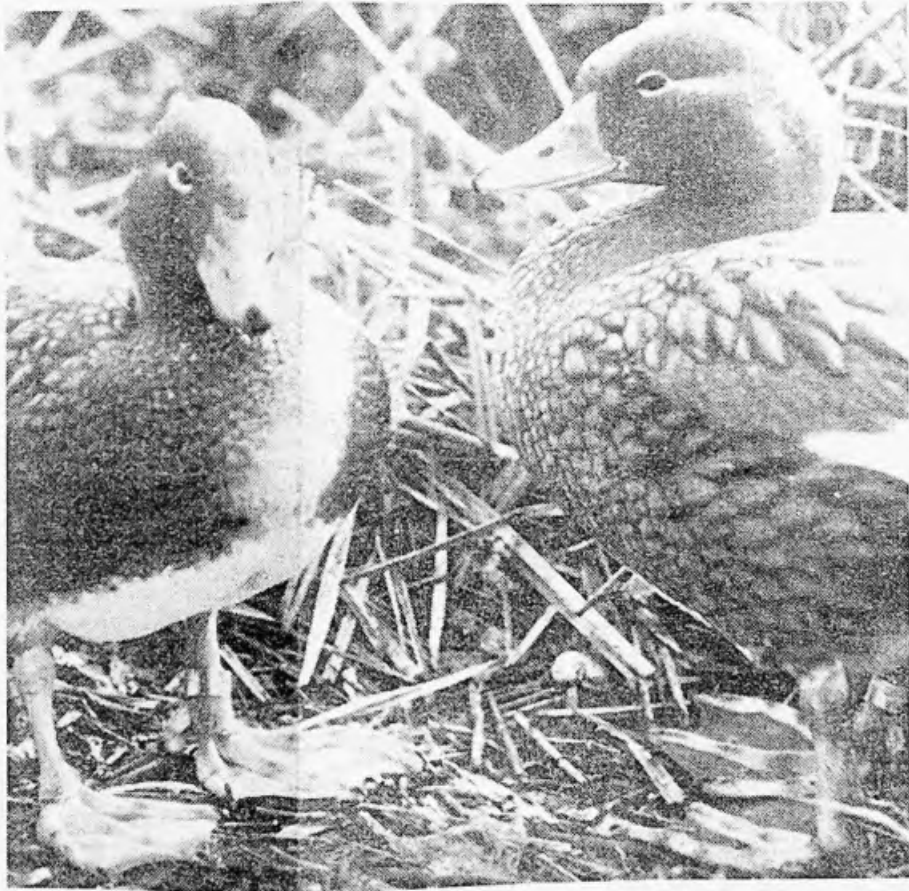
Mr Richard Luce, Minister of State at the Foreign Office, who headed the British side at the talks, said the Argentine statement would not help to resolve the dispute and reiterated the British position that the islands would not be handed over to Argentina without the express approval of the Falkland islanders and the British Parliament.

Yesterday the Foreign Office reacted sceptically to the suggestion that the landing on South Georgia last week was instigated by the Argentine Government. It was more likely to have been to an irresponsible action by people acting for a commercial company.

However, Mr John Biggs-Davison, Conservative MP for Epping Forest, alled the landing "a provocative act of aggression."

12/11/59

Monster ducks move in—with a warning



THE MIGHTY Falkland Island Steamer Ducks.
Picture: Mick Canning.

On the
wing

THERE are two new arrivals at the Arundel Wildfowl Trust Reserve which are quite different from any of the other ducks.

Falkland Island Steamer Ducks are huge, flightless, and extremely ferocious (at least to other birds).

There are three types of Steamer Duck which live round the coast of the southern end of South America from half way up Argentina down through the Falkland Islands and Tierra del Fuego, and up the other side to about a third of the way up Chile.

One of these Steamers, rather smaller and trimmer than the others, flies and covers the whole range; the other two are flightless, with one species spreading all the way round the mainland, and the other confined to the Falkland Islands.

These flightless birds are enormous, weighing up to 14lbs, which is as heavy as a small Black-necked or Bewick's Swan. They are built like cart-horses with solid blocks of bodies, thick necks and massive heads which end in wide powerful bills, ideally built for smashing up crabs and mussels and other shellfish, which are their staple diet.

They are excellent divers, although they also feed by 'up-ending' in

shallow water. In many ways they fulfil the same role as do Eiders in our northern waters (although they are totally unrelated). Eiders, too, are relatively large and heavily built with powerful shell-cracking

bills, but beside Steamers they would look positively dainty.

The two Steamer Ducks that have just come to Arundel are young birds reared at Slimbridge from eggs brought back from the Falkland Islands.

At present they are very quiet and good-tempered. But next year, if they start to think about breeding and defending a territory, they will be liable to turn into savage murderers for any bird that ventures into their pen. They will most

certainly have to live alone.

They got their name from the way they 'steam' through the water when they are in a hurry. They flatten the body low in the water, thrust powerfully with their huge webbed feet, and churn the surface with their short flailing wings, making a great flurry of spray and moving surprisingly swiftly at something like 15 knots.

■ By Andrew Davenay, curator of The Wildfowl Trust at Arundel.

Extract from
Daily Express, London.

23 MAR 1982



Down in the Empire an invasion stirs ...

By MICHAEL EVANS Diplomatic Correspondent

THE INVASION of a little piece of the old British Empire caused an uproar yesterday.

Tory MP and foreign affairs expert Sir John Biggs-Davison dubbed it "a provocative act of aggression."

And Foreign Secretary Lord Carrington demanded a full report.

Cause of the furore was a landing by a group of Argentinians on the British-owned Falkland Islands.

The men, employees of a commercial company, ran up the blue-and-white Argentinian flag after coming ashore near Grytviken on the Falklands isle of South Georgia.

Although asked to leave by the 20 British scientists working on the isle—the only inhabitants—the invaders stayed three days.

No shots were fired and no troops involved. But British officials fear it could be the beginning of a renewed Argentinian attempt to take over the Falklands.

Newly elected President Leopoldo Galtieri has already done some sabre-rattling.

As seismic soundings have shown the Falklands may be surrounded by oil reserves, the reasons are obvious.

But last night Britain was standing firm over its sovereignty—and seeking an apology for the invasion.

Extract from
Daily Mirror, London

23 MAR 1982

'Invaders'

A GROUP of Argentinian British-ruled island in the So their country's flag. But they by British diplomacy.

After Argentina had been asked for "an explanation," the 50 workers left the Falkland Islands dependency of South Georgia at the weekend.

The men were collecting scrap metal from old whaling stations.

NATIONAL PRESS-CUTTING BUREAU
Lancaster House,
wington Causeway, London, S.E.1

Extract from
The New Standard, London

22 MAR 1982

Ladbroke Index 5581, down 5.

FALKLANDS 'RAID' BRITAIN PROTESTS

Britain to protest to Argentina over planting of Argentine flag on one of Falkland Islands. Flag planted by illegal landing party from Argentine government ship. Party, discovered on March 19, left yesterday after urgent British complaints to government of Argentina, which claims sovereignty of Falklands.

Extract from
 Guardian, London.

17 MAR 1982

Falklands 'concession by Britain'

From Jeremy Morgan
 in Buenos Aires

British representatives have apparently agreed to a new negotiating procedure to try to break the deadlock with Argentina about the sovereignty of the Falkland Islands.

The procedure was put forward by the Argentinians at talks in New York and calls for future negotiations to be held every month and for an agreed agenda.

But the proposal, apparently prompted by growing Argentinian weariness after more than 15 years of negotiations under United Nations auspices has yet to be approved by the British Cabinet.

However, Argentinian officials say that the new plan was accepted in principle by the British negotiating team led by Mr Richard Luce, the Minister of State at the Foreign Office. He also reportedly indicated some willingness to concede the principle that future talks will fundamentally concern sovereignty of the islands.

This would be an important point for the Argentinians, since it would imply that Britain might ultimately transfer to Buenos Aires its rule over the islands, which lie 320 miles to the east of Argentina in the strategically important and potentially oil rich south Atlantic Ocean.

The Argentinians last month threatened to break off the current series of negotiations, under which talks have been held about once a year since 1977.



CRUISING WITH W. M. NIXON

Memorable Racundra



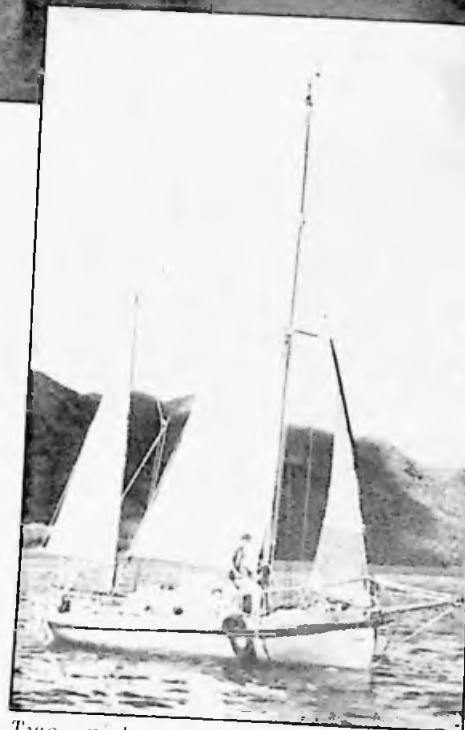
Racundra's a yacht which has become part of world sailing folklore. Plus a new guide to the Falklands

YACHTS, like people, vary enormously in the impact they make on the world around them. In some cases, should they live long, old age is the only outstanding thing about them. In other notable instances, we become aware of yachts which seem significant from the moment their building begins, and they remain a matter of abiding interest regardless of whoever happens to own them.

Admittedly, the first owner is usually more important than his or her successors, for even with today's standardised boats there is still great potential for the manifestation of

individuality, something which is of course greatly increased if the vessel is built as a one-off. But even one-offs can be dull dogs if the owner manages to force an uninspired notion on the designer and builder. Against that, a determined designer and builder can produce a boat of character even if their client is notably lacking in that commodity, and indeed in everything else except the wherewithal to pay for the dreamship.

With an owner of vision, however, and a designer of real talent, something special can emerge, and if the owner happens also to be a writer of note, the resulting craft can become part of world sailing folklore, remembered and recognised wherever she may go, providing a heartening reassurance by her very presence. Such yachts are inevitably few in



Two pictures of the remarkably beamy Racundra, now owned by Rod Fingleton, in Vigie Cove, St Lucia

April, 1982

continued on page 96

number, an undoubted elite, but one which perfectly illustrates the breed is the ketch *Racundra*, built for Arthur Ransome in Riga in the eastern Baltic in 1922.

Now, it may well be that in today's television-besotted world, Ransome's books for children, which mostly have a sailing theme, are no longer as widely read as they used to be. Even when his popularity was at its height, there were many sailing enthusiasts who had not been 'reared on Ransome' who were still aware, however vaguely, of the special world he had created, and who further were aware that he had also written for adults. They also knew that, once upon a time, he built this renowned boat in distant Latvia. So, nowadays if *Racundra* comes into port, people who haven't read a word by Arthur Ransome still recognise her.

He was an odd bird. One of the last Edwardian men of letters, of the species 'Chesterbelloc', his seemingly jolly appearance—round face and walrus moustache—belied chronic indigestion, reputedly caused by going without meals in order to buy books in his impoverished youth. Though ultimately he was to make a comfortable living from writing children's books, he was himself childless, and was reputed not to be overly enamoured of the little horrors. Nevertheless, he seems to have been happily married, his wife being one of Trotsky's secretaries whom he had met while reporting the Russian Revolution as a foreign correspondent.

An assignment to report from the newly free Baltic states of Estonia and Latvia resulted in his sailing in that part of the world during the very brief period when it wasn't 'enjoying' Russian or other foreign rule. He became a close friend of the Estonian yacht designer Otto Eggers, noted equally for his cruisers and racers, and together they developed the plans of a very beamy 9 metre

centreboard ketch which, because Eggers' own yard in Reval was no longer in business, had to be built by one E. E. Lehnerb at Riga.

Ransome was so obsessed by the vision of his dreamship that relations with even the most efficient builder in the world would inevitably have been strained, but Lehnerb seems to have had a genius for procrastination, such that though the hull of *Racundra* was well built (for she still sails the seas) her finish within was rough and she was many months late in launching. So Ransome's plan for a cruise home to England was severely curtailed to become a short late season jaunt up to Helsinki and back. Even with the shortcomings of the builder, the boat basically fulfilled her overall concept of comfort, seakindliness and reasonable performance, and the resulting book,

**Subsequently her
gaff rig was replaced by
Bermudan—from time
to time one heard of
her in distant ports**

Racundra's First Cruise, is, of course, one of the classics of cruising.

With her enormous beam she must have seemed even more unusual in the 1920s than she does today, but even so, in 1925 she was bought by Adlard Coles no less and with his wife as crew he sailed her back to Suffolk. He was impressed by her potential, but thought her woefully under-canvassed, as Ransome had insisted she be sailed easily single-handed. Subsequently her dumpy gaff rig was replaced by Bermudan with more cloth.

In the 1970s she was based in Gibraltar, and an acquaintance spotted her once in Tangiers. Then a season or two ago a friend, Sam Davis, making the Atlantic circuit in his West Solent sloop *Suvretta*, recognised her instantly in Castries in the

Caribbean. Despite the very different rig, here was living history. Her owner was (and I gather still is) Rod Fingleton, who at the time was working as an architect on St Lucia, but also does a spot of long distance delivery work between intervals of cruising his unique craft. A very special cruising yacht; the world seems a better place with *Racundra* still in it.

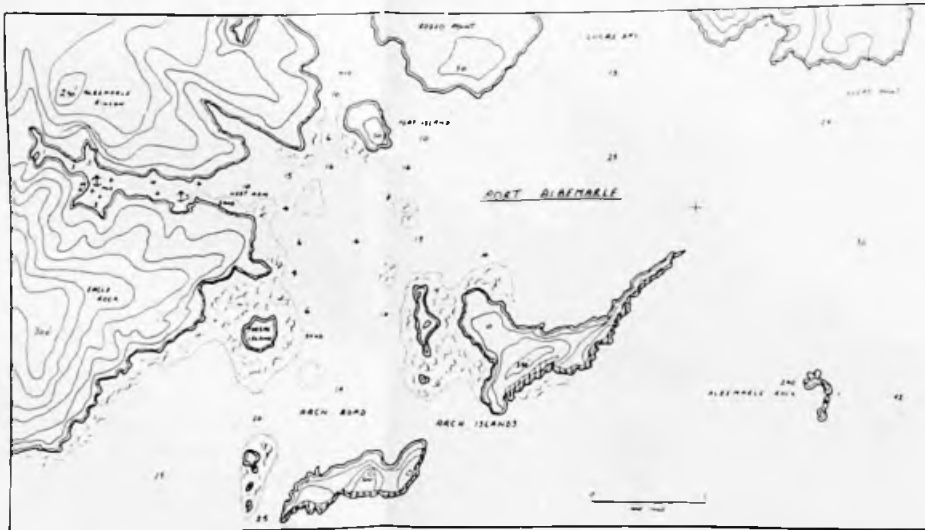
Cruising the Falklands

Ewen Southby-Tailyour is a man whose diffident charm belies his singular toughness. As this issue of *Yachting World* goes to press, he is spending three weeks in an open boat at 70°N, off the coast of Norway. Admittedly that is part of his training as a Royal Marines officer, but he is one of those people who can turn any experience to extra advantage, and will probably come back with some new theory about using blizzard conditions for extra windward sailing advantage in small craft.

Thus it was altogether typical that when he was stationed for 13 months in the Falkland Islands, he used every spare minute to cruise in that remote archipelago. In all he covered some 6000 miles through the islands, part of it in a 90ft (27.4m) MFV, but a significant part was under sail in the ferro-cement Colin Archer cutter *Capricorners*, which three Norwegian undergraduates were cruising round the world in their own good time.

As Ewen had hoped, the Falklands turned out to be one of the few remaining unknown great cruising grounds of the world, with a climate not dissimilar to the Hebrides, though perhaps a little sunnier, and with a wide selection of fascinating anchorages. So he set to, and now has put together the basics for a cruising guide to the Falklands, complete with harbour plans, and with the bonus of material about the flora, fauna and whatnot thrown in.

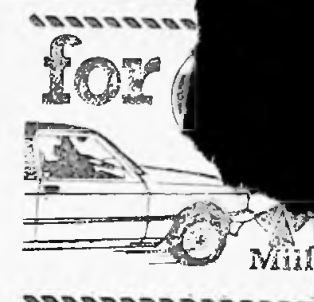
Of course, when you trot along to some publisher with the synopsis of such a book, they'll fix you with their rheumy eye and demand to know how many cruising yachts at present visit the Falklands on average per year. The answer is three. Rapid evaporation of interest by publisher. Which is a very shortsighted reaction. Myself, I think that *The Cruising Guide to the Falkland Islands* would have an excellent chance of becoming a cult book, a sailing version of *Zen and the Art of Motorcycle Maintenance*. Meanwhile, I hope that we can get an article about Falklands cruising from the man himself in a future issue of *Yachting World*, that is if we can tie him down for long enough between intervals of emulating brass monkeys and cruising to remote places. ■



Southby-Tailyour's plan of Port Albemarle on West Falkland Island

THE Journal Saturday Magazine

WITH FULL WEEKEND TV AND RADIO GUIDE



Islanders in fear of international horse-trading

CHEERFUL, determined Janice Smith sums up what life is all about in the lonely land where folk are considered more British than the British.

I meet Janice, a down-to-earth mother of two young children from a tiny sheep settlement, as she makes the personally gigantic step of leaving the Falkland Islands in the South Atlantic for only the second time in her life.

The first time was just 10 months earlier when complications set in and she had to fly to Buenos Aires, Argentina, 1,500 miles away, to have her second baby.

Now she is returning to the same hospital, the Britanico, to undergo a gall bladder operation, the cost again covered by the Falkland Islands Government.

One of the stark facts of life facing the 1,800-odd Falkland residents is that while they desperately want to stay British, circumstances dictate that when it comes to serious medical matters they have to travel in an Argentinian jet to the distant capital of the nation that is anxious to take them over.

It is not a happy situation for the people who, according to one seasoned foreign correspondent, are so red, white and blue they are the only people he has ever encountered who know the second verse of God Save the Queen.

Janice is at times nervous about the way the F27 plane is being flown (if the Argentinian at the controls hadn't told me he was a good pilot before we took off I would never have guessed) but she has no qualms about leaving behind her shepherd husband and the children for at least three weeks.

"We still have the sort of community spirit that, from what I hear, you just read about in history books in Britain," she tells me.

"When a woman is ill, everyone rallies round to help—the children are

looked after by one neighbour, another makes sure your husband gets his meals.

"So I won't be worrying about what is happening to my family—although, of course I will miss them. When I had my daughter—and that meant seven weeks away in Buenos Aires—my mind was at ease about the situation back home and it will be the same this time."

Dancing

At Port Howard on little-populated West Falkland, Janice is the resident cook, providing homely, wholesome meals for 15 shepherds.

It sounds a lonely existence, even grim considering the climate with its strong winds, frequent cloud cover and low temperatures.

But Janice reckons they have more fun than anywhere else on the islands.

"We have regular social evenings and dances and at the end of sheep shearing in late February we really have a great time. Everyone travels in by Land-Rover, some spending as much as four hours on the journey,

and we have a big long party, including six nights of dancing."

The only thing that really bothers Janice is that one day some international deal might be struck which could turn her into an Argentine citizen.

It is a growing fear among the islanders and the recent controversial Nationality Act has not made them sleep any easier.

Although most of them have 100 per cent British blood, the Act denies almost 300 of them U.K. citizenship because neither their parents nor grandparents were born here.

There is certainly a great British feel about this cluster of islands covering a total of 4,700 square miles, about the size of Wales. During the three days I spend there I feel very much at home—so much it is hard to believe I am as far south of the Equator as Britain is to the North.

The landscape and weather remind me very much of the Shetland Isles and people warm their homes with peat cut from local moors just like there.

Gardens look terribly English with lots of blooming lupins and carnations in the flower beds, while rows of potatoes flourish in the vegetable plots—here you grow your own or do without.

Redcar-born Mr. Rex Hunt, the Falklands Governor who has set up a town-twinning link with Whitby, tells me: "The people here are so friendly, hospitable and British I never felt as if I was coming into a new community when I arrived here two years ago."

Origin

However, in his dual role as chief representative of Her Majesty's Government and head of the Falkland Islands Government he often feels on a tightrope. "The people trust me as head of the FIG to report their feelings back to London, but they are not so happy about what they hear, through me, from Britain."

"There is a suspicion around the islands that the Foreign and Commonwealth Office would like to get rid of them. This is not true, of

course, but it is a fear that is difficult to dispel."

Reasons for the belief that Britain would like to drop this remote outpost include the reduction of the BBC Overseas Service, the cut-back in British Antarctic Survey work, the planned withdrawal of HMS Endurance—and, especially, the new Nationality Act.

What particularly rankles is that the Gibraltarians, who are mainly of Spanish origin, succeeded in hanging on to U.K. citizenship thanks to a House of Lords amendment—while the true-Brit Falklanders lost out by a single vote in a similar move.

"The Home Secretary gave a strong assurance in the Commons and Lord Carrington in the Lords that if there was an emergency the Falkland people no longer having automatic right of entry or abode in the U.K. would not be barred," explains Mr. Hunt.

"But that is not the same as saying you have the legal right to come in. As a result I have heard of people deciding to leave and settle in the U.K. because they want

their children to be British citizens—and the islands cannot afford to lose their population."

It may seem strange that Argentina should be so keen to have the Falklands, considering they already have more than one million square miles of land stretching from the sub-Antarctic zone to the sub-tropical region, much of it undeveloped.

However, most experts believe it is not so much to do with the probability of oil reserves under the sea to the south—but simply fierce Latin pride.

A British ship captain, John Strong, made the first landing on the uninhabited islands in 1690, but the French set up the first colony, selling it to the Spanish for £24,000 in 1767. Meanwhile a British settlement got under way but its 100 people were evicted by the Spanish in 1770—a move which almost sparked off a war until the Spanish handed it back the following year.

In 1820 the Buenos Aires government, which had formally declared its indepen-

dence of Spain in 1816, claimed sovereignty of the Falklands—or Malvinas as they call it.

Eventually the Argentinians established a settlement, but the garrison left under protest when a British warship visited in 1832—and we have been in charge ever since.

Today the Argentinians continue to insist they succeeded to rights claimed by Spain in the 18th Century, while Britain remains in no doubt about its sovereignty and points to continuous, peaceful and effective occupation by Britain since 1833.

Talks have been held between Britain and Argentina over the past 20 years without the dispute being finally resolved, although they have led to agreements covering air and sea links, postal services, education and medical facilities and the supply of petroleum products which have benefited the islanders.

The latest discussions occurred only a fortnight ago at the United Nations building in New York.

They were conducted in a "cordial and positive spirit," according to concluding statement, and the two sides "reaffirmed their resolve to find a solution to the sovereignty dispute and considered in detail an Argentinian proposal for procedures to make better progress..."

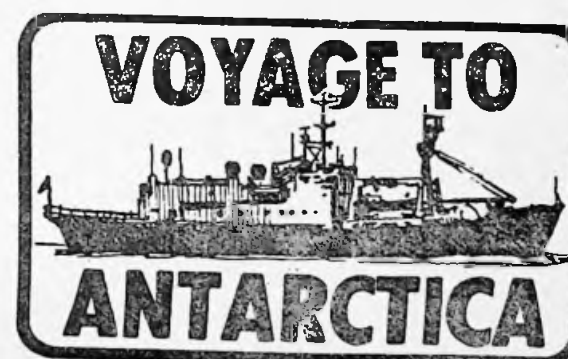
What the proposal was and how Britain reacted to it has not yet been made public.

At present the two Governments are considering the reports of their respective delegations and the final outcome could still be some way off.

Mr. Hunt, speaking to me a month before this meeting, said: "If the Argentinians eventually get there way I don't believe it would make a lot of difference to the lives of people here."

"The Argentinians certainly don't want to live here—it is too far from Buenos Aires and too cold. But it would save their national pride."

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that country's chaotic economy in which inflation gallops faster than a Saatchi pony. Mostly they are against such a move because they value their freedom.

One islander put it this way. "Argentina is a police state and sinister things happen to people who speak their minds."

"More than 2,000 of them vanish without trace each year. That is more than the total Falkland population, so what would happen if they moved in and we didn't like the way they were running the show?"

However the feud ends up, the Falklands' only real chance of long-term survival will be the improving and broadening of the economy.

There is no unemployment problem, in fact labour has to be imported at times, but half the male population is employed in sheep farming and the rest in Government public services, trade and shipping—and there is a need for greater diversity.

Mr. Harry Milne, for 17 years the resident manager of the Falkland Islands Company, the biggest trading company owning almost half the islands, is not sure the population is big enough to handle all the possibilities recommended by a 1975 economic survey which called for several major capital projects involving tourism and the development of a fishing industry and offshore oil and gas production.

But he does feel the islands could benefit by providing a spin-off style service for incoming exploiters, such as foreign fishing fleets.

"Personally I don't want

but we do have to work out a way of keeping part of our way of life and bringing the necessary new developments."

Manchester-born Mr. Milne has given his own boost to local morale by recently announcing he has bought a house and will stay on the islands when he retires later this year. He is the first FIC boss to give such a declaration of faith in the place since the company was founded in 1851.

"I have complete confidence in the future of this colony and that it can continue as a viable little community, providing it has the right kind of leadership and enthusiasm and a certain amount of capital investment."

"It would help if Britain honoured the agreement made in 1971 to supply a sea link with the Falklands. The trouble is Britain is hard-up."

"She wants to stand by her obligations but has she got the money to do everything necessary?"

"I am not afraid that Argentina is going to take over by force. But if relations broke down they could make life difficult by completely stopping the air service and the shipping service they provide, which would leave us very isolated with my company's charter vessel as the only link."

Mr. Milne points out this sort of situation existed before 1972 anyway—and Falklanders could live with it again. "I feel most people would be willing to tighten their belts further if Argentinian goodwill was cut off."

"One thing is certain, we want to go on living in a

Friendship that breaks the ice

FAR from the mainstream of international diplomacy and intrigue, world harmony is being modestly promoted.

Off a remote, icy island, on our planet's underbelly, somewhere between Cape Horn and the South Pole, an unlikely collection of Britons, Russians, Poles and Chileans, with a Norwegian and a Uruguayan for good measure, are making merry.

Conversation flows as freely as the whisky and in the convivial atmosphere everyone begins to wonder how East-West tensions ever came to develop.

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HMS Endurance has, in the past 24 hours, moved away from the Antarctic Peninsula and dropped anchor in Maxwell Bay at the south-west corner of King George Island, one of the largest of the South Shetlands about 500 miles from the tip of South America.

Her scientific and surveying programme over, the Royal Navy's ice patrol ship is concentrating on another of her roles—a combination of watching out for possible breaches of the Antarctic Treaty and general diplomacy around the bases operated by various countries.

A strange-bedfellows situation exists in this windswept, desolate landscape—an irony stemming from the principle that treaty signatories must not bring any international squabbles down to the Antarctic with them.

Russia may have sunk its 1974 World Cup chances by refusing to play football against Chile for political reasons. But on King George Island the two nations have bases side by side on the shore of Maxwell Bay—and relations could hardly be more friendly.

Nearby is a Polish base but although all but one of its 22 personnel are Solidarity members there is no sign of any "aggro" from the Russians.

And they certainly get on well with the Chileans—in fact they are so poorly supplied from home they would probably be suffering from malnutrition by now had it not been for help from the South Americans.

Endurance's Captain, Nick Barker, visits the Poles first.

He is given a warm welcome but although his hosts try to hide it he is quickly aware of their deprivation. The simple but wholesome meat and carrot mash lunch they provide is a comparative feast considering their lack of supplies.

For some time the Poles have been able to eat fresh tomatoes and other produce from their greenhouse, possibly the only one in the whole of Antarctica, but this has recently been wrecked by freak winds which reached an incredible 170 knots.

As if the political situation back home isn't enough, even the weather is against them!

Modern style

However, this has been something of a red letter day for them. Earlier the tourist ship World Discoverer also paid a visit, which meant a boost for their meagre supplies and Mass being said for them by a Roman Catholic priest who happened to be on board.

The skipper is greatly impressed by the amount of genuine scientific work in progress at the base. There is much concentration on geological, glaciological and hydrological activities coupled with permanent meteorological, magnetic and seismic observations and investigation of the region's biological resources.

Over at the Russian base, new personnel have just arrived, including one Valery Grivesky, whose calling card describes him as Chief of the Leningrad Department of Scientific Information and External Relations—but with all the smoothness

and linguistic abilities of a modern-style KGB agent.

He has travelled all this way to carry out a two months' inspection of the base and one of his first surprises is that in the boundary-less Antarctic it is perfectly in order for a British naval officer in a military helicopter to land unannounced in the middle of a Russian base and have an informal chat with its commander.

After the warmth and homeliness of the Polish patch, this base leaves Captain Barker distinctly unimpressed. The Russians give him a reasonable enough welcome but he finds the living quarters scruffy and spartan, with decoration limited to a few pictures of space pioneer Yuri Gagarin.

The tour moves on to a hut where scientific activity—seismic and meteorological recording—occurs but with a man slumped asleep among the equipment the general slovenly tone extends into there too.

By comparison, the Chilean base next door is found to be virtually palatial. It is on a much grander scale, with 186 personnel, a 1,300-metre runway for C130 transport aircraft and an hotel-like building fully furnished and carpeted, with hot and cold running water in every room.

In spite of the size, however, there is very little scientific work obviously in progress. The base, largely if not fully occupied by military, seems to be mainly used as a distribution centre from which goods flown in from Chile can be moved on to their other Antarctic footholds.

The three bases may have very different natures, but it is clear a good deal of neighbourliness exists between each group and this certainly comes across strongly when the day's diplomatic toing and froing reaches a climax with a buffet by attended representatives from each in Endurance's wardroom.

One Russian with whom I get locked in conversation insists they have plenty to keep them amused during the endless winter nights. They have a stock of 600 films—and, with a nudge and wink, he adds they can always nip over to the

THIS ends Brian Unwin's series based on his voyage to Antarctica on HMS Endurance, the Royal Navy's exploration and scientific vessel which is keeping the British flag flying on the other side of the Earth.

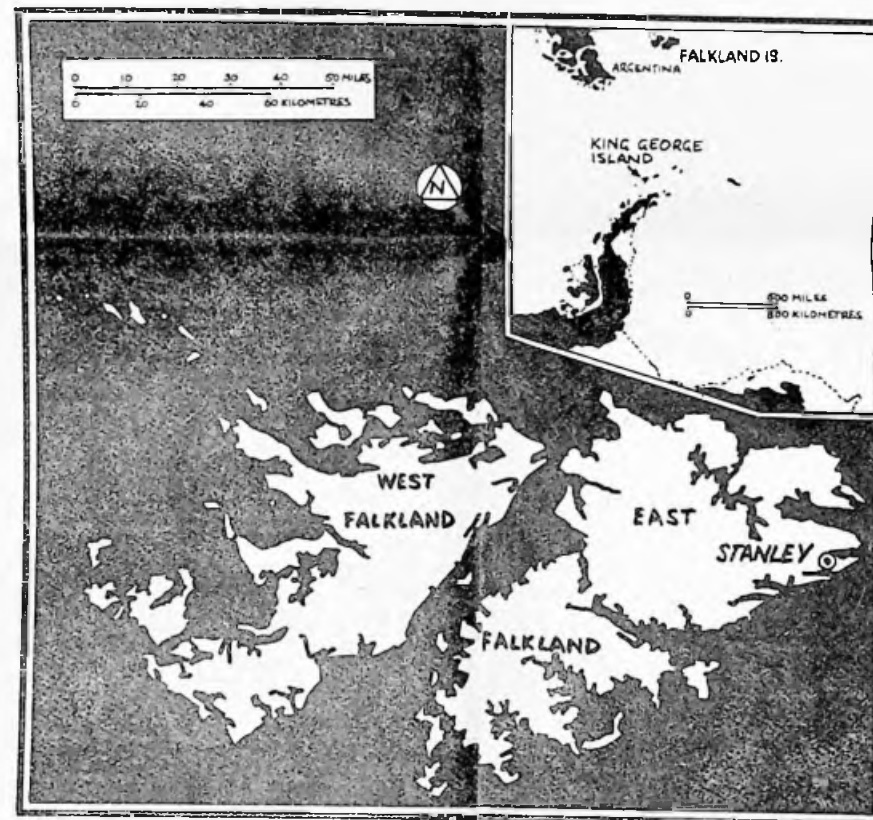
One of the recurring themes of the series has been the fact that the ship

Chilean base to see "more interesting" movies.

While the gathering's pacemakers carefully avoid steering the small talk into heavy political areas, there is a gradual drift into the fringes.

Before the guests arrived, a copy of the Economist with a picture of Poland's Solidarity leader Lech Walesa on the front cover, had been tactfully removed from the wardroom just in case it caused awkward moments.

But eventually the hot topic crops up in a roundabout way—introduced by a



Russian. "We are all Solidarity here," he reveals, although he perhaps does not mean with a capital S.

"In a place like this the only way to survive is to be in one big trade union and be good friends with each other."

This develops into a theme of international brotherhood. We agree different countries can work alongside each other without the complication of boundaries in the Antarctic—and wouldn't it be nice if such a set-up could spread.

For a new magic moments we are teaching the world to sing in perfect harmony and Capt. Barker, sensing the mood is just right, proposes a toast to all the nationals represented in our gathering—"and especially Poland in her present situation."

The Russians drink to this as heartily as anyone—but are they really sincere?

is to be axed as part of Government defence cuts—and with it our important presence in those distant parts.

Is this a wise move? Should we take this step which will not save us too much money in any case? We would like to hear your views. Please write to Antarctica, Features Department, The Journal, Groat Market, Newcastle NE99 1BO.

As the guests leave, the Poles loaded with gifts of food from Endurance's stores, the skipper observes: "I really do think that as nations of different complexions get together to explore and exploit the Antarctic, a wonderful example can be set for people elsewhere in the world."

The only snag is that this heart-warming message emerged from a uniting of different minds on the backside edge of frozen nowhere and is unlikely to find its way to the corridors of world power.

What a pity Ronald, Leonid, Maggie and a few other world leaders couldn't join us for a drink...

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1832-1982

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The celebrations begin next week with a major Saturday morning series in which we look at major events and issues over the years—and the way in which they have been covered has evolved.

It will be a fascinating study of some of the landmarks of a century and a half of history—don't miss it!

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ment.

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"One thing is certain, we want to go on living in a democracy—we want to stay British."

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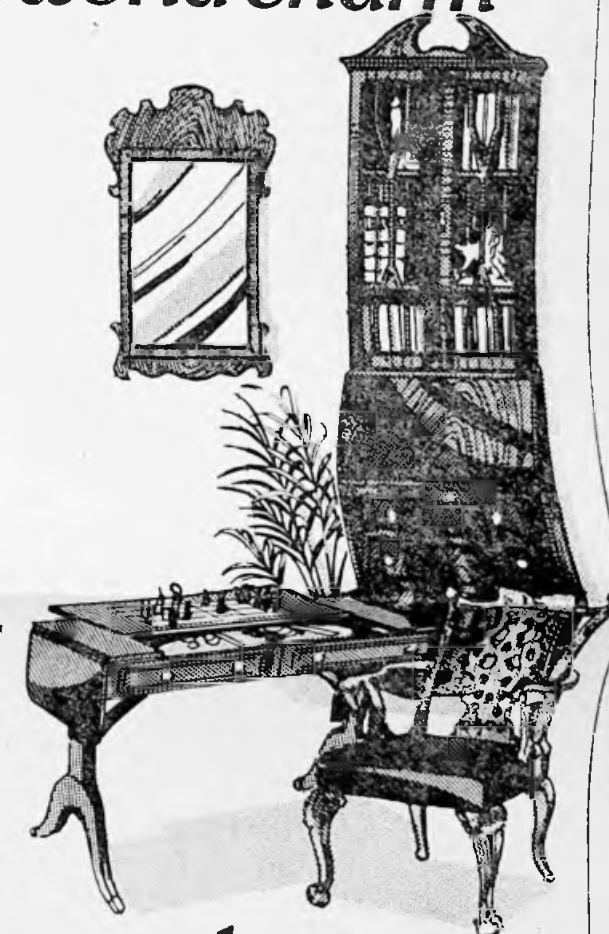
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Extract from
Edinburgh Evening News.

- 8 MAR 1982

Top scientists

³⁰⁰³
The Royal Society of Edinburgh have made three awards for contributions to science.

The Neill Prize goes to Mr A. Rodger Waterston, of Edinburgh, in recognition of his contributions to Scottish entomology — the study of insects — and to the natural history of the Hebrides.

Professor Walter Spear,

of Dundee University, receives the Makdougall Brisbane Prize for his contributions to the physics and technology of amorphous semi-conductors.

The Dr W. S. Bruce Memorial Prize goes to Dr Andrew Clarke, of the British Antarctic Survey, Cambridge, in recognition of his studies of Antarctic plankton.

Extract from
Northern Echo, Darlington.

- 5 MAR 1982

WHITBY: The town council has turned down an invitation to go to the 150th anniversary of the Falkland Islands, with which it is linked, in January next year because of cost.³²⁰³

International Press Cutting Bureau
70 NEWINGTON CAUSEWAY
LONDON SE1

Extract from:

YORKSHIRE POST

LEEDS

10 MAR 1982

Date.....

Junta's aim

³⁰⁰³
Sir, — Re "Deadline Over Falklands" (March 4) as one who spent years sailing in and out of Argentina, it is no surprise to me to read what the present "military Junta" is threatening.

The Foreign Office knew Argentina were illegally occupying "Thule," one of the South Sandwich islands, for 18 months before it was made public and they have now been under occupation since December, 1976.

It is time everyone, including the Foreign Office, realised what is at stake. It is not only the Falkland Islands Argentina wants. If they get the Falklands, they will also take the Dependencies, Black Shag and Clarke Rocks, South Georgia and

the South Sandwich group of islands. a United States geological survey estimates an oilfield around the islands to be three times the size of the North Sea's and these waters are rich in alginates.

With a 200 mile limit around those islands and rocks, Argentina would also control one of the world's almost untapped and richest fishing grounds. But that is not all. Argentina have also laid claim to the British Antarctic Territory. If the Foreign Office doesn't already know, that covers an area of 1,724,933 square kilometres.

The military rulers of Argentina are empire building. Before it is too late, Her Majesty's Government should instruct the Foreign Office Britain will not sit back and allow Argentina to do an Afghanistan style occupation of British people and British territory.

The Foreign Office seems to pretend that, in relation to the Falkland Islands pressures from Argentina will go away if they are ignored. The Falklands are British and our sovereignty over them is indisputable in international law. It is time we

stopped ourselves from being pushed around. — Yours faithfully,

H. DAVID TOULSON
les Lane, Knaresborough.

Extract from
Whitby Gazette, North Yorkshire.

12 MAR 1982

Invitation problem

Whitby Town Mayor and councillors have been invited to attend celebrations next January to mark the 150th anniversary of the settlement of the Falkland Islands by the British.

The reaction of the Mayor, Councillor Richard Wastell, to

the invitation was "If we win the pools, yes!"

The islands' funds do not run to paying guests' air fares, and it is a long and expensive journey to the islands, off Argentina, in the South Atlantic.

Steps were taken last summer to establish a twinning link with Stanley after the Governor and Commander of the Falkland Islands and Dependencies, Mr Rex Hunt, put forward the idea to Councillor Wastell.

The islanders, about 2,000 in number, are keen to remain British. Argentina is now threatening to break diplomatic relations with Britain if the islands are not handed back by next year's anniversary celebrations.

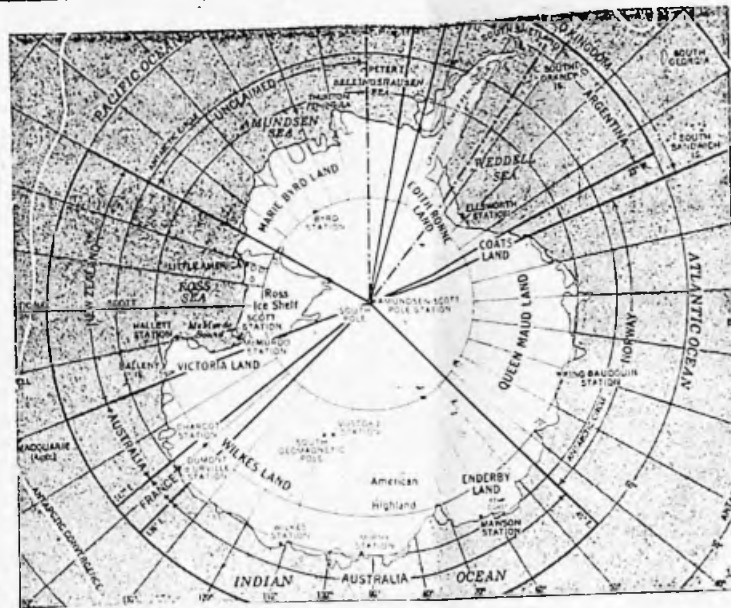
Extract from
South Wales Evening Post, Swansea

6 MAR 1982

Ice station Antarctic



Where
'home'
is 50-feet
under a
glacier,
the cold
drops to
minus
50 . . .



● ANTARCTICA . . . The Halley Bay base is in the Coats Land area. Left, the entrance tunnel to base headquarters 50 feet underground. Life here may be hard and cold, but the Union Jack still flutters proudly in the background.

by Norman Denby



● HOME again, John Tooze with his penguin chick. "I wouldn't fancy the South Pole for another 12 months."

A diesel mechanic has returned to his Port Talbot home after spending more than 12 months in the Antarctic sleeping every night 50 feet below the windswept surface of an ice glacier.

John Tooze, aged 24, who lives in York Place, left for the Antarctic in October, 1980, on the research ship Bransfield from Southampton.

He had been made redundant after a local engineering firm went into receivership and applied for a job with the Cambridge-based British Antarctic Survey organisation.

He was lucky and got the job and arrived at Halley Bay, the organisation's most southerly base in Antarctica, which is only 800 miles from the South Pole, in January, 1981.

The Bransfield made ports of call at Rio de Janeiro, Georgia, and the Falkland Islands and John, a keen photographer, took hundreds of pictures of whales, seals, penguins and wild birds on the trip and on excursions across the ice cap and by dinghy to famous Bird island.

Darkness

Most of the Halley Base is 50 feet below ground on the edge of the glacier and only the radio masts and generators are on the surface.

"The temperatures even during the summer months between January and March never went above freezing point, but it was quite pleasant because the sun was shining 24 hours every day," said John.

"At the beginning of May the sun starts to go down and by August it disappears and there is darkness around the clock," he added.

The coldest temperatures during

the harsh winter months when blinding blizzards raged for a fortnight at a time reached minus 50 degrees Centigrade.

"There were 15 of us at the base and we had to go to the surface every day to maintain the generators and shovel snow into our water tanks to keep our water supply going," said John.

His twin generator was linked to a computer used in experiments to measure the magnetic storms around the South Pole. He also took part in blood pressure experiments with one of the scientists.

"I never got bored because there

was too much to do, but I would not fancy staying at the South Pole for another 12 months," said John.

Two films were shown every week in the underground ice cave and when their egg and meat supplies ran out. Russians at a nearby base flew in some fresh supplies in their helicopters.

Chick

John who had a trip around the pole in one of the helicopters said: "There is always a link with New Zealand and if someone is taken ill helicopters come in from one of the

many bases run by several countries under an international agreement to rescue them."

The British organisation has six bases on the Antarctic and at Halley Bay, more than 100,000 gallons of fuel is unloaded every summer

John brought back many souvenirs of his trip, but his favourite is a six-week-old Emperor penguin chick.

"On one trip to Bird Island I found the chick dead. Its parents had abandoned it, so one of the doctors at the base skinned and stuffed it and I managed to bring it back home. It is a beautiful creature," he said.

Extract from
Building Design, London

-5 MAR 1980

STEMS FOR ANTARCTICA

3003

System building goes underground. Lynda Relf-Knight finds out how the designers of the new Antarctic scientific base plan to beat the elements.

TAKE away the constraints of the building regs, add the intellectual stimulus of a freakish site subject to a set of virtually uncharted conditions and you have scope for true structural innovation.

Set out to design a building that will collapse within a known lifespan and you have turned convention on its end.

This is a rare situation, but one which faced the high flying team behind the British Antarctic Survey's new £800 000 base on the Brunt Ice Shelf in Halley Bay, Antarctica.

The site is a floating ice shelf some 200 miles off shore and winds cause the snow to drift, eventually submerging any building on the surface. Accepting that any building was going to have a short life BAS's requirements were for a building that would live a little longer than its predecessors.

The result is a set of four connected plywood tubes, some 9m in diameter, arranged in a 70m long rectangular configuration to house the 18-man BAS team, their test labs and research equipment.

Described by structural engineer Mark Whitby of Anthony Hunt Associates as "the engineer's Rubic Cube", the structure has given rise to an interlocking plywood panel system with implications far beyond this one-off project which goes on site late this year and is due for completion next spring.

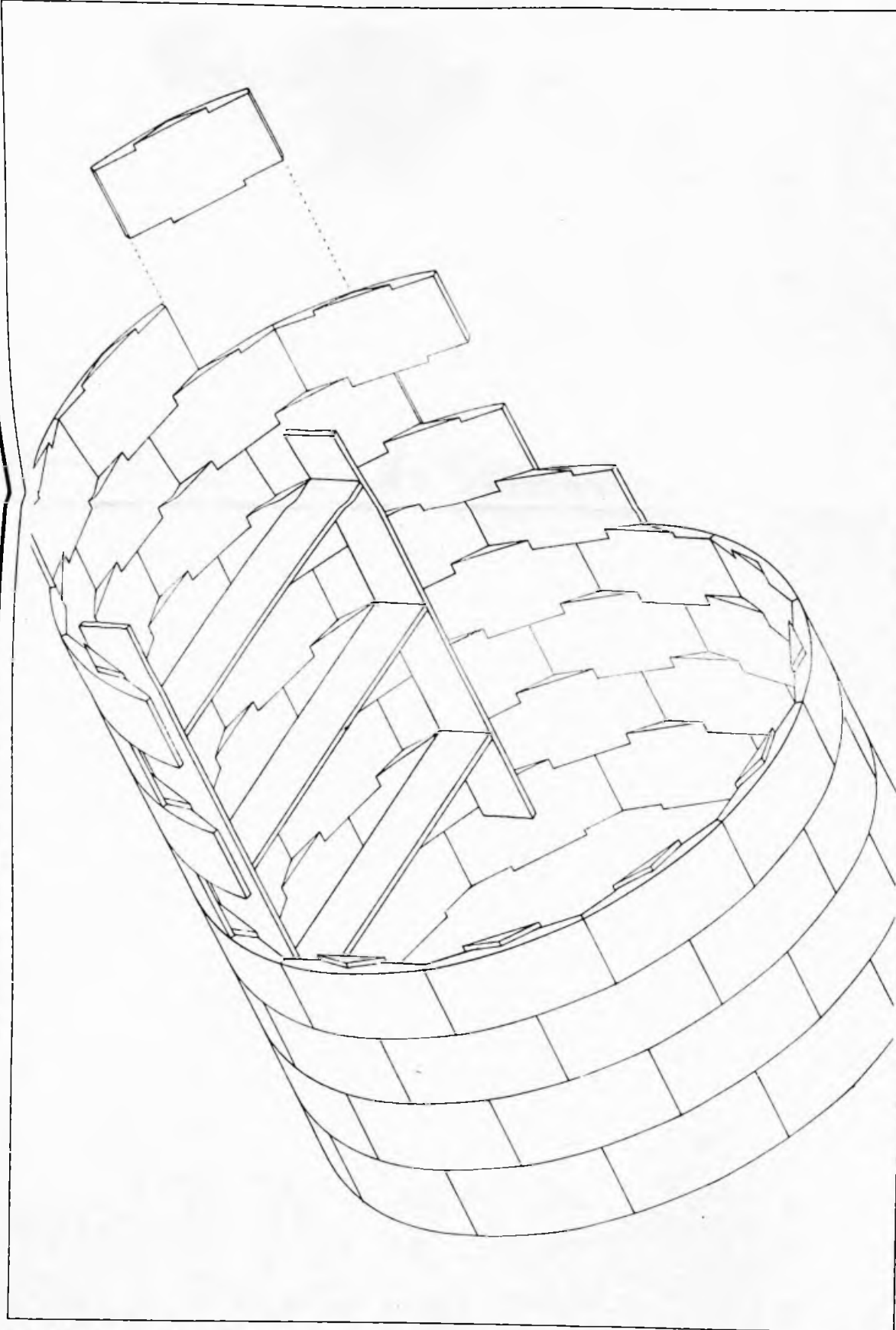
A bonus is that the research behind the design has added considerably to the limited store of information on the properties of snow and the behaviour of structures and materials in Antarctic conditions.

"We were, for example, able to look at the real properties of timber ply, not merely those outlined by the building codes," explains Whitby.

Though climatic and scientific research has continued in Antarctica for some 30 years, — BAS established its first base in 1957 — there has been little engineering research during that time. All building has been based on previous experience and few have lasted more than five or six years. Alan Smith of BAS explains that his organisation has had three stations to date all of which have been eventually crushed by the ice and the inevitable load of the snow drifting over and burying them.

In 1972 architects Jamieson Associates started using Armo steel culverts to house plywood accommodation pods but this system also proved to be short lived. For the new base Angus Jamieson and plywood contractor Graham Boyce of Struatpally approached Anthony Hunt Associates for structural assistance — and so a system was born, with a life expectancy in this particular application of 15 years.

With no established guidelines for Antarctic construction,



British Antarctic Survey Base: a draughtsman's nightmare but an erector's dream, the system locks together by means of triangular knibs on the panels. Neoprene gaskets weld the rings to allow for flexibility and steel bars will arrest horizontal shift.

the only way to work has been to examine the behaviour of existing structures. Computer models were used to achieve the deformation anticipated from the build up of snow on the building and estimate the effects of the load on the structure.

The main force, it has been found, will be from snow accumulating on top whereas side loads will be relatively small.

Already in production, the curved panels which make up the tubes are based on a standard 8ft by 4ft sheet of ply. A triangular knib on two sides of each member locks into the adjacent panels and the structure is erected on site in much the same way as a sophisticated bit of brickwork.

The panels are built up in segments or rings, each joined caterpillar fashion by a neoprene gasket.

This, explains Whitby, allows for flexibility in the event of shifting in the ice base. Twenty four steel tie bars inserted along the length of the tubes will control horizontal stretch in the structure.

Vertical end panels follow the same principle and are designed to the same dimensions as the curved members.

It is, claims Whitby, a fool-proof system geared to easy erection on site by a specially

TODAY'S NATURE LESSON.

And it came to pass that a decree went out from the paint industry, and the R.I.B.A., that an improved range of standard paint colours should be introduced.

Lo and behold, the BS 4800 (1981) range was born.

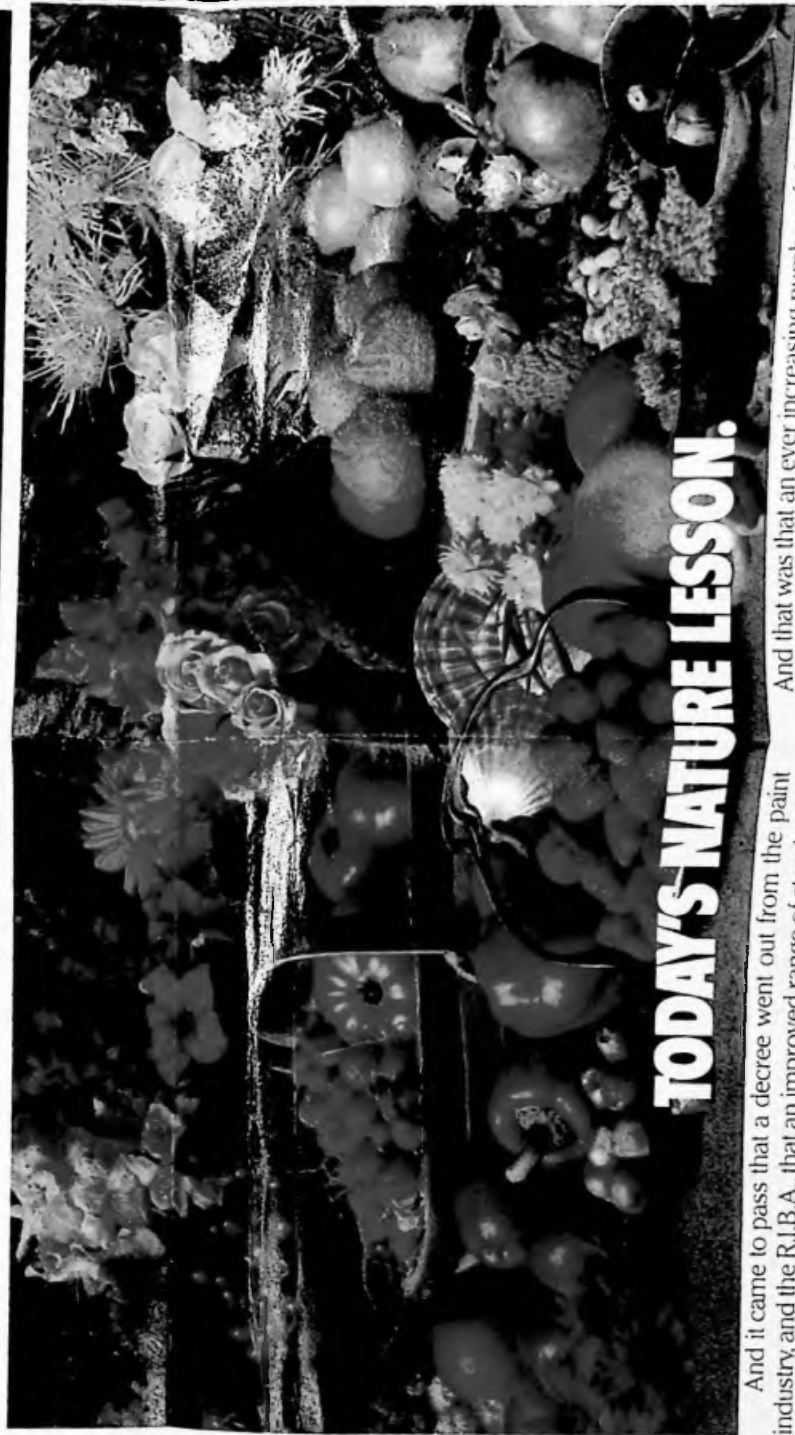
Crown, as a leading manufacturer, naturally complied. After all it was an obvious improvement on the colours that had been available before.

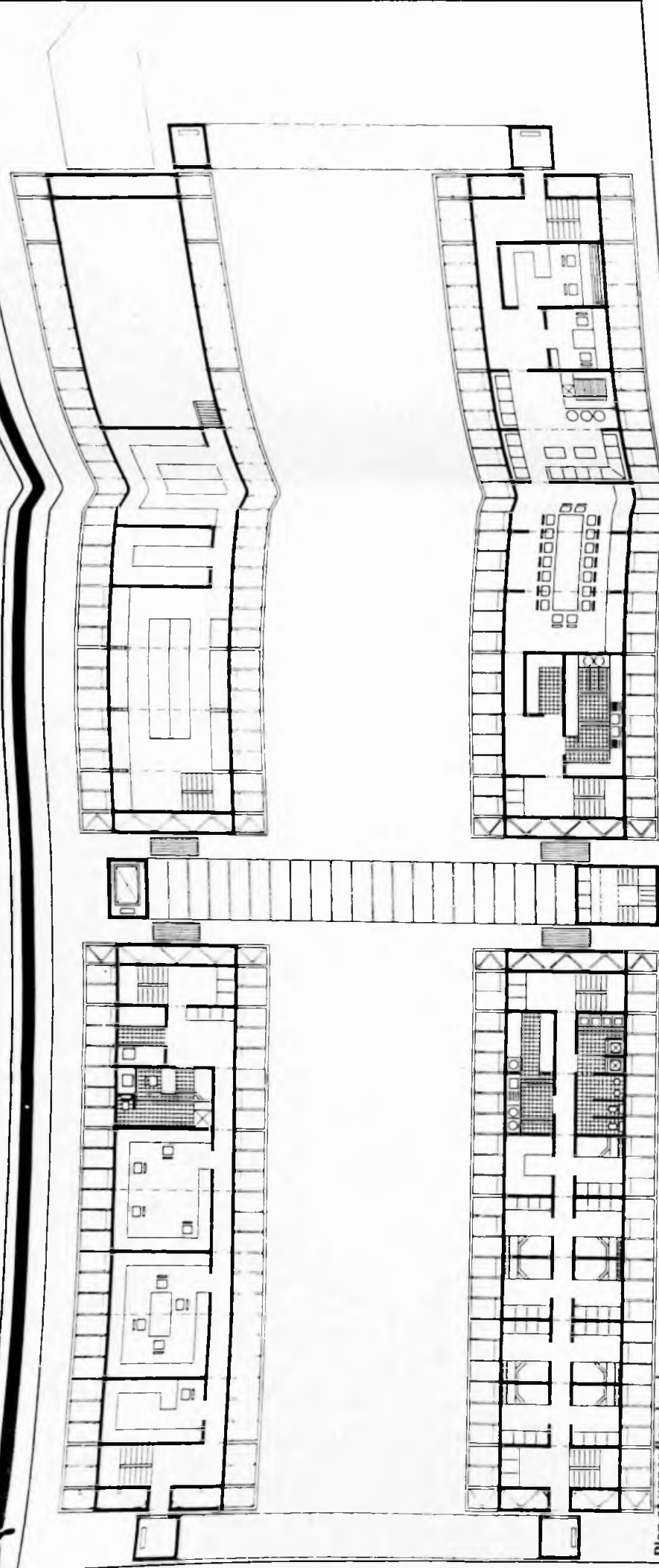
However, at Crown, it taught us one particular lesson.

And that was that an ever increasing number of decorating projects call for colours of a more subtle hue than those offered within the BS 4800 range.

A fact which conveniently introduces yet another outstanding development in the paint industry Crown Colour Plan.

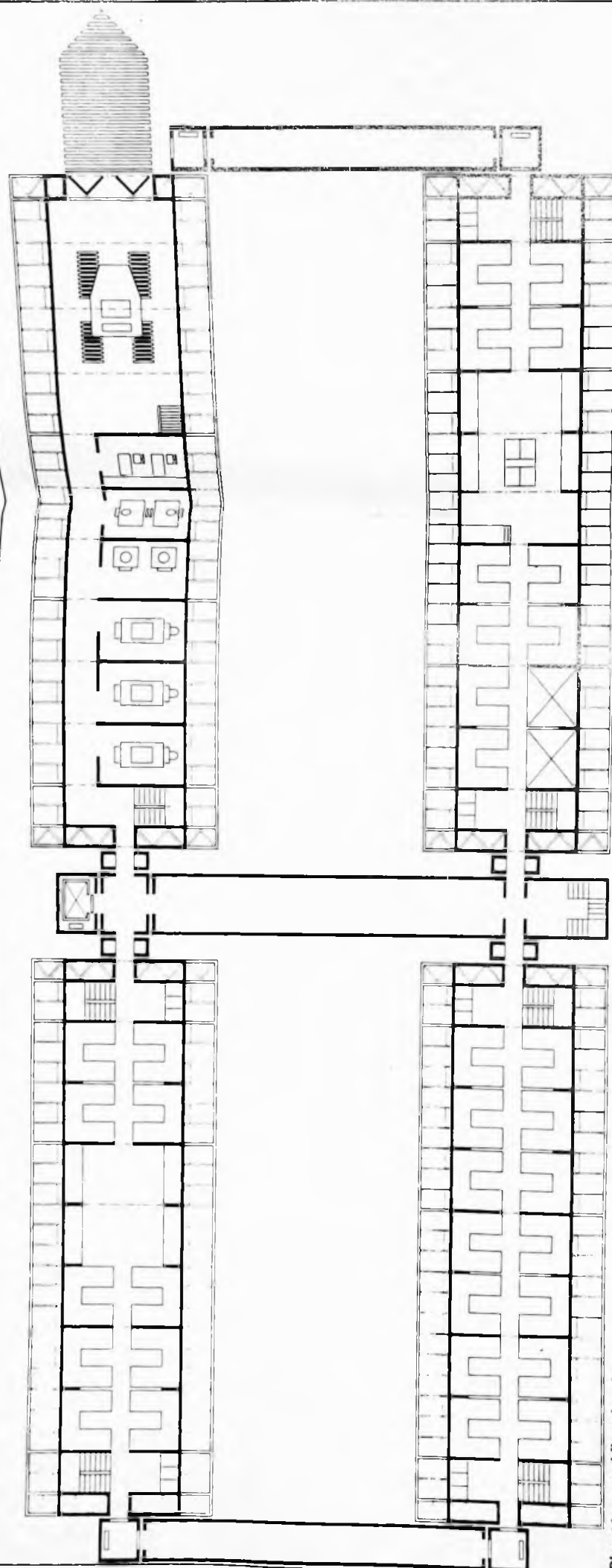
The inspiration behind the design of the Colour Plan range was the infinite variety and subtlety of colour offered by none other than Mother Nature herself.





Plan at upper floor level.

Living accommodation with workshop space above the power room in the maintenance block.



Plan at ground floor level.

Laboratories in three tubes and generators and garaging in the fourth.

trained army team. The tubes will be set into a 2.5m trench excavated into the ice and con-

plywood module as was used in the earlier steel culverts. These units are set on plywood box

beams along the tube base and can be jacked up as required if ground levels shift.

One tube houses the generators on the ground floor with garaging for the snow tractor and other vehicles; above is a workshop for the maintenance crew. The other three have laboratories on the lower level with dormitories, living accommodation and dining facilities above.

Lifts will take the research team up through shafts above the anticipated 19m of snow and ice which will eventually accumulate over the structure during its lifetime.

The spaces between the rectangular modules and the tube interiors will be cooled by air drawn in from outside — where temperatures average at -20 deg C — to a constant low of below -5 deg C to maintain the structural strength of the timber.

The choice of timber ply for the structure has obvious advantages for Structaply. But Whitby explains that the choice is more directly related to the suitability of the material for the conditions of the site. It can more easily adapt to the inevitable horizontal deformation as the snow builds up around it and does not deteriorate in the cold.

In fact, in cold conditions timber is stronger than concrete — hence the cooling on the inside to maintain the below freezing conditions. Unlike steel it is easy to handle on site in the cold.

This structure has been de-

signed to take a load of 10 tons per sq m — some 40 times that required for conventional office flooring. It will, it is claimed, withstand the wind for the two or three years that the base remains above ground and hold its own against snow loads as it is gradually submerged. It will be abandoned when it reaches 20m underground, but even then will not necessarily be unsafe.

The design team will continue to monitor the structure for stress and load while it is in use and estimates that even if it collapses, BAS will have about a year to organise evacuation before the snow above caves in making it dangerous to life.

As for the system itself, Whitby has already applied for a patent with a view to adapting it for other applications. Possibilities already in his mind include tower formwork and tunnel linings and timber is not necessarily the only material he would consider.

Seen alongside the Paterra shed system, launched at last year's Interbuild in association with architects Michael Hopkins Associates and soon to go on site near Stoke on Trent, for which he already holds the patent, it will be a useful addition to his portfolio.

Client: British Antarctic Survey.
Architects: Jamieson Associates.
Structural engineers: Anthony Hunt Associates.
Services: Dale and Goldfinger.
Main contractor: Structaply.



consistency is guaranteed. The manufacture of Colour Plan paint is computer-controlled to ensure that every litre of a chosen colour is identical.

As far as we at Crown are concerned, that's the natural way of doing things.

For further information contact: Crown Decorative Products Ltd., Dept. Colour Plan, P.O. Box 37, Darwen, Lancashire, BB3 0BG.

Whilst perfect competition is impossible, Colour Plan does offer a range of 960 colours, with the variety and subtlety which every architect requires.

For example, there are 195 shades of green to choose from. Enough to provide a fair comparison with Nature's offering.

The complete range of Colour Plan colours is available in Gloss, Undercoat, Eggshell, Matt and Silk Vinyl Emulsions.

Whichever colour and finish is required, the quality and

Colour Plan

11 MAR 1982

Two new Antarctica Catalogues

LAST November I was interested to receive five of the new "one-country" booklets published by Urch Harris in lieu of the old one-volume *Commonwealth Catalogue of QE II Stamps*. It was a bold innovation which, no doubt, gives pleasure to many collectors who do not wish to pay for listings of countries they do not collect. However, a collection of one-country booklets does work out to be considerably more expensive than the old complete book. Two more are now to hand covering highly popular areas. The first is Falkland Islands while the second, under the title of British Antarctica, includes British Antarctic Territory, Falkland Islands Dependencies and South Georgia. The general impression is that CW prices are far lower than SG — but this has usually been the case. In any case Gibbons themselves have been reducing their prices in a series of special offers from their postal sales department. Even so, a comparison can prove worthwhile. In my notes last year I praised Urch Harris for their initiative in extending first-day cover quotations to definitive issues instead of confining them to commemoratives. This policy continues. Let's look at the listings in alphabetical order.

British Antarctic Territory. The popular 1963-1969 definitives (CW 1-16) are priced at £250 m., £230 u., compared with the Gibbons figure of £350 m. or u. But the real bargain quotation is the "good" £1 grey-black and red of 1969 used on FDC at £140 compared with £125 for a loose used single. In November I tipped the 1973 definitives (CW 31-45, £15 m., £16 u.; SG 44E-58, £20 m., £21 u.). The set can be bought more cheaply than this, but my advice is to seek completion by adding the 1975-1979 reissue with changed watermark (CW 46-59, £9 m., £10 u.) and the 1980-1981 perforation changes (CW 67-75, £3.25 m., £3.50 u.). Among the commemoratives CW has some interesting variations on prices for individual denominations in the 1966 Churchill set (CW S1-S4; SG 16-19). The 2s. is priced by CW at £28/£18 compared with SGs £28/£16, but the 1s. is rated at only £12/£7 by CW against £20/£8 by SG, while the 1d. mint is only 25p against SG's £2.50! Similar variations occur with the 1969 set for the 25th anniversary of Continuous Scientific Work and the 1971 Antarctic Treaty. A cheapish set which I fancy will improve is the 1979 Penguins (S29-S32, £3 m. or u., FDC £3.25). A mint set and an FDC should be worth having.

Falkland Islands. Compare SG and CW on

the old "Two Sisters" of 1957 (SG 151, £8.50 m., £10 u.; CW 37, £3.50 m., £7.50 u.). Gibbons may be too expensive now, but I feel that CW are far too cheap used. As for the 1960 definitives (CW 39-53, £70 m., £50 u.; SG 193-207, £110 m., £75 u.) this is a useful set and well worth buying, provided that these divergent quotations are mentally noted. Incidentally CW do not price definitive Falkland Islands issues on FDC. They do so in respect of the other territories under review. The two books draw closer together on the 1978 3p Mail Ship "Merak-N" with watermark

THE BUY OF THE WEEK

BAHRAIN

1957 Local Stamps.

SG L4-L6

Mint, used, or on cover

sideways inverted (SG 333Ei, £27 m., CW 101b, £25 m.). Buy at best. The 1978 green cover booklet (CW B1, £6; SG B2, £8) seems another likely item. The 1964 set marking the 50th anniversary of the Battle of the Falklands (SG 215-218, £4.25 m.; CW S20-S23, £3.25 m.) is attractive at present low prices and those who can afford it should reflect upon the probable future course of the 1s. watermark variety (SG 217Ei, £130 m.; CW S22a, £100 m.). As for the 1977 Silver Jubilee set, I prefer it in booklet form (CW SB1, £6; SG B1, £9.75).

Falkland Islands Dependencies. I note that CW prices the 1953 Coronation single (CW S9) at £1.40 m., £1.75 u. against SG's £1.25 m., £2 u. CW's price for the FDC is £2. Readers probably know my liking for the 1948 Silver

Wedding pair with postmarks from all the Dependencies; a similar set of Coronation covers would be an almost equally attractive put-away piece. Now that the Dependencies are once again getting separate issues (there was a gap between 1963 and 1980) I anticipate that the earlier QE II issues will show a faster rate of increase. The 1954 set (SG G26E-G40, £275 m., £190 u.; CW 50-64, £190 m., £125 u.) is too expensive for most readers, but I do fancy a set — mint, used or FDC — of the 1956 Trans-Antarctic Expedition (CW S10-S13, £1.75 m., £2.25 u.; SG G41-G44, £2.30 m., £3.60 u.). Here again, when considering FDCs (CW £3.50) examples with outstation postmarks are the ones to seek.

South Georgia. I have always liked the 1971-1976 decimal currency set but I must admit that it hasn't moved in any significant way for months. And I still like it! There are some differences of opinion between SG and CW on the varieties of the 50p on 10s. First, as has always been the case, CW recognises three types of overprint compared with Gibbons' two (CW 48, 52 and 76). Worth pursuing? Yes, if you have more than a token interest in the territory and, in my experience, many people are very interested. Lack of space prohibits detailed examination of other variations between the two catalogues but my advice is to get both and compare. This issue is becoming deliciously complicated — but not absurdly so. I am sure that some very scarce stamps will emerge in due course and a complete showing should certainly pay its way. The earlier sterling currency set (CW 17-34, SG 1-17) includes the latecomer 1969 £1 (CW 34, £8

(Continued on page 695)

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Extract from:

YORKSHIRE POST

LEEDS

-4 MAR 1982

Date.....

World News

'Deadline' over Falkland Islands

ARGENTINA is threatening to break diplomatic relations with Britain if the Falkland Islands are not handed back by next year's 150th anniversary of the British presence on the islands, a Buenos Aires Foreign Ministry source said yesterday.

The source said, however, he could not confirm reports that Argentina would use force to seize the islands in the South Atlantic if a solution to the dispute was not reached soon.

The source said: "No diplomat can talk about the use of force. A decision of that nature is taken without announcing it previously."

"We also believe that it will not be necessary to take the case to extremes as we trust that the British will be reasonable."

"But the situation as it is now cannot continue as we have negotiated for 15 years without any progress."

The Foreign Ministry source said that if a solution to the conflict was not reached soon, Argentina would break relations.

The solution would have to come before the 150th anniversary of the British presence on the islands, which have a population of less than 2,000.

A newspaper columnist, Mr. J. Iglesias Rouco, said Argentina

was seriously considering breaking relations with Britain and ordering a military occupation of the wind-swept islands, known in Spanish as the Malvinas and situated 300 miles off the Argentine coast.

British troops occupied the islands in 1833.

CHRISTOPHER FORBES ADAM, Diplomatic Correspondent, reports: Britain is considering the Argentine proposal to speed up negotiations on the Falkland Islands by holding monthly meetings. But there is little enthusiasm on the British side.

The proposal was made during weekend talks in New York attended by a Foreign Office Minister, Mr. Richard Luce.

A decision will be taken by Lord Carrington on his return from visits to Kenya and Zimbabwe.

Meanwhile, Mr. Luce yesterday deplored Argentine threats to "seek other means" to resolve the dispute unless there is an early settlement.

Britain remains determined not to agree to any solution on future sovereignty which is not acceptable to the islanders and the British Parliament.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Evening Chronicle, Newcastle-upon-Tyne.

- 5 MAR 1982

Bid for 3003 Falklands

Argentina will use all the resources of the United Nations charter to try to recover the Falkland Islands from Britain, the Argentine ambassador said in Brazil today.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Watford Observer

26 FEB 1982

A long trip to see his play

AMERICAN playwright Ted Tally flew to England last week especially to see Watford Palace Theatre's production of *Terra Nova*, his play about Scott of the Antarctic.

Mr Tally, who lives in New York, saw Friday's performance.

Palace publicity manager Christine Evans said: "He told us he was extremely pleased with the production and thought it was very moving — the best production of the play he had seen."

Terra Nova, which starred

Robert Powell, played to 100 per cent capacity during its 34-week run which ended on Saturday.

The production has also resulted in a donation to the Palace Theatre Appeal to pay off the £200,000 spent on redecoration and repairs last year.

A party from the British Antarctic Survey and the Scott Polar Institute at Cambridge travelled to Watford to see *Terra Nova* — and were so impressed that they have sent a donation to the appeal.

INTERNATIONAL PRESS
CUTTING BUREAU

Extract from:
ADUR HERALD, Sussex.

-5 MAR 1982

MP in island talks

SHOREHAM MP Mr Richard Luce, Minister of State for the Foreign and Commonwealth Office, led a British delegation to New York last Thursday for three days of talks about the Falkland Islands.

They were part of regular discussions that have been held with the Argentinian government on the long-standing sovereignty dispute over the Falkland Islands.

Duty

Mr Luce said Britain's position was that 'our paramount duty is to the Islanders and that no change in their position will take place without their consent and that of Parliament.'