

Exactly a fortnight elapsed between the landing of the scrap men on South Georgia and the full invasion and the two weeks each make distinct phases. Through the first, the Foreign Office view prevailed: low-key attempts should be persistently mounted somehow to legitimize the illegal entrants without, in the words of one source, "fuss or force." The initial response in Buenos Aires had been unaggressive and the air was thick with jokes about the Pirates of Penzance. Many of these assumptions rested on the bedrock belief that any Argentine "escalation" would follow — as it had in the past — a gradual sequence.

However at some time that week — and the exact timing is important — a key intelligence "scoop" was transmitted from Buenos Aires to London. An unidentified British Embassy source told Simon Winchester of *The Sunday Times* on April 5 that 10 days beforehand (March 25) secret "naval operational options" had been sent to London and they included deployments for an assault on the Falklands.

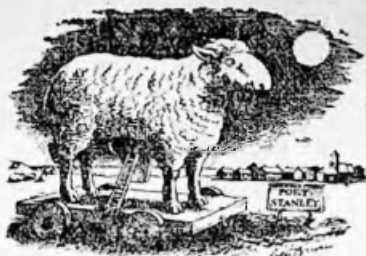
"They chose," continued the source, "to ignore it totally. It was a complete error of judgment on London's part." That claim rests on the assumption that the text of the document not only described how an invasion would be mounted, but also when. London had already decided that a visible deterrent against an ill-defined threat was on balance a greater risk than doing nothing and hoping; an undated invasion plan would not have altered that view.

Military sources in Argentina have said to members of the British community since the war began that the plans were deliberately leaked — one source said that they were handed over on the 22nd — in order to test likely British reactions. This may simply be propaganda designed to enhance the claim of British hypocrisy in their reaction to the invasion, but an inquiry should look closely not only at what was obtained but at how it reached the embassy.

Has British Intelligence been run down too far?

The "target" countries for Britain's intelligence Nato's Warsaw Pact adversaries, countries with the power to inflict damage on Britain and countries in which Britain has substantial interests. In practice, these categories are blurred by intelligence treaties between Britain and its Nato partners. By the mid-1970s, the second group included Argentina and Guatemala because of their claims to the Falklands and Belize respectively. But successive "reviews" have sharply reduced intelligence "assets" even in countries in the second category. The Secret Intelligence Service, which once ran two regional headquarters in Latin America dealing with Spanish and Portuguese-speaking countries respectively, now runs one in Buenos Aires. It is massively overworked.

If the landing of the scrap men intensified the conflict of intelligence evidence about Argentine intentions, it was the Joint Intelligence Committee which arbitrated. Its daily summaries —



From South Georgia
to Stanley:
inquiry agenda
part two
by George Brock

How the Pirates of Penzance became the first invaders

Times
1.7.82



John Nott and Lord Carrington — divergent views about Britain's military preparedness; Sir Antony Duff — a key Cabinet Office role in intelligence coordination.

distributed to the Prime Minister, Defence and Foreign Secretaries among others — do not appear to have sounded a note of real alarm until Monday 29, four days before the invasion itself. Where were the crucial judgments made? In the "Current Intelligence Groups" or in the pivotal Assessment sub-committee which has traditionally had a Foreign Office chairman? What is the division of responsibility between the JIC chairman (always a top-ranking Foreign Office official) and the Cabinet Office coordinator of intelligence activities, currently also a Foreign Office man, Sir Antony Duff?

On Friday 26, intelligence reported that two Argentine corvettes were sailing for South Georgia and that knowledge signalled the start of the final round. Those closely involved recall that weekend as "one long phone call". As increasingly chilly diplomatic notes were exchanged in Buenos Aires about the status of the scrap men, a nuclear-powered submarine — probably HMS Spartan — was diverted to the South Atlantic. For maximum secrecy all nuclear

submarines out of port were ordered to stay submerged: HMS Superb, leaving the Mediterranean after Nato's Spring Train exercise and widely believed to have turned left for the south, in fact turned right and north and sank an Irish trawler by catching its nets while submerged.

As the Prime Minister and Lord Carrington set off for Luxembourg on the morning of Monday 29th, they had with them a JIC report which was not conclusive but still depressing. A well equipped Argentine fleet fully capable of invading the islands was "exercising" two days sailing distance from the Falklands. The prevailing mood was one of helplessness. "By now I thought there would be an invasion of some sort somewhere", one insider recalled, "But we didn't know where, or when, or at what strength. All I knew, and I knew that they knew, was that we couldn't do a damn thing about it." The helplessness in fact continued the policy of discretion: if it was too late to prevent an invasion, Britain might as well gain what little there was to be gained by doing nothing provocative. Intelligence eventually reported that the junta's final decision to invade was probably not taken until Monday 29. That day, the Falklands governor, Mr Rex Hunt received a message warning him that an Argentine submarine was off the island, probably reconnoitering for good beach-heads.

From that day onwards, Reagan administration officials were heavily involved in secretly trying to deter the junta. On the Tuesday night, the British Ambassador in Washington Sir Nicholas Henderson produced for the State Department the latest JIC report which confidently

Cont →

Woodward praises Falklands bravery

D. Teleg. 5.7.82

By COLIN RANDALL

REAR-ADML JOHN "SANDY" WOODWARD, commander of the Falklands Task Force, flew back to Britain last night and said the victory was a "fantastic success story" achieved under the most difficult conditions.

Adml Woodward, 50, said after arriving in a VC 10 at RAF Brize Norton, Oxon, that it was not the time to discuss errors in the campaign.

"There must have been mistakes. There always will be some," he said. But he preferred to think and talk about those who fought bravely, and in some cases died, in the struggle to liberate the Falklands.

They deserved the highest tribute. "We saw right across the board, with the land, sea,

and air forces, professional Servicemen fighting in a professional manner."

Adml Woodward, who was greeted by Adml Sir John Fieldhouse, Commander-in-Chief Fleet, said it was "truly marvellous" to be home.

"This is a marvellous country with marvellous people," he said. "That is what it was all about. That is why we were doing what we were doing."

He denied ever thinking the operation would be a "walk-over," a comment attributed to him after the re-taking of South Georgia.

He also dismissed reports of friction between himself and land force officers, in particular Maj-Gen Jeremy Moore, Falklands land forces commander.

He described the tactic of keeping most of the Fleet to the east of the Falklands as a "classic carrier way of operating," in that vital flight decks were kept "out of harm's way."

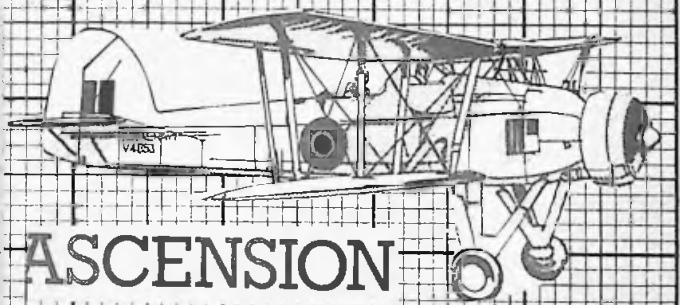
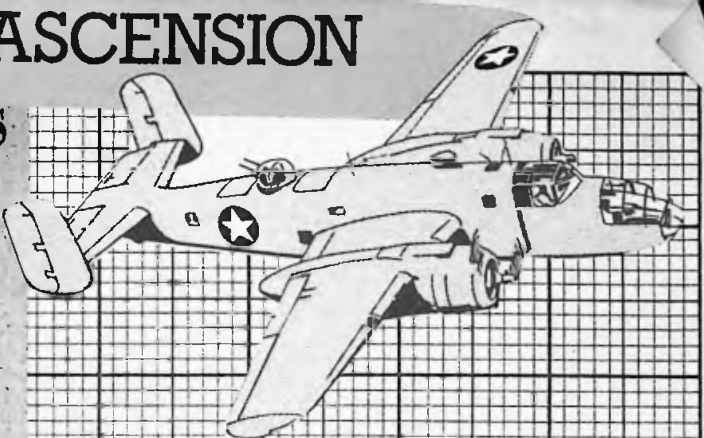
He had nothing but praise for the way all Services involved came together and triumphed "under ghastly conditions. It is a most fantastic success story that we could mount an operation of that sort from the UK at such short notice."

Asked what lessons he had learnt from the campaign, he replied: "Be more careful of what I say to the Press for a start."

After a pause, he added: "The most significant thing brought home to me was what Argentina was about; how they were misled, and how they treated their own people."

"I am referring to the sinking of the General Belgrano," he said. "The reason there was a lot of loss of life was that her escorts ran away which is not the sort of honorable behaviour I would expect from anybody."

He praised the bravery of Argentine pilots and persistence, despite losses, was "quite



ASCENSION

Asked about the heavy loss of life on the Sir Galahad and Sir Tristram landing ships at Bluff Cove, Adml Woodward said: "There was air cover right from the start."

"You must understand that air cover is not having a fighter over the head of every single soldier. It's about defence in depth."

Minutes after landing, after the flight from the Ascension Islands, Adml Woodward was reunited with his wife Charlotte, and children Andrew, 21, and Tessa, 19.

He said he intended to celebrate his return with some private sailing, "as long as my boat has not gone aground again."



ISLAND FARMERS

COUNT COST

D. Teleg
6.7.82

OF OCCUPATION

By IAN GLOVER-JAMES

WOOL valued at up to £500,000 from the Falkland Islands may have been lost in the destruction caused by 10 weeks of Argentine occupation and British counter-attack.

First reports of damage suffered on outlying sheep stations are reaching Britain, and they present a mixed picture.

Some farms have emerged unscathed, others have lost all.

The islands export £5 million pounds worth of wool a year, the main plank of the islands' economy.

The 600,000 sheep are sheared between November and February. The wool reaches Britain in three major shipments. Only the first had arrived by the time the Argentines invaded.

"Two thirds of the wool is still in the islands and it is worth more than £2 million," said Mr Colin Smith, a Bradford-based wool merchant with established Falklands interests.

"We are not going to see up to 25 per cent. of that. It could be £500,000 worth of wool."

Livestock list

His reports from the sheep station so far are piecemeal, short telex messages from angry farmers with vituperative comments about Argentine troops.

"Regret Mullet Creek wool totally destroyed in conflict" was the short message from Mr R. W. Browning, who has 1,189 sheep, 300 lambs, eight head of cattle, four horses and three sheep dogs on the farm he runs with the help of two hands near Stanley.

Mr Sidney Miller, manager of three farms on West Falkland, reported: "Very considerable damage to buildings at Dunnose Head, virtually none at Packs/Point Howard, fair degree at Fox Bay East. All the materials and timber, every stick, used by Argentines at Fox Bay.

"We hope to effect sufficient repairs to be able to commence shearing by October. Mines left make work dangerous. My Tim (Mr Miller's 30-year-old son) lost left leg from shrapnel at Dunnose Head."

Compensation vital

Mr Charles Needham, chairman and chief executive of the Coalite Group, which owns the Falkland Islands Company, said reports of damage to farms and properties were sparse, but the worst hit area appeared to be Darwin and Goose Green.

The company said there had been reports of Argentines shooting livestock indiscriminately at Goose Green. Mr Smith estimated up to 10,000 livestock could have been lost in the islands.

Task Force commanders



REAR-ADML Derek Reffell, 53, who has been appointed Naval Task Group Commander in the South Atlantic in succession to Rear-Admiral John Woodward, and (below) Maj-Gen. David Thorne, 48, who succeeds Maj-Gen. Jeremy Moore as Commander British Forces Falkland Islands later this month.



Compensation for islanders who have suffered losses will become a mounting problem with cases like that of Mr Adrian Monk, recently retired as farm manager at San Carlos whose new home on Roos Road West, Stanley, was completely destroyed in the fighting.

The Government's plans for compensation have yet to be announced. The Foreign Office said yesterday that Mr Rex Hunt, the civil administrator, was at present trying to assess war damage.

Appeal for aid

Mrs Thatcher, in answer to a Commons question on June 15, said: "It is our intention to be generous in these matters."

But islanders with damaged homes in mid-winter may need more urgent assistance.

"Government compensation is a long term affair. We can operate in the short term," said Maj-Gen. Alan Mills, honorary director of the Falklands Appeal, which has raised £55,000 since June 10.

"As a non-charitable trust we can help individual cases—for instance there is a girl there whose mother was killed in the fighting and who is total-

INVINCIBLE BATTLE BY AUSTRALIA

D.T. 6.7.82

By DENIS WARNER
in Melbourne

MR IAN SINCLAIR, Australian Defence Minister, will leave for London tomorrow in a final effort to win the aircraft carrier Invincible for the Royal Australian Navy.

Mrs Thatcher is reported to have offered Mr Fraser, Prime Minister, the Hermes in place of the Invincible. This suggestion shocked the Australian defence community.

Mr Sinclair said plans for the Hermes had been drawn about six years before those for HMS Melbourne, Australia's only aircraft carrier, which was decommissioned last week.

Many in the Defence Department have become acutely conscious of the need for naval air power since the war in the South Atlantic, and Mr Sinclair has been instructed to fight hard for the Invincible.

The Australian government originally intended to use the Invincible as a command ship and for anti-submarine warfare with Sea King helicopters. It planned to postpone its decision on whether to buy Sea Harriers or the American AV-8B until a later date.

The Defence Department now believes that if the navy is to have the Invincible it must also have the Harrier.

Discussion confirmed

OUR DEFENCE CORRESPONDENT writes: The Ministry of Defence would only reiterate the statement by Mr Nott, Defence Secretary, in the Commons last Thursday that the Government is taking up the Australian offer of discussion.

FOOT REPLACES

FALKLANDS

D.T.
6.7.82 **REBELS**

By Our Political Staff

Mr Foot, leader of the Opposition, yesterday announced new Front Bench appointments, partly to replace junior Labour spokesmen who were dismissed in May after rebelling in a Commons debate on the Falklands.

Mr Geoffrey Robinson (Coventry North West) succeeds Mr Tam Dalyell (West Lothian) as science spokesman; Mr Philip Whitehead (Derby North) will take over responsibilities for the arts from Mr Andrew Faulds (Warley East) while continuing to speak on education; and Mr John Sever (Birmingham Ladywood), will work with Mr Frank McElhone (Queen's Park) on overseas development.

ARGENTINA 'AT

PEACE' WITH

D.T.
6.7.82 **BRITAIN**

By MICHAEL FIELD in
Buenos Aires

A de facto cessation of hostilities with Britain existed on Argentina's part, Dr Juan Aguirre Lanari, the new Argentine Foreign Minister, said last night.

What must never be supposed was that "we shall desist from our century-old claim which we shall continue vigorously to maintain in all quarters so that our legitimate rights to the island territories are recognised."

Earlier, while saying farewell to Foreign Ministry officials transferred under the new regime, Dr Lanari said: "Argentina is a country of peace, durable peace which meant it has to be a just one as Pope John Paul said on his recent visit."

ly incapacitated. She may need caring for 24 hours a day."

Meanwhile, the first group of 15 civilians from about 100 who left the Falkland Islands are starting for home today. They are flying with the RAF from Brize Norton to Ascension Island where they will join the Task Force ship Norland for the week-long voyage to Port Stanley.

NONE SO D.T. 6.7.82 BRAVE AS THE PARAS

By Maj-Gen Edward Fursdon
Defence Correspondent

THE 2nd and 3rd Battalions of the Parachute Regiment were jointly greeted on board the ferry Norland by Gen. Sir Edwin Bramall, Chief of the General Staff, as they neared Ascension Island yesterday on their way home.

"In the armies of the world," he told them, "they come no braver or tougher than those in the Parachute Regiment. So now you go home to a great and well deserved welcome from your loved ones and friends and the country as a whole, who rightly rate the Falklands campaign—for which, incidentally, there will be a special medal—as one of the most brilliant and bravest in British military history."

'Fought and won'

"In the years ahead and when you are old men—particularly when you are old men—you will be able to say, as they said after Agincourt, after Alamein and Arnhem: 'I marched, and fought, and won in the Falklands, and showed the world the incomparable quality of the British Army.'"

Gen. Bramall told the men that he was someone who had seen the Falklands crisis through from the safety and comfort of Whitehall, and was one of those who sent them to war.

The least he could do, as professional head of the Army, was to come out and personally thank both Battalions together, "for all you have done for the country, for the British Army, and for your proud and splendid Regiment, in carrying out, against great odds, every task given you, and in restoring the British flag to the Falklands."

'Great glory'

"You have done an outstanding job by any standards, and have justified a thousandfold the confidence we placed in you; and you can fully take your place alongside those of the previous generation who fought with great glory at Bruneval, in North Africa, Sicily, Normandy, across the Rhine, and at Arnhem."

"You have earned the admiration of all of us old soldiers, who may even be prepared to admit that you are probably actually fitter and more professional, and just as courageous as your fathers were—and that, for an old soldier, is no easy concession to make."

Gen. Bramall reminded the Battalions not to forget those in the Task Force who supplied them and who backed them up, and "sometimes made your hard-won success possible."

Children want to D.T. 6.7.82 stay in Falklands

By A. J. McILROY in Port Stanley

ALL the children to whom I spoke in their Port Stanley schoolroom said they wanted to stay in the Falkland Islands.

"I don't want to leave them. They are our home," said Margaret Butler, 15.

She and her fellow-pupils represent the future of the Falklands and they will be growing up in a population of 1,300 protected by a garrison of 4,500.

Into their adulthood the feudal aspect of the islands is unlikely to survive. There is already talk of schemes to sell blocks of land belonging to the Falklands Islands Company to local people who work for the company and live at present in tied homes.

"The company owns much of the land, and it was not so long ago we had to call the company man in the big house 'Master', said one Goose Green resident.

Fairer elections

"Now there is talk of having a fairer system of electing our ruling council. There will be more democratically elected representatives, and there will be more settlers coming to the islands."

The children going to school again in Port Stanley walked past military tracked vehicles yesterday and threw snowballs at Welsh and Scots Guards.

"I am glad we are back, and I hope we can get our 'O' levels," said Sherree Alazia, 15.

"When the Argentines were here and the bombardments

were on from the British ships and Harriers, one of the teachers who stayed behind gave us lessons in a safe house."

A safe house was one of the minority of substantially built houses in the sprawl of Port Stanley in which people sheltered.

Before the Argentine invasion there were 120 junior pupils and 95 senior. But there are fewer now because there is no room for a hostel to house children from the remote settlements in East and West Falklands.

The fact that these children cannot get back to school is a source of complaint in the settlements. At Goose Green, scene of one of the British battle triumphs, people are protesting. "Everything seems to be getting done for those in Port Stanley."

The newly-established Rehabilitation Committee, a grouping of Task Force and civilian leaders to plan for the future, is to consider this situation today.

A shortage of seats in Hercules 150 transport planes being flown by the R A F means it is difficult to get teachers and other essential people back to the islands. Army Education Corps officers are helping to teach the children.

On Jan. 3 the Falkland islanders are to celebrate 150 years of British rule, and they will do it with enthusiasm. They are intensely loyal.

Close-down indicates D. Teleg. 6.7.82 peso devaluation

By MICHAEL FIELD in Buenos Aires

BANKS, foreign-currency dealers' premises, and the Stock and Commodity Exchange were closed in Argentina yesterday to prevent speculation on the eve of an unexpected devaluation of the peso.

Dr Dagnino Pastore, the new Minister of Economy, was to announce on television an important package of measures, of which no official advance information was available.

Ministry blackout

The situation was appropriately illustrated by a blackout in the Ministry building caused by a power failure.

The new programme is expected to include a wage increase for Government employees, including those in the Army, of between 15 and 35 per cent., as was planned by Dr Dagnino Pastore's predecessor. Various increases were

thought likely for lower and higher wage brackets.

Public service charges, including bus and underground fares, were expected to go up by 50 per cent.

There was intense expectation and concern in some circles about what the new Government would do with the peso, and it seemed certain a two-tier exchange rate would be reintroduced.

This would mean that for trade purposes the United States dollar would be fixed at 22,000 pesos while the financial or "ordinary" rates would be left to float. Estimates for the start of the float ranged from 24,000 pesos to 30,000 pesos to the dollar.

The Central Bank, whose new president is Dr Domingo Cavallo, like his Minister a product of Harvard, is expected to set a base interest rate to limit offers by the many finance companies that have sprung up during six years of Argentine monetarism. Their total deposits and net earnings will probably be restricted.

£5m BENEFIT FOR DEPENDANTS

Nearly £5 million benefits are to be paid to dependants of 53 soldiers killed in the Falklands, most of whom were members of the Army Dependents Assurance Trust, which is open to all members of the Regular Army. Some have started receiving tax-free monthly benefits already, and others will be paid promptly, said a spokesman.

35 PRISONERS VOLUNTEER TO CLEAR MINES

D.T. 6.7.82
By Our Defence Correspondent

Thirty-five Argentine prisoners-of-war have volunteered to stay behind in the Falklands to help British troops with mine clearance. Such employment is covered by the Third Geneva Convention, Article 52.

Because of the extent of the problem of often indiscriminately laid, unrecorded, and unmarked mines, the task of clearance, supervised and executed primarily by the Royal Engineers, will take a very long time.

The Argentine prisoners will be paid for their work. This is allowed for under the Third Geneva Convention, Article 62.

Lord Franks heads inquiry into Falklands invasion

Times 6.7.82 By Julian Haviland, Political Editor

Lord Franks is to be chairman of the committee of privy councillors appointed by the Government to review the background to the Argentine invasion of the Falkland Islands.

The choice of Lord Franks is expected to be widely approved at Westminster and among the wider public. At the age of 77 he has unusually long as well as unusually wide experience of public life, having been Ambassador to Washington and chairman of Lloyds Bank in addition to holding headships of two Oxford colleges. In 1971-72, he was chairman of the committee on Official Secrets Act.

Agreement on the composition of the committee and its terms of reference was reached at a further meeting yesterday of Mrs Margaret Thatcher and Mr Michael Foot and Mr Denis Healy, for the official Opposition.

Nothing of what they discussed was revealed, but it was acknowledged on both sides that there was no longer any disagreement. That is taken to mean that although the committee will be asked to examine the handling of policy towards the Falklands since 1965, when the threats from Argentina became more marked, they will be free to direct most of their attention to the events of this year and to write the early interim

report which the Opposition parties have demanded.

The delayed announcement of the committee's membership and role is expected within two days.

Although he sits in the House of Lords as a Liberal, Lord Franks is trusted by members of all parties. His character will put him above suspicion, according to one senior political figure last night, of any willingness to conceal what should be open or to suppress just criticism.

Some opposition politicians were however grumbling not at the pattern of the inquiry but at what they regard as the Government's determination to make so much political capital out of the success of the military operations in the Falklands that the failure to forestall the invasion may come to seem irrelevant by the time the inquiry reports.

Mr David Steel, the Liberal leader, was said to be unimpressed with Prime Minister's speech at Cheltenham on Saturday when she spoke of "faltering and self-doubt" having given way to "achievement and pride".

He has suggested to colleagues that the Liberals should renew their demand that the authority of Parliament should be sought for establishing the inquiry.

But with Mr Foot apparently satisfied by undertakings given by Mrs Thatcher the Government seemed last

night to have secured the wide backing in the Commons that it is has been seeking.

● About £5m will be paid to the dependants of 53 British soldiers killed in the Falklands invasion, but figures released yesterday reveal a significant degree of underinsurance (Lorna Bourke writes).

Payouts to war widows and dependants of those soldiers who were members of Army Dependants Assurance Trust, a life assurance scheme open to members of the Army, reveal that of the 53 death claims, the average widow will receive £3,420 a year.

But the range of benefits is wide with many soldiers' dependants receiving benefits of only £95 a month while the widows of officers, who tended to spend more on insurance, receiving up to £760 a month.

Since 1973 when the trust was set up, there have been 216 claims on which benefits worth £9m have been paid.

Cash is paid in the form of tax-free monthly income. Of the 160,000 Army personnel eligible to join the trust scheme, 22,500 have joined with about 3,500 taking out their insurance immediately before the task force set sail for the Falklands and many signing up on Ascension Island.

Lord Franks profile, Belgrano questions, page 2

Canberra cruise date

Times 6.7.82 By Our Transport Editor

The cruise liner Canberra, due back from her Falklands exploits on Sunday, will resume holiday services in September, P & O announced yesterday.

She will have a complete refit, the cost of which has yet to be settled between P & O and the Government, but which could be about £7-£8m. Though exposed to repeated air attacks in the San Carlos landings Canberra suffered no structural damage.

● Rear Admiral John Woodward, task force commander, said yesterday that it was "blindingly obvious to anybody" that the campaign would have been a lot easier if the fleet had had conven-

tional strike carriers like Ark Royal. (The Press Association reports).

● The assault ships HMS Fearless and HMS Intrepid will arrive at Plymouth Sound on July 13. About 500 Servicemen will be brought ashore by landing craft and helicopter. HMS Brilliant arrives on the same day.

● General Sir Edwin Bramatt, Chief of the General Staff, yesterday flew into Ascension Island to thank the 2nd Battalion, The Parachute Regiment, aboard SS Norland as it arrived from the Falklands. He praised the men's courage at the battle for Goose Green.

Times

6.7.82

Falkland inquests get under way

A man whose head is not for turning

By a Special Correspondent

A conversation with Lord Franks, the Prime Minister's choice as chairman of the Falklands inquiry, is rather like a chat with Mr Gladstone minus the grand old man's long-windedness. The former don, civil servant, diplomat and banker oozes the nineteenth century virtues of non-conformity, in the religious sense: probity and an austere, almost forbidding liberalism.

You do not crack jokes when Lord Franks is in the chair. There will not be much laughter about the Falklands inquiry, the war was hardly a jovial matter. The job will be done quickly, clearly and with the minimum of clutter. He is a superb inquisitor. Woe betide the diplomat, intelligence officer or politician who tries to flannel.

Lord Franks was a great hit, just the kind of phrase to make him wince, on both sides of the Atlantic during his spell as Ambassador to Washington between 1948 and 1952. Mr Attlee swore by him, which may partly explain his acceptability to the Labour front bench to head the Falklands inquiry. Mr Dean Acheson, President Truman's Secretary of State, met weekly with Sir Oliver, as he then was, in an attempt to make sense of a chaotic, post-war world.

On his return to Britain, Lord Franks's name was connected with just about every plum establishment job likely to fall vacant, including the headship of the Treasury and the editorship of *The Times*. He chose Lloyds Bank, where he was chairman from 1954 to 1962.

By the early 1950s he had already taught philosophy at Glasgow University for 13 years and held a temporary job at the Ministry of Supply during the war. He became its permanent secretary in 1945.

Success and a degree of fame had little effect on Lord Franks. His is not a head for turning.

After Lloyds, he returned to the university world as Provost of Worcester Col-



lege, Oxford. his name rose swiftly to the top of the list of the good and great from which governments pluck chairmen to head royal commissions. The Franks Committee on reform of the Official Secrets Act, which sat between 1971 and 1972, bore his trademark. It worked fast, its report was lucid and has still to be acted upon by Whitehall.

With the death of Lord Radcliffe in 1977, he shot to number one in the good and great chart as the ideal man for really messy, mine-strewn inquiries like the Falklands.

Despite being in his seventy-eighth year, he is still number one. Sir Robert Armstrong, Secretary of the Cabinet, who has been conducting the headhunt for a Falklands chairman, is a great admirer of Lord Franks.

The best Franks story dates from July, 1947 when he chaired the early and difficult stages of the Marshall Plan negotiations in Paris just before the Russians walked out. It was very hot and everyone was immensely irritable, except Sir Oliver.

A perspiring American diplomat seated opposite watched fascinated as a bead of sweat formed on Sir Oliver's temple, it divided neatly, trickled down both cheeks and then met once more under his chin. "I take my hat off to that guy", he muttered to his neighbour. "He even sweats symmetrically".

Belgrano questions still unanswered

By Henry Stanhope, Defence Correspondent

Debate over the sinking of the Argentine cruiser, General Belgrano, is likely to grow rather than diminish as a result of recent disclosures.

One is that the decision to fire two or more £300,000 Tigerfish torpedoes at the elderly warship was taken, not by the commander of the submarine HMS Conqueror, but by Admiral Sir John Fieldhouse, Commander-in-Chief Fleet, at his headquarters in Northwood, Middlesex.

Another is that the perceived threat to the British task force came from ship-launched Exocet missiles - although these seem to have been carried by the two escorting destroyers, and not by the Belgrano itself.

The exact position of the three ships at the time is still unknown. The Ministry of Defence insists that they were "skirting" the total exclusion zone established by the task force around the Falklands, although there have been reports that they were as much as 30 miles outside it. Mr John Nott, Secretary of State for Defence, said in the Commons on May 4, two days later, that they had been "closing" on British ships.

There is no indication, however, about whether any

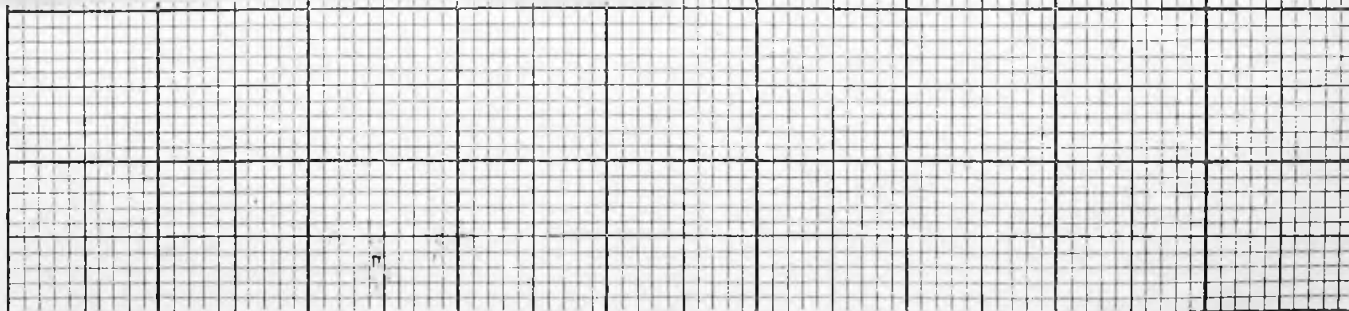
British vessels were within the 13-mile range of the Belgrano's six-inch guns, or vulnerable to the destroyers' Exocets, which would have been able to hit targets more than 20 miles away.

Moreover the incident took place before the sinking of HMS Sheffield, which established the sea-skimming Exocet as the most feared weapon during the South Atlantic campaign. As it happened, it was the air-launched variant which sank the Sheffield and the container ship Atlantic Conveyor.

One explanation is that Admiral Fieldhouse decided on the need for a grim demonstration of British firepower, to prove that Britain had the political will to use it.

If this is the case, one calculation which was apparently not made was that the two Argentine destroyers would sail away after the attack, abandoning the crew of the stricken cruiser.

Five days later, the Ministry of Defence announced a 12-mile zone around the Argentine coast, and, as far as one can tell, no Argentine surface ships ever ventured outside that limit. The strike against the Belgrano might have dissuaded them.



Times
8.7.82

Falklands high jump pilot is home

By Richard Evans

A Harrier pilot who ejected from 10,000 feet and survived after being shot up over the Falkland Islands arrived home safe and well at RAF Brize Norton last night.

Squadron Leader Jerry Pook, aged 37, whose aircraft was hit three times during 20 missions, landed at the Cotswold air base together with Flight-Lieutenant Mark Hare, aged 27, one of the youngest pilots involved in the conflict.

The two officers based at RAF Wittering, Cambridgeshire and about seventy men of 2nd and 3rd battalion The Parachute Regiment were given an ecstatic welcome by relatives and friends as the RAF Central Band played *Those Magnificent Men in Their Flying Machines*.

Squadron Leader Pook said his aircraft had been hit by small arms fire on May 30 and sprung a major fuel leak.

He ejected 45 miles from HMS Hermes 100 miles off the Falklands and landed in the sea which was running a 15-foot swell.

He clambered into an inflatable dinghy and was picked up within 10 minutes by a helicopter alerted by another Harrier pilot. "I was not too worried because the helicopters were there. I knew someone was going to pick me out of the water."

Squadron Leader Pook was full of praise for the Harriers used in the Falklands and paid tribute to the Argentinian pilots. "I think they were extremely brave", he said.

Mrs Patricia Pook, said she heard about her husband's escape three days after the incident. "I knew in my heart he would be all right and I had great faith in the other Harrier pilots that they would see he was all right."

Flt-Lt Hare, who flew 18 missions, described the action as "something new and something I would not care to carry out too often in the future".

He went on: "I think probably the worst moments were just prior to a mission when you knew where you were going. Once you got into a mission and had your

teeth into it it was not quite so bad. You had your sights on one particular goal."

• The task of rehabilitation in the Falklands Islands is being processed "with all possible urgency," Mr Cranley Onslow, the Minister of State for Foreign and Commonwealth Affairs, told the Commons yesterday (Nicholas Cole writes).

Replying to a question from Mr David Winnick, Labour MP for Walsall, North, the Minister said the Task Force has done "most valuable work in the reestablishment of essential services in Port Stanley, including the schools, and in the provision of internal communications."

• Flight-Lieutenant Jeffrey Glover, the RAF Harrier pilot who is the only British prisoner-of-war in Argentina, is expected to be released later today, according to the International Committee of the Red Cross (a Staff Reporter writes).

Mr Onslow told the Commons yesterday that Flt-Lt Glover, who was shot down over the Falkland Islands on May 21, should have arrived

in Montevideo yesterday. The Government had been told of his impending release by the Secretary-General of the United Nations, but the pilot of the flight he was expected on did not arrive on schedule in Uruguay.

However the Foreign Office said late last night that it had now been told by the Red Cross that Flt-Lt Glover was due to be released today, and because of the source of the information it was hopeful that he would appear.

Flt-Lt Glover, aged 28, broke an arm, a shoulder and a collar bone after ejecting from his damaged Harrier near Port Stanley.

• PORT STANLEY: An exploding mine seriously wounded an Argentine corporal yesterday who trod on it while helping British troops to mark the edges of a minefield laid by Argentine forces (Reuter reports). The unnamed soldier, who had volunteered, underwent surgery within 15 minutes of the blast.

Reagan delays lifting Argentine sanctions

Times 8.7.82

From Nicholas Ashford, Washington

The Reagan Administration is still considering whether to lift the economic and military sanctions it imposed on Argentina during the Falklands crisis, a State Department spokesman said yesterday. He denied press reports that the United States was about to lift its embargo on military equipment sales to Argentina.

According to United States sources a decision to lift sanctions is unlikely to be taken until Mr George Shultz, the Secretary of State designate, has had time to settle into his new post and has studied signals from Buenos Aires indicating that Argentina's new military Government wants to improve relations with Washington.

The sources said it was unlikely that the United States would lift economic sanctions against Argentina before it removes the embargo on military equipment. There is an influential body of opinion in the administration that maintains that the restrictions on arms supplies should not be removed until Argentina agrees to a comprehensive ceasefire in the South Atlantic.

Although ending the ban on equipment sales would not permit a resumption of exports of American weapons to Argentina (which are still

covered by an embargo imposed by the Carter administration in 1978), it would enable the Argentines to receive several million pounds worth of aircraft spares and other supplies which have been held up since the Falklands crisis began.

However, pressure is building up for an early lifting of the economic sanctions as a gesture to the government of President Reynaldo Bignone that the United States wishes to establish normal relations again with Argentina.

Yesterday an editorial in *The Washington Post*, which adopted a staunch pro-British attitude throughout the Falklands crisis, urged the Administration to lift economic sanctions.

The paper called on the Reagan Administration to "unhitch American policy from Britain's". It criticized Britain for turning its back on the provision in United Nations Security Council Resolution 502 calling for a negotiated solution of the Falklands problem.

The views expressed by *The Washington Post* are shared by the "hemispherists" within the Administration who maintained throughout the Falklands crisis that the United States should have remained neutral.

One of the requirements for any official inquiry into an alleged failing of government is that it should command the widest possible measure of cross-party confidence in its membership, its terms of reference and its method of operation. Otherwise it will lack the authority to be effective, no matter how wise its conclusions. This is a requirement which Mrs Thatcher seems for the most part to have kept well in mind in appointing the inquiry into the Falklands affair.

She has chosen in Lord Franks a chairman whose stature and independence are beyond question. His experience as a senior civil servant and especially as Ambassador to the United States, coupled with the absence of any suspicion of political partisanship, fit him admirably for the task. The other members of the committee are not yet known, but as they will include Privy Counsellors from the two main parties, chosen in consultation with Mr Foot, there is no reason to fear any political bias.

In setting the terms of reference the Prime Minister has taken account of anxieties that its remit might be so wide that the exercise would become impossibly diffuse. The committee is not to be invited to write a full history

of Anglo-Argentine relations and of Britain's stewardship of the Falkland Islands over the past quarter of a century, fascinating though that would be. It is being asked to concentrate on the period leading up to the Argentine invasion, while taking account of all factors in previous years which it believes to be relevant to the events of that period.

This is reasonable, provided appropriate weight is given to both aspects of that remit. The principal questions that need to be answered are why Britain was caught napping in the South Atlantic, and what lessons this episode may have for defence and foreign policy in the future. These questions raise both military and diplomatic issues. Were there failings in collecting, processing or assessing intelligence information? Was the deployment of British forces consistent with this country's responsibility for the security of the Falklands? Did Britain's conduct of negotiations lead to a reasonable expectation on the part of Argentina that aggression would not be resisted?

These questions can be answered satisfactorily only if they are set in the context of previous events. There is no reason for the committee to feel inhibited in acquiring

whatever information may be necessary to provide that context. But it is not being asked to pass judgment on the record of previous administrations over the Falklands, except in so far as it judges that to be necessary in order to assess recent events.

It follows that the committee will need to have access to the papers of previous administrations. Mrs Thatcher has written to all the former Prime Ministers informing them that the committee is to be given this privilege. In doing so she is acting within her rights. Cabinet papers are the property of the Crown, and it is for the Prime Minister of the day to decide how they should be released. But it would have been both more courteous and more in keeping with convention if Mrs Thatcher had sought the approval of previous Prime Ministers to the papers of their administrations being made available, though she may reasonably resent the way in which Mr Heath raised the matter in the House of Commons. The existing practice works well enough on the basis of custom and consent, and it is wise to conserve effective conventions when all that is required is a little extra trouble.

Terms and members of Falklands inquiry agreed

Times 7.7.82 By Julian Haviland, Political Editor

The Prime Minister, after some weeks of uncertain negotiation with leaders of other political parties, was able yesterday to announce the composition and agreed terms of reference for the inquiry into the origins of the Falklands invasion.

The members of the review committee, under the chairmanship of Lord Franks, are Lord Watkinson and Lord Barber, former Conservative Cabinet ministers; Lord Lever of Manchester, and Mr Merlyn Rees, former Labour Cabinet ministers; and Sir Patrick Nairne, former Permanent Under-Secretary at the Department of Health and Social Security and Master of St Catherine's College, Oxford. Sir Patrick will become a Privy Counsellor.

By comparison with the draft terms which Mrs Margaret Thatcher first proposed, the focus of the inquiry will be more narrowly on the present Government's responsibilities.

The committee of six privy councillors are to review "the way in which the responsibilities of Government in relation to the Falkland Islands and their dependencies were dis-

charged in the period leading up to the Argentine invasion ... on April 2, 1982, taking account of all such factors in previous years as are relevant; and to report".

Opposition leaders were more than satisfied last night with the difference between this wording and that of Mrs Thatcher's first suggestion of a review into "the way in which the departments concerned had, under successive governments, discharged their responsibilities to the Falklands Islands, with particular reference to the period leading up to the Argentine invasion".

Leaders of the opposition parties, notably Mr Michael Foot, Mr David Steel and Dr David Owen, worked closely together to persuade the Prime Minister to make the changes they wanted. As well as what they regard as a more salutary concentration on immediate past history, they insisted on a wider and more balanced membership than Mrs Thatcher at first sought.

The Prime Minister has also moved some way in agreeing to seek the approval of the Commons in a three-hour debate tomorrow, which she will open herself.

Argentina to devalue

Times 6.7.82

Buenos Aires (AP-DJ) — Argentina's banks, exchange houses and stock market remained closed yesterday, as the military Government polished an economic package which is expected to change substantially the monetarist policies followed for the last six years.

Argentine newspapers reported that the new plan calls for splitting the currency exchange market into a two-tiered system that would devalue the peso.

It is currently valued at 15,700 to the dollar on the official exchange market, and

27,000 on the black market. It would be valued to about 22,000 on the so-called "commercial" exchange, used for export-import operations, and would be floated at about 24,000 on the "financial" exchange, used by individuals wishing to sell or purchase foreign currency.

Although the Economy Ministry remained silent on the new policies, they were expected to include a wage increase of between 20 and 25 per cent for Argentina's public employees, of whom there are more than one million.

Thatcher wants inquiry report in six months

Times
7.7.82

FALKLANDS

Mrs Margaret Thatcher, the Prime Minister, declared during question time exchanges in the Commons about the inquiry into the Falkland Islands invasion that she would be utterly amazed if there were an October election.

She was replying to Mr Allan Roberts (Bootle, Lab) who had called on her to rule out categorically an October general election before the country had the full facts about the causes of the Falklands crisis and the Government's responsibility for it.

Mrs Thatcher, read out the contents of a written reply given earlier which stated: Following consultations with the Leader of the Opposition and leaders of other Opposition parties, the Government has decided to appoint a committee of Privy Counsellors with the following terms of reference: "To review the way in which the responsibilities of Government in relation to the Falkland Islands and their dependencies were discharged in the period leading up to the Argentine invasion of the Falkland Islands on April 2, 1982, taking account of all such factors in previous years as are relevant; and to report."

I am glad to be able to say that Lord Franks has agreed to be chairman of the committee."

The reply also stated: I will inform the House of the names of the other members as soon as possible but I can say that they

will include Privy Counsellor representatives of the two main political parties, chosen in consultation with the Leader of the Opposition."

Mrs Thatcher said the inquiry must be given whatever time it needed to complete its review but he hoped it would be able to report within six months and sooner if possible.

Mr John Biffen, Leader of the House, later announced that there would be a debate in the House on Thursday on a Government motion to approve the setting up of the inquiry.

Mr Christopher Price (Lewisham West, Lab) at the exchanges, said: Might I welcome the Prime Minister to the ranks of those of us who would like to get rid of the 30 year rule of over Cabinet documents?

This change of heart since her attitude over the Bingham report, which would have exposed some of the short-comings of capitalism, is very welcome. Will she extend her strictures over the 30 year rule and reduce the rule to ten years?

Mrs Thatcher: I happen to be firmly in favour of the 30 year rule against publication of Cabinet documents and Cabinet committee documents to Privy counsellors for the purpose of an inquiry for drawing their own conclusions. That does not mean they can be published.

Mr Ronald Leighton (Newham North East, Lab): Does she recall her answer to Mr Callaghan, the former Prime Minister, in



Thatcher: Relevant facts.



Price: Documents rule

February when he warned her of the serious danger in paying off HMS Endurance and the consequences that could lead to?

I believe it was some £3m. As events in the South Atlantic have cost more than £3m and cost killings and maimings and the honourable resignation of the Foreign Secretary, does not she think the time has come when she should accept in grace and humility her share of the responsibility and culpability in these affairs?

Mrs Thatcher: The Endurance was between South Georgia and the Falkland Islands during the time of the invasion and was there during the whole time of the invasion of the Falkland Islands. She only had two 20mm guns and two Wasp helicopters.

Mr Roy Jenkins, leader of the Social Democratic Party (Glasgow Hillhead, SDP): On the Falkland Islands inquiry, can the Prime Minister confirm that terms of reference will not now involve any leisurely ramblings over the history of the last two decades, but will concentrate on the immediate events, though possibly with a right to look back of purposes of comparison?

Mrs Thatcher, in reply, read out the terms of reference for the inquiry.

□ In reply to a question about commemorating the recovery of the Falkland Islands and their dependencies for the British Crown, Mrs Thatcher said that a service of thanksgiving and remembrance for those who fell in the campaign would be held in St Paul's Cathedral on Monday, July 26 at 11 am.

The Queen, together with other members of the Royal Family, will attend (she said). The next of kin of those who died will be invited, together with representatives from the services, the merchant navy, and other direct participants in the conflict.

Representatives of those involved in the support of the Falklands operation from Britain will also be invited. Seats will be available for the public and they will be allocated by ballot.

Sir David Price (Eastleigh C): While thanking her for these proper and traditional arrangements to commemorate our victory in the Falkland Islands, will she also ensure that our victorious Servicemen have an opportunity to parade through the capital city of London?

Mrs Thatcher: We have not yet made arrangements for such a parade. I believe that it is likely that there will be one in the autumn.

Argentine peso devalued by 22 per cent

Times
7.7.82

Buenos Aires (Reuter, AFP) — Argentina devalued its peso by 22 per cent yesterday, fixing the new commercial rate for the currency at 20,000 to the dollar. The previous rate was 15,600 to the dollar.

The financial rate for the peso in the two-tier market reinstated by the Central Bank of Argentina was not immediately available.

Under the two-tier system, the Central Bank fixes a daily commercial peso-dollar rate for imports and exports and a financial rate for tourists.

● President Reynaldo Bignone has told President Reagan that Washington is hindering normalization of its relations with Argentina by maintaining sanctions imposed during the Falkland Islands conflict.

In answer to a message from Mr Reagan congratulating him on becoming President, he wrote that normalization of relations with the United States was "an Argentine goal".

Navy Day cancelled

Times 7.7.82

The Traditional Navy Day ceremony at Plymouth has been cancelled because of the Falklands crisis. Instead the Navy will stage open days for visitors, without the usual displays and events, on August 28, 29 and 30.

Link with the *D. Teleg. 8.7.82* battle of River Plate

By A. J. McILROY
in Port Stanley

WHILE the destroyer Exeter, 4,100 tons, steamed into Port Stanley harbour for an emotional visit, the two Task Force carriers remain on the edge of the Total Exclusion Zone that Britain established at sea during the Falklands campaign.

After sailing about 1,000 miles for rest and recuperation, the Invincible, 19,500 tons, is now back off the islands.

But as with the flagship carrier, Hermes, 28,700 tons, there appears to be a determination to take no chances. Even now the Argentines might not be trustworthy.

As more Harrier warplanes are brought to land bases in the Falklands—and the work on preparing these bases is progressing steadily—there is less need for the carriers.

I understand that Hermes will be steaming homewards soon, leaving Invincible, already rested, to carry on until the Harrier land-bases are secured.

But there is understandable caution in the Royal Navy and the other Task Force shipping

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after the losses suffered at sea. The carriers, particularly, are staying out of practical range off East Falklands from the Argentine mainland air bases.

Reluctance by Ministry of Defence and Navy spokesmen to discuss the Task Force deployment and scaling-down also indicates continued caution.

Nostalgia mixed with joy was the feeling among the people in Port Stanley when "the Grey Ship" steamed into port. The town has long and close association with the name of HMS Exeter.

Sailors buried

The present Exeter's predecessor was on the South Atlantic station from 1936 to 1939 and visited the Falklands frequently. During the battle of the River Plate in which she and the warships Achilles and Ajax destroyed the German warship Graf Spee, she limped into Port Stanley on Dec. 13, 1939.

Over Christmas that year, the ship's company were taken ashore and looked after.

Sailors who died in that battle are buried in the town's cemetery. While townspeople were in the Exeter yesterday, some of her crew were photographing the graves.

A service of thanksgiving at Christchurch Cathedral, conducted by the Rev. Harry Bagnell and attended by Mr Rex Hunt, Civil Administrator, and Capt. Hugh Balfour, captain of Exeter.

Task Force must *D. Teleg. 8.7.82* remain vigilant

By Maj-Gen. EDWARD
FURSDON
Defence Correspondent

DESPITE reports emanating from the Argentine about the de facto cessation of hostilities, the Task Force must continue to maintain full vigilance above and below the surface of the South Atlantic and in the air and on land.

This is implemented by keeping the forces concerned at states of readiness appropriate to the local circumstances.

The Joint Intelligence staffs will assess the threat posed to British interests in the South Atlantic. They will take into account all the relevant military and political factors and define the level of potential hostile military activity which Adml Sir John Fieldhouse, Commander-in-Chief Fleet, must be prepared to meet.

This, in turn, will dictate the British sea, land and air force levels still required in the South Atlantic.

Exclusion zone

For the present, the Total Exclusion Zone continues to be maintained, as will be the anti-submarine and other protective measures required for the Task Force and its long sea supply line stretching back to Ascension Island. For this purpose, several Royal Navy ships are being rotated on station all the time.

The original high level of land forces can be reduced. For example, 2 and 3 Para have just returned to Britain and Commando units are also on their way home. Other Army units, however, are being reinforced and rotated.

D. Teleg. 8.7.82



President Bignone talking to his Press corps at Government House in Buenos Aires a week after taking office. He said he was optimistic, unity could be restored between the services after the split over the Falklands defeat.

RECORDS BROKEN BY RAF IN FALKLANDS OPERATION

D. Teleg.

8-7-82

By Air Cdre G. S. COOPER Air Correspondent

THE intensity of air operations in the South Atlantic has demanded a flying effort of more than four times the normal peacetime rate.

Thousands of men and women have been working seven days a week to keep aircraft flying in support of the Falklands operation but security has prevented many of their jobs being fully explained.

And while some details still remain sensitive, the facts now available reveal the far-reaching nature of RAF operations in the South Atlantic.

Ascension Island has been, and remains, the main staging post. Now that it has strong air defences with Phantom fighters supported by Rapier missiles of the RAF Regiment and long-range radars, the Defence Ministry is more relaxed about explaining what an important base Ascension has become.

Among the first RAF aircraft to be sent there were Nimrods for maritime surveillance in support of the Task Force. More than 100 patrols were flown, reporting the movement of Soviet and Argentine ships that were watching the British fleet.

Long flights' aid

Within a few weeks the Nimrods were fitted with refuelling probes, enabling them to fly much further south with flights of more than 19 hours.

Some Nimrods have been armed with a variety of weapons, including Sidewinder air-to-air missiles. Harpoon, coupled with the Nimrod Mk 2s' Searchwater radar, will now enable surface ships to be identified and attacked at ranges of about 70 miles, more than double the range of Exocet.

The Nimrods were refuelled in flight by Victor tankers. As more aircraft joined the operation, the intensity of Victor operations rose dramatically.

More than 600 fuel transfers took place. Many of the crews involved were new to flight refuelling yet on only six occasions did a transfer not go according to plan. Two aircraft diverted, a Vulcan to Brazil and a Harrier to West Africa, and since the end of hostilities in the Falklands one Hercules has had to divert to Rio de Janeiro.

In addition to the refuelling tasks Victors flew reconnaissance sorties after being fitted with special cameras, radars and extra navigational equipment.

It was a 15-hour Victor flight to South Georgia which was able to report no signs of Argentine surface vessels, thus helping our ships to achieve the speedy recapture of the island.

Mainland attack

Another aircraft to require air refuelling was the Vulcan. The decision to employ Vulcan bombers in the South Atlantic showed a capability to attack the mainland of Argentina, an option kept open which the Government publicly discussed, but never exercised.

There were two Vulcan raids on Port Stanley airfield. The first made a large crater in the middle of the runway, as planned. Sea Harriers then hit each end of the runway which was effectively denied to Argentine Mirage and Skyhawk aircraft for the rest of the hostilities.

In the absence of reports that Argentina was using the runway, the Vulcans turned to another priority task and attacked Argentine radars with homing missiles.

There was one more raid on the runway in an attempt to crater it between the middle and one end, but this attack was not as successful as the first.

It has been estimated that five Vulcans would have been needed to block the runway completely. This could not be done because there were not enough tankers to refuel a force of this size. But more single attacks could have been mounted if it had been thought necessary.

In all the Vulcans delivered five attacks on targets in the Falklands, each one involving a round trip of some 15 hours.

Limited number

With the two carriers able to take out only a limited number of Sea Harriers, RAF Harrier GR3s were sent out to attack ground targets and to reinforce the air defences of the fleet.

Sidewinder missiles were fitted and the first aircraft flew south direct to Ascension on a nine-hour air-to-air refuelled journey.

Some were taken south on the container ship Atlantic Conveyor. Fortunately all were disembarked before she was sunk by an Exocet missile.

A second wave of Harriers flew direct to Ascension and then direct to Hermes, a 17-hour journey which broke all records for long-distance Harrier flying. More went south on a second container ship.

RAF Harrier pilots flew 150 operational sorties, with successful attacks on many ground targets. Three GR3s were hit by enemy ground fire, but all three pilots ejected safely.

Tented towns

From the start of the operation, the transport force has been fully engaged in moving men and supplies to Ascension. Within a week or two, the population of the island had more than doubled and tented towns sprang up to accommodate more than 1,000 Servicemen.

Some 600 sorties by Hercules and VC10s have carried at least

5,000 passengers and 7,000 tons of equipment. During May several Hercules were fitted with refuelling probes, enabling vital supplies and mail to be flown to the Falklands area.

There were more than 40 of these 8,000-mile round-trip flights, lasting about 25 hours. One took 28 hours, creating a new record for any Hercules flight in the world.

With the reopening of Port Stanley airfield there have been 11 direct Hercules flights operating almost daily.

Lone helicopter

Of the four RAF Chinook heavy-lift helicopters taken south on Atlantic Conveyor, only one survived the Exocet attack. This flew very long hours helping the ground forces during the landings at San Carlos and the advance to Port Stanley.

Flying by day and night in difficult weather, the Chinook earned from the Army the name of "Flying Angel."

Although it will take many months of analysis to identify all the relevant lessons of the Falklands operation, the RAF snap view is that most of the plans in hand for new weapons with which to deter Soviet aggression have been given added justification by events in the South Atlantic.

Emphasis will continue to be placed on maritime air roles, using advanced technology to detect and deal with threats at sea.

On land the priority will be to equip strike aircraft with the means to suppress enemy defences and deliver devastating weapons from longer ranges. Air defence of Britain will remain a central priority.

The lack of reconnaissance in the Falklands has highlighted the importance of equipping Tornados for the role. This gap in priorities is to be rapidly filled.

In general, the RAF will emerge from the Falklands experience with a longer range and more flexible force. Detering Soviet aggression remains the primary task.



PILOT 'OWES D. Teleg. 8.7.82 LIFE' TO COLLEAGUE

By GUY RAIS

SQDN-LDR Jerry Pook, 37, who was shot down and rescued from the sea after attacking Argentine targets on the Falkland Islands, said on his return to England last night that he owed his life to another Harrier pilot.

"Flt-Lt John Rochfort who was my wing man as we worked in pairs saw me shot down and immediately radioed my plight to the rescue helicopters.

"After I was hit I lost height rapidly as my fuel tanks were struck and I had to eject at 10,000 feet. I was well equipped with a Mae West life-jacket and inflatable dinghy but I came down into the cold sea about 80 miles off the Falklands and 45 miles from HMS Hermes.

15ft waves

"The waves were about 15 feet high and I managed to inflate my dinghy. Luckily within about 10 minutes I was picked up by one of the helicopters which had been alerted by John Rochfort. Without his quick action I might have drowned."

He praised the qualities of the Argentine pilots, saying they were "extremely brave." They concentrated their attacks exclusively on British ships very effectively and had no fuel or time to waste on anything else.

Asked what effect the deaths of Harrier pilots had on the squadron he replied: "It was upsetting but we had to carry on with the job."

Sqdn-Ldr Pook, from Stanford, Lincs, was one of five pilots who returned to RAF Brize Norton last night. He was met by his wife, Patricia. She first heard the news that he was shot down but safe and well when she was on holiday with their two young children.

FALKLAND TALKS D. Teleg. 8.7.82 MUST WAIT

By Our Diplomatic Staff

Senor Javier Perez de Cuellar, the United Nations Secretary-General, said yesterday that he expected negotiations between Britain and Argentina over the Falklands to resume in the near future but Britain sees little prospect of rapid discussions and certainly not before a formal declaration that hostilities between the two sides have ceased.

A Foreign Office spokesman said that even if Argentina agreed to an end to hostilities a considerable period could be expected to elapse to allow the islanders to settle down before any bilateral negotiations were resumed.

Banker 'fixed deal D. Teleg. 8.7.82 for Exocet sale'

By LESLIE CHILDE in Rome

AN Italian MP yesterday tabled two parliamentary questions following allegations that the dead financier Roberto Calvi was involved in arms-selling deals with Argentina and other South American countries.

The deadly Exocet missiles are said to have been involved in the multi-million pound trafficking which is believed to have had its centres in London and Monte Carlo.

The weapons-selling charge is the latest shock as investigations continue into the mysterious death of Calvi, who was found hanging from scaffolding under London's Blackfriars Bridge last month.

It has still not been officially announced whether the shadowy financier they called "God's banker" committed suicide or if he was first strangled, then hanged in such a way to make it appear that he took his own life.

Calvi—head of Italy's largest privately owned bank—had vanished from his Rome home nine days earlier.

MP's demand

The MP who tabled the questions for answer by the Government is a socialist, Signor Franco Accame. He said that ministers should tell all they know about the arms-selling charges and demanded: "The Government should intervene as speedily as possible."

He alleged that "this is a field in which bribes of at least

20 per cent. are needed." And added: "It is easy to organise arms traffic in Italy."

The widening scandal caused by Calvi's death has now even engulfed the Vatican City's bank—the "Institute for Religious Works."

Calvi was an alleged member of the secret Italian Masonic lodge "Propaganda Two," and Masonic organisations in Monte Carlo, Switzerland and London are being investigated

'Libya involved'

Unconfirmed reports claim that Libya was involved in the traffic too. The deals are said to have been negotiated during the period when Britain was fighting Argentina in the South Atlantic.

The parliamentary commission is investigating Calvi's links with another secret Masonic lodge—the "Comite" in Monte Carlo. It also wants to find out whether Calvi's bank—the Banco Ambrosiano, Italy's largest privately-owned one—gave a credit to Peru so it could buy more "Exocet" missiles from France, then smuggle them into Argentina.

It is alleged that the Banco Ambrosiano sent \$200 million to Peru's Banco Central de Reserva to buy the sophisticated French-made missiles, then pass them on to Argentina for use in the Falkland Islands war against Britain—bypassing the EEC sanctions.

D. Teleg. 8.7.82 EXOCETS FLY IN

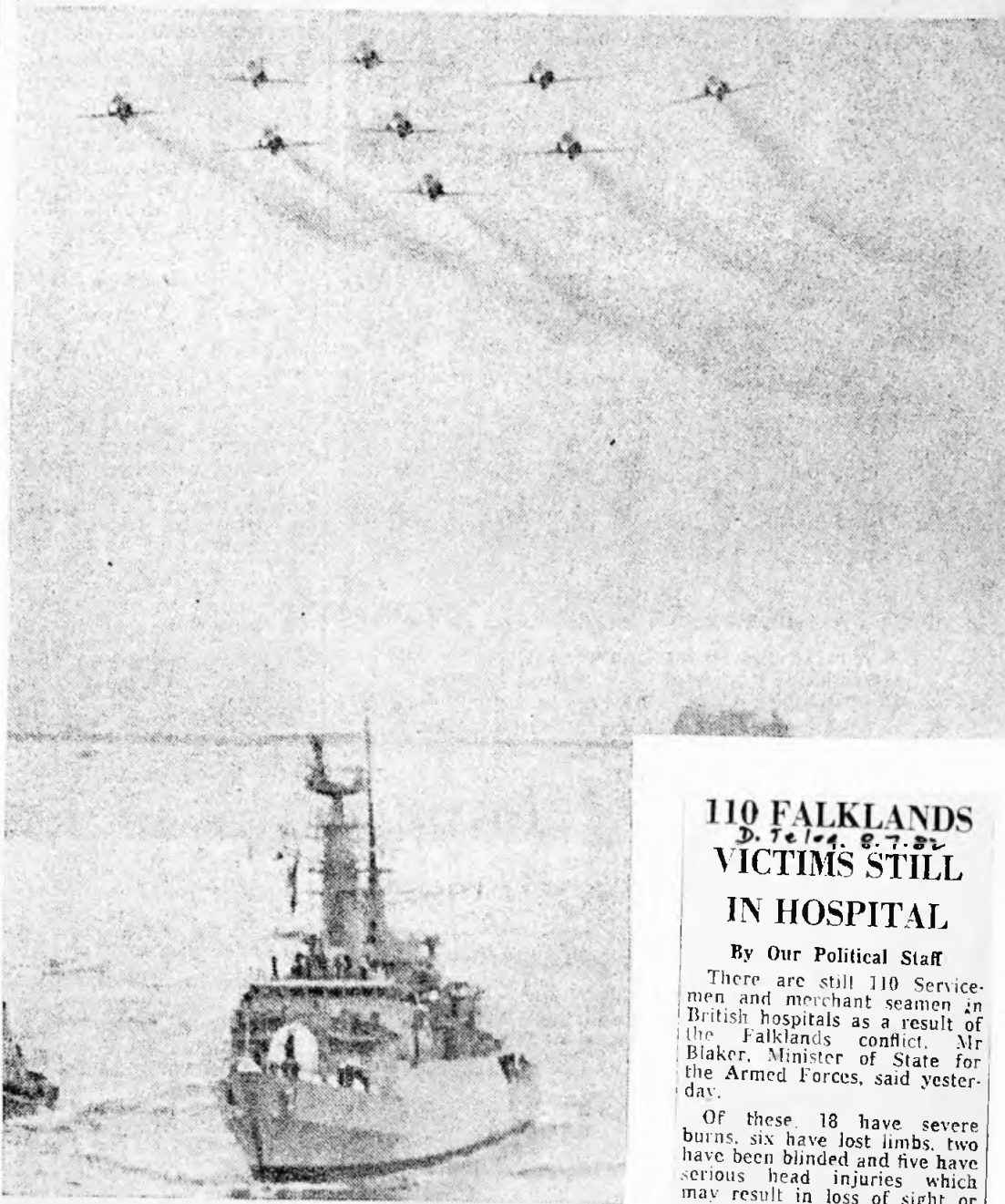
By Our Paris Correspondent

France had flown in more Exocet missiles to Peru, it was announced in Lima yesterday. The missiles were thought to have been paid for months ago but not delivered during the Falkland Islands war.

BRITISH PoW D. Teleg. 8.7.82 RETURNING

The only British prisoner-of-war in Argentina, Flt Lieut Jeffrey Glover, 28, is in Uruguay and on his way home, Mr Cranley Onslow, Foreign Office Minister of State, told the Commons yesterday. But according to sources in Buenos Aires the Harrier pilot, who crash-landed near Port Stanley, has not yet been freed.

The Red Arrows salute the *D. Teleg. 8.7.82* Arrow from the Falklands



● The R A F Red Arrows aerobatic team saluting the frigate Arrow as she sailed into Devonport yesterday.

110 FALKLANDS *D. Teleg. 8.7.82* VICTIMS STILL IN HOSPITAL

By Our Political Staff

There are still 110 Servicemen and merchant seamen in British hospitals as a result of the Falklands conflict. Mr Blaker, Minister of State for the Armed Forces, said yesterday.

Of these, 18 have severe burns, six have lost limbs, two have been blinded and five have serious head injuries which may result in loss of sight or paralysis.

Mr Blaker told Mr Michael Latham, Conservative M.P. for Melton, in a written Commons answer, that of the 340 service personnel who had left hospital, 52 were fit for active service, but it was too soon to say how many of the others would be able to continue to serve.

Minefield victim

An exploding mine had seriously wounded an Argentine corporal aiding British troops mark the edges of a minefield, military sources said in Port Stanley yesterday. The corporal, who had volunteered to help, was quickly flown to hospital.—Reuter.



HOME FROM THE *D. Teleg. 8-7-82* 'DAYS OF HELL' IN BOMB ALLEY

THE frigate Arrow sailed triumphantly home showing the scars of war yesterday after rescuing 236 Falklands survivors from the stricken destroyer Sheffield while under the constant threat of submarine attack.

The warship, rusty and pitted with cannon-fire, sailed into Devonport to a deafening welcome from ships' hooters and the cheers of some 10,000 people. Nine aircraft of the R A F's Red Arrows twice roared overhead in tribute.

As Arrow berthed excited families streamed on board and the warmth of the city's welcome left her crew of 158 and her captain, Cdr Paul Bootherstone, 44, breathless.

"I am overwhelmed. We never expected anything quite like this," he said. Earlier he had been reunited with his wife, Janet, and their four children, Wendy 18, Peter 16, Anne 12 and Mark seven.

During 99 days at sea since leaving for the Falklands from an exercise at the end of March the warship had carried out numerous dangerous tasks.

Beachhead protected

The crew plucked the Sheffield survivors to safety; knocked out three enemy aircraft, seven gun emplacements and two radar stations; survived "14 days of hell" protecting the beachhead in San Carlos Water—nicknamed Bomb Alley; provided vital covering fire for the Army capture of Darwin and Goose Green and gave gunfire support to the troops in the lead-up to the surrender of Port Stanley.

A cacophony of noise greeted the Arrow as she edged into Plymouth Sound. Arrow, the crew waving from the decks, responded with deafening roars on her foghorn.

On Plymouth Hoe, onlookers waved flags and lit red flares of welcome. Work at quay and seafront offices came to a standstill. Then the Red Arrows roared their tribute.

Cdr Bootherstone, from Dartmouth, later told reporters how a torpedo from an Argentine submarine, probably the San Luis was picked up on sonar skimming its way towards Arrow as the operation to rescue the crew from the Sheffield began. It missed.

Arrow, a type-21 Amazon class frigate of 2,815 tons, is a sister ship of the ill-fated Antelope and Ardent, both of which sank during the campaign.

30pc state pay rises *D. Teleg. 8-7-82*

By MICHAEL FIELD in Buenos Aires

PRESIDENT Revaldo Bignone of Argentina has signed a decree authorising wage increases for Government employees. They will vary between 20 to 30 per cent. according to grades.

The President told journalists that wage rises for the private sector were also under review.

A new economic programme announced this week by Dr Dagnino Pastore, Economy Minister, has produced mixed comment. There is rejoicing in the "national development" sector whose politicians and businessmen want a speedy return to a virtually closed economy with heavy protection and importation cut to a minimum.

Dr Dagnino Pastore has not

gone quite as far as this but his programme is seen by followers of these theories as a big step in the right direction.

Senor Aldo Ferrer, the former Economy Minister, a Left-winger, said the heaviest burden would fall on the financial sector which had been "one of life's privileged in recent years."

Senor Ferrer said that the Minister's broadcast on Monday night contained "important starting points, the first of which was the recognition at the official level of the scale of the crisis."

But Senor Alvaro Alsogaray, another former Economy Minister, condemned the programme as a return to a centrally-directed economy with too much bureaucracy inspired by technocrats of "almost limitless authoritarian power."

On the first day of the action, after bombarding Stanley airfield, his ship, along with Glamorgan and Alacrity, came under attack from four Mirage aircraft.

During this attack Arrow suffered the first casualty of the war. Able Seaman Jan Britnell, from Teignmouth, Devon, was hit by shrapnel and flown home after an operation. Yesterday he was working at HMS Raleigh, a few miles away, and was not in the dockyard to see his shipmates return.

Why bombs missed the runway

By Fred Emery

RAF Vulcan bombers, each requiring an in-flight refuelling force of 10 tanker aircraft, made four attacks on Port Stanley airfield and associated installations, not three as had been believed, and still failed to prevent Argentine transports landing there until the day before British forces recaptured it.

The last two flights, it is now learnt, were not conventional raids on the runway with 1,000lb bombs, but attacks with missiles (believed to be the American-supplied Shrike) against two Argentine area radars, the TPS 43 and the Super-Fledermaus.

The missile raids were only partly successful because the Argentines switched off the radars, and thus the missiles could not properly "home" on to their target. On the second raid one radar system was, in the words of one informed source, "Knocked over". What to do with the unused missiles on the return flights became a problem when the jettisoning systems malfunctioned.

The cost effectiveness of the raids, considering the heavy quantities of fuel needed for each sortie from Ascension, is a matter of controversy in military and political circles. On one hand, some Conservative MPs pressed for the bombing of airfields in Argentina. On the other, some in the Government asked whether the RAF's journeys were really necessary to the Falklands campaign.

Only 30 yards short the stick of bombs bisected the target nearly as planned, yet only one hole was made in the centre of Port Stanley runway (see accompanying photograph). Air forces do not try to drop sticks of bombs straight down the length of a runway because then a 30 yard deflection means that all would miss.

That is roughly what happened on the second raid when the stick was 200 yards out, and not a single 1,000lb bomb cratered the runway. Had American "smart" bombs, either laser or TV-guided, been available (and they were not), better results could have been obtained. But two aircraft, one for sighting, one for bombing would have been needed, requiring 20 tankers. Even then, had several holes been made in the runway, they could quickly have been filled in.

The greatest damage to Port Stanley installations was undoubtedly inflicted in Sea Harrier and RAF Harrier cluster-bomb raids, and in naval bombardment.

Times

28.6.82

Sir Galahad was asking for it

Questions are still being asked here about the air raid on two ships at Fitzroy three weeks ago in which 50 men lost their lives and 57 were injured in the single most devastating attack on British forces during the Falklands conflict (John Witherow writes from Port Stanley).

Evidence has emerged which makes the decision to send two companies of Welsh Guardsmen by ship from San Carlos Bay look distinctly hazardous and, at best, a calculated risk.

The ships Sir Galahad and Sir Tristram, delivering the troops and ammunition to the headquarters of 5 Brigade at Fitzroy, could be seen from Argentine observation posts.

Mr Terence Peck, a former Falklands police chief who guided 3 Parachute Battalion patrols over difficult terrain, said he was aware of eight Argentine posts on mountains west of Port Stanley and some of these would have seen the ships and been able to guide the attackers.

A Spanish-speaking islander was monitoring radio messages from the posts and Mr Peck had given a warning before the attack about the flow of information.

From where I was at the time of the attack, both ships were clearly visible, standing out against the hills behind.

Neither of the Royal Fleet Auxiliary ships had a missile-carrying escort, which might have acted as a deterrent and they lacked effective cover from Harrier aircraft.

It is understood the mission was only undertaken because the ships were promised air cover, but the Harriers arrived after the first attack and were unable to prevent Mirages and Skyhawks making a second raid on troop positions.

The second line of defence

The best that can be said for the Vulcan raids is that they were marvels in improvisation. The only RAF pilots with experience of such bombing were too old or too senior, so instant bombing and refuelling training was undertaken and the aging bombers themselves rapidly converted from their nuclear strike role.

Tanker conversion was also undertaken at speed with Victors and even C130 Hercules, which, in perhaps a more useful role, were on hand to refuel the extra RAF Harriers flown down the vast distance from Ascension.

The key lesson being drawn by senior air staff officers is the dramatic flexibility gained in flight refuelling, and the need for more tankers for the RAF.

for the ships was Rapier missile batteries on nearby hillsides. The system requires at least 24 hours to stabilize in a new position and units at Fitzroy had been installed that day. "Why they had not been brought round the day before I will never know", a Marine officer said.

One did not work properly during the attack and there was later a suggestion that they had been poorly positioned.

It is also being asked why the Guardsmen had not disembarked as soon as Sir Galahad arrived at about dawn, carrying two companies, a mortar platoon and field hospitals.

The threat of air attack was thought to be small after a 10-day lull. Only two landing craft were used for ferrying, while at one time more had been thought necessary.

Shortly before the raid one landing craft developed a fault with its hydraulics. For about 45 minutes engineers did makeshift repairs. It is possible that it could have brought ashore one of the companies before the air raid if there had been no breakdown.

There seems little doubt that the attack caught the British by surprise. Both ships were hit by bombs and Sir Tristram also by rockets. The bombs that hit Sir Tristram failed to explode but the ship gradually caught fire and was gutted. One person was killed on board.

Because the field hospitals had been destroyed most of the injured were flown by helicopter to the hospital at Ajax beach, in San Carlos Bay. Therefore there was considerable confusion for several days over the number of killed and injured.

The decision to bring

troops from San Carlos with so little protection has been severely criticized by Army and Marine officers. Scots Guards had been brought around by ship, but then disembarked under cover of darkness.

Because of foul weather some got trench foot and suffered from exposure, but it was considered safer than leaving them in a ship in daylight in clear view of Argentine observation posts.

Some officers also considered the "leap forward" by 5 Brigade from Goose Green and Darwin to Bluff Cove a risky operation because it brought troops within range of Argentine artillery.

Some Marines felt resentful that they marched much of the way across East Falkland while 5 Brigade, which had arrived a couple of weeks after them, had been transported by helicopter or ship.

But there was great urgency to get 5 Brigade into a position where it could attack from the south-west and it was decided that ship transport was the best option because of the shortage of helicopters.

It appears now that the original plan for the campaign was for 3 Brigade to establish a beachhead at San Carlos, from where it could send out patrols and raid Argentine positions in West Falkland while waiting for 5 Brigade to arrive.

2 Para went ahead with its attack on Goose Green and other units of 3 Brigade pushed ahead in the north.

By the time 5 Brigade arrived at Bluff Cove, the Marines and paratroops were poised to attack Stanley and it is possible they could have taken it without more reinforcements.

Invasion

Times

28.6.82

review advanced

By Anthony Bevins
Political Correspondent

The Prime Minister has brought forward meetings with Dr David Owen, parliamentary leader of the SDP, and Mr David Steel, the Liberal leader, to discuss opposition reaction to her plans for a review of the Falklands invasion.

It had been proposed that the meetings would take place on Thursday. They will now be held tomorrow, and an announcement is expected this week on Mrs Thatcher's conclusions.

The Prime Minister is said to be thinking in terms of a three-person review team, preferably led by an historian, with findings placed in an historical context dating back to 1965.



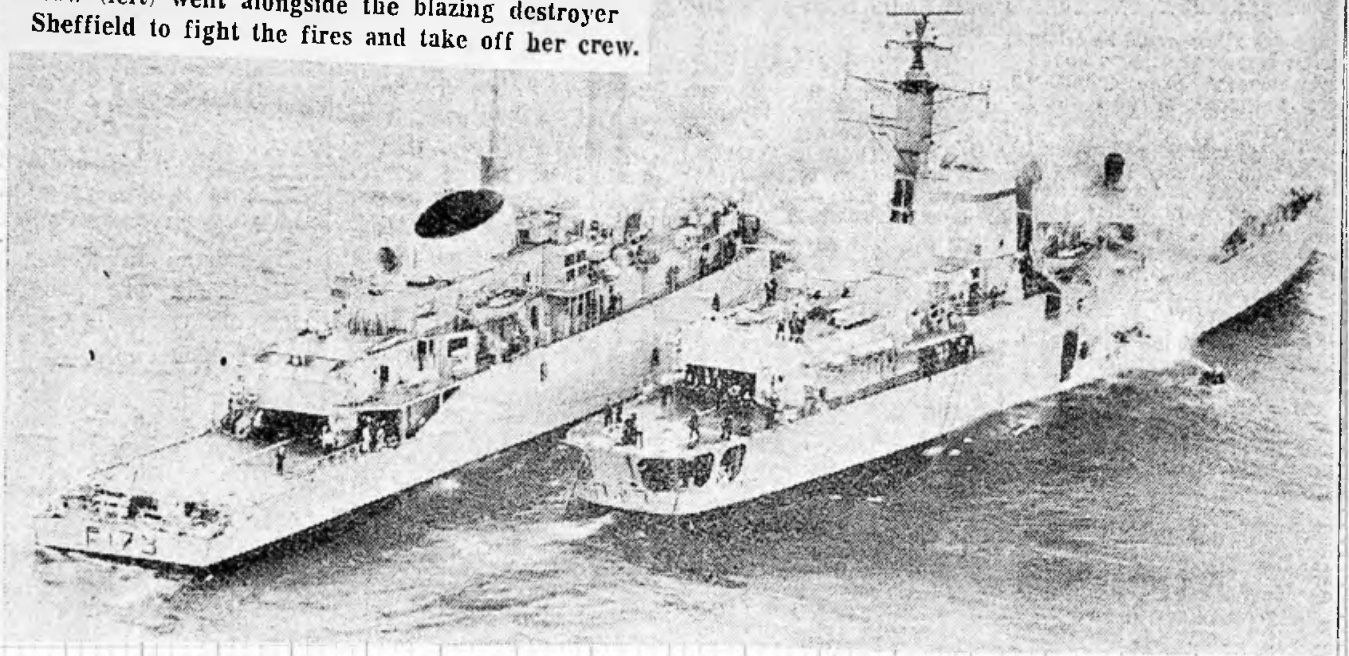
But objections have already been lodged by Mr Michael Foot, the Labour leader, to the suggestion that Lord Dacre, an historian and a Tory peer, might lead the investigation. No approach has yet been made to him, but his name had been floated in Whitehall.

The SDP and the Liberals are also likely to object to the idea that the team might be restricted to a chairman and one Labour and one Conservative privy councillor from the parliamentary benches.

Dr Owen is said to be demanding a five-person review body, appointed by Parliament rather than the Prime Minister.

Right: Flashback to the proud moment when Arrow (left) went alongside the blazing destroyer Sheffield to fight the fires and take off her crew.

D. Teleg. 8.7.82



● Cdr Paul Bootherstone, captain of Arrow, looking out through a hole punched by an Argentine aircraft's cannon shell.

D. Teleg. 8.7.82



THE ARGENTINE ECONOMY was a shambles long before monetarism became a word on the lips of the half educated. To blame the "Chicago boys" for the deliquescent state of Argentina today is simplistic and unfair. It springs from the deeper well of national psychology, culture, politics and, as we know to our cost, militarism. Dr DAGNINO PASTORE, the new Minister in charge of the economy, says it is in an "unprecedented state of destruction" after six years of the military's "Process of National Reorganisation". Gross domestic product has grown only 2 per cent. since 1974. Production is down to the low level of the 1960s. The number of industrial workers has declined by 23 per cent. since 1970. Per capita consumption has fallen by 8 per cent. in the past three years. Unemployment is over 6 per cent. for the first time in 15 years. All this in a supposedly free market economy—with a huge State sector—based on export which brought sudden precarious wealth to some, checked inflation for a while, but then unleashed it to its present 150 per cent. and spawned sky-rocketing interest rates. Corruption and financial dishonesty became the rule. Money was spirited away into the pockets of the powerful and unscrupulous, invested or hidden abroad and squandered on military equipment meant for eventual use against Chile, but unexpectedly wasted against Britain.

It is too early to judge the complex new deal worked out by President BIGNONE's government. But there is little doubt that the pendulum has been given a push and that *dirigisme* is to be given another try. Credit, interest and exchange rates, imports and exports and a host of other things will be regulated by armies of bureaucrats and technocrats. As the down-to-earth former Minister, Senor ALSOGARAY, says ruefully, at least this time no one can pretend to be practising liberal economics. The new government seems to have accepted most of the inflationary ideas of the political parties and the many business leaders who believe in protected national development, as well as the economic quacks who abound in Argentina as elsewhere.

Proposed economic reactivation through building the internal market—what socialist France is doing so far with notable lack of success—is to be tried out in a political framework of frightening instability. Defeat in the Falklands broke the junta. President BIGNONE, the Army's choice, rules with the formal dissent of the Navy and Air Force. This novelty under the military régime is felt by many to be doomed to a short life. What should be watched is the evolution of the deeply divided Peronist movement, still Argentina's most numerous and deeply-rooted political force. Traditionally, some of its currents have had close links with the Army, with generals in power and out. It would be naive to think that the obviously well-meaning President BIGNONE can conjure up a unity which would transcend the ingrained habits of Argentine politics.

THE GOVERNMENT NOW

TALK OF THE "Falklands factor" now bulks so large in British political commentary as to invite suspicion. Does the phrase mean anything and, if so, precisely what?

One roughly measurable effect of the Falklands victory has been a vast improvement in the Government's reputation with the public and, therefore, in the Tory party's electoral prospects. How long this can be sustained is anyone's guess, but, for the moment, a buoyant spirit of confidence prevails in the Cabinet, more particularly among those Ministers who have most strongly identified themselves with Mrs THATCHER's economic views. A second term of office with a decisive majority must now be counted, even by the most cautious, as a distinct, even a strong possibility. Sir GEOFFREY HOWE and Mr BIFFEN, for example, have already spoken forcefully of what the Government intends to do if it is returned to power at the next election. Mr BIFFEN has promised, with Bennite zeal, an "irreversible" shift in the balance of the economy towards free enterprise, and Sir GEOFFREY has indicated a comprehensive programme of radical reform which will not even exclude the Welfare State. The Government seems to have been jolted into a sudden perception of how little progress has yet been made towards the social and economic objectives which it offered the electorate and also into a sudden, even startled, realisation that these objectives may in fact prove to be attainable.

All this is remarkable in an administration now well into the second half of its first term of office, a stage in the life cycle of Governments which is normally marked by lethargy and nervous tension. It is the product of the Falklands success in one way in that it springs from the popularity conferred on Mrs THATCHER by her courageous and extremely able management of that little war. It also reflects a widespread feeling among the people that her leadership during this crisis proved that many things which had for decades been thought to be desirable but beyond the range of practical politics were in fact within our grasp. *Pace* RAB BUTLER, politics is not so much the art of the possible as the gift of knowing what is possible. Paradoxically, of course, the Falklands victory, like all military successes, was not a triumph for free, competitive enterprise under the stimulus of financial incentives (the programme generally designated "Thatcherite") but a triumph of efficient organisation, personal bravery and self-discipline and national cohesion. When its lessons for the future are drawn, therefore, the Conservatives might be expected to remind themselves of the Tory rather than the liberal elements of their faith and to apply themselves with far more courage and coherence than they have yet shown any sign of doing to such issues as national defence, law and order and the maintenance of the Kingdom's unity. All this they should now do.

Let it be remembered, however, that, in Mrs THATCHER's mind, "free enterprise" has never been an anarchic doctrine. One of her favourite themes is that a free economy depends on self-discipline and a high sense of social responsibility. Here the Falklands example can properly be invoked, though not so often and so crudely as to give the impression that a great national achievement is being captured for party ends.



Rehabilitation proceeding with urgency

Times
18.7.82

FALKLANDS

The task of rehabilitation on the Falkland Islands was proceeding with all possible urgency following the surrender of the Argentine forces, Mr Cranley Onslow, Minister of State for Foreign and Commonwealth Affairs, said during question time in the Commons. The task force had done most valuable work, he stated, on the re-establishment of essential services in Port Stanley, including the schools and in the provision of internal communications.

The Civil Commissioner (he went on) has sent us his assessment of the immediate requirements. These are being given our priority attention and action has already been taken to identify suppliers and obtain shipping dates for the equipment most urgently needed, as well as to recruit further essential personnel.

Mr David Winnick (Walsall North, Lab): What is required is for the Government to stop making the maximum amount of party advantage out of the conflict and think hard indeed about the future of the Falkland Islands. Has any form of United Nations trusteeship been completely ruled out?

Mr Onslow: I think it is he who is trying to make party capital out of this. Our priority is to get back to normal as fast as we can. The question of the long-term will need to be thought about one of these days; in the interval there is no reason to form any firm ideas. We have more important things to be getting on with.

Mr Christopher Brocklebank-Fowler (North-West Norfolk, SDP): Has he any information of the cost of rehabilitation and reconstruction and development. Will a separate budget be made available for this purpose, or will it come from the ODA allocation?

Mr Onslow: Until the Civil Commissioner has been able to complete his stocktaking of the amount of damage done and property lost and until we have Lord Shackleton's report about what may be done in the future, I can give no figure to the House. When that becomes possible it will be done.

In the interval no shortage of financial authority is unlikely to hold up any essential work.

Mr William Walker (Perth and East Perthshire, C): Have the Argentine prisoners presently held brought any reaction at all from the new Junta and is there any likelihood they are going to stop any attempt at further hostilities?



Onslow: Shipping dates

Mr Onslow: As soon as we have reliable indications that hostilities have ceased and will not restart, we will be anxious to return prisoners to their native country and I hope and believe we shall soon be in that position. There are indications, but it is very difficult to tell what they mean.

We have heard from the United Nations Secretary-General that the Argentine has said Flight Lieutenant Glover is to be released and should arrive at Montevideo this afternoon.

Mr Dennis Healey, Deputy Leader of the Opposition and chief spokesman on foreign and Commonwealth affairs (Leeds, East, Lab): view of the Government ignoring evidence that the Argentine might be planning to invade the Falklands, would he assure the House that the governments of Guatemala and Venezuela are left under no illusion how seriously we would take any effort to press by force their claims against Belize and Guyana?

Mr Onslow: The governments of Guatemala and Venezuela must be aware of what has occurred



Winnick: Think of future

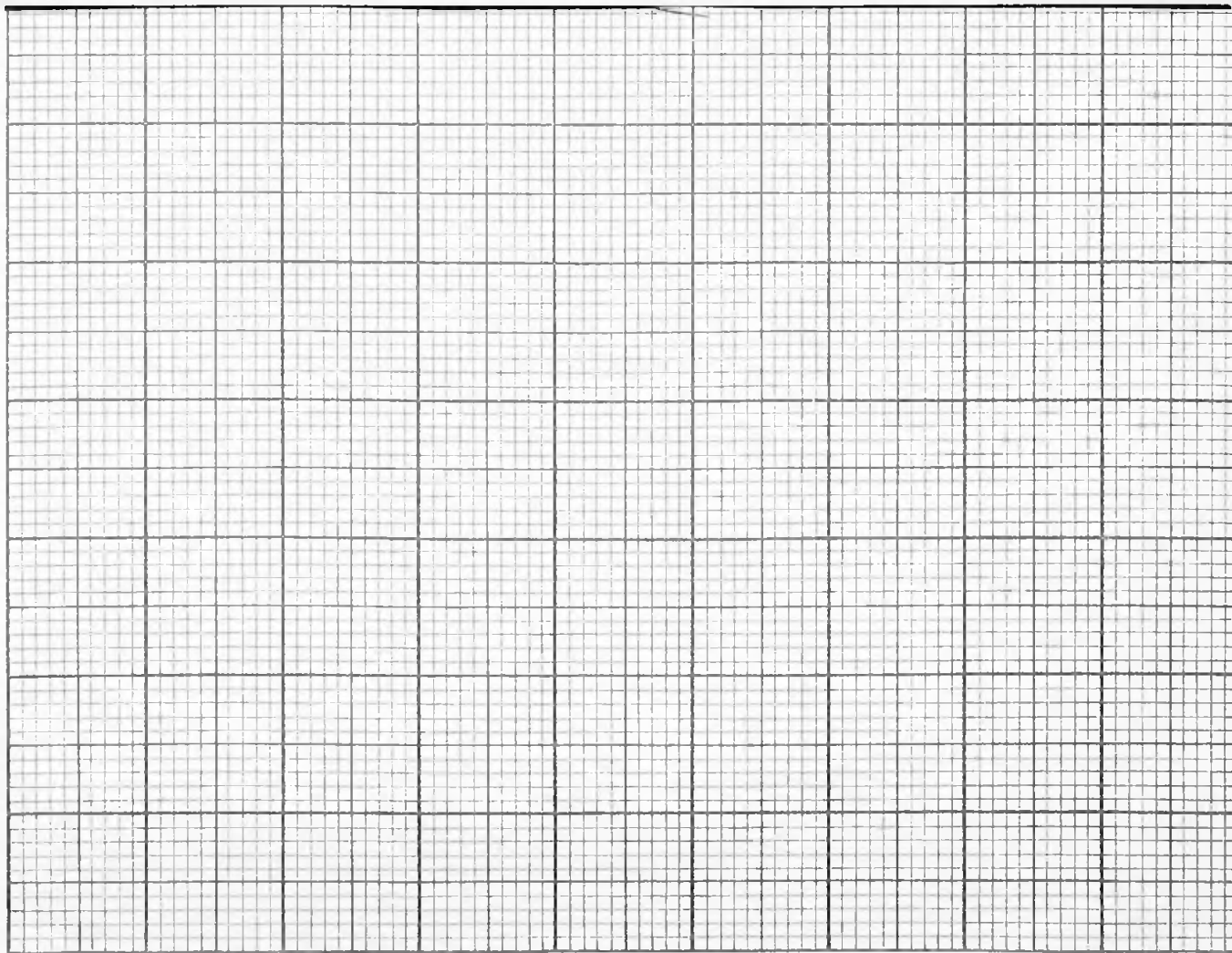
and I very much hope they will not embark upon a similar reckless adventure. As to Venezuela we have noted recent statements that they intend to press their border dispute by peaceful means. Statements coming out of Guatemala are difficult to analyse.

□ I there was to be a peaceful and secure settlement of the Falklands dispute it must involve those states with interests in that part of the South Atlantic, Mr Onslow also said.

He was answering Mr Richard Douglas (Dunfermline, Lab) who had said the Government could persist for too long with the posture of appearing to consider that the position in the Falklands could remain as the status quo.

We will have to assess our relations with the Americas as a whole (he said) and United States assistance in maintaining freedom in the Falklands if we are to be there for any time at all.

Mr Onslow: That is likely to be true in the long run. If there is to be a peaceful and secure settlement it must involve the states with interests in that part of the South Atlantic.



Falklands unit 'was enough'

By Our Political Reporter

Sir John Barlow, chairman of the Falkland Islands Committee, last night released a letter written in 1968 by Mr Denis Healey, when he was Secretary of State for Defence, in which he stated that the Royal Marines detachment on the islands working with their defence force "would be adequate to meet any contingency that we can foresee at present".

Sir John said the letter was of interest because of the publicity recently given to the letter from Mrs Margaret Thatcher to a Conservative supporter on February 3 expressing the Government's belief that the Royal Marines garrison at Port Stanley was enough to deter aggression.

Mr Healey's letter also told Sir John that the ice patrol ship HMS Protector was being replaced by HMS Endurance.

Mr Healey told *The Times* last night that Mrs Thatcher in her letter had been trying to justify the withdrawal of a naval vessel which he had informed Sir John in that letter would be staying. His letter had referred to contingencies then foreseen.

He was not saying that in all circumstances would the forces have been adequate. He had been a member of the group of Labour ministers which agreed to send other vessels to the Falklands in 1977 to deter possible aggression.

Labour MPs on the powerful Commons Foreign Affairs Committee are to oppose moves by the committee's inbuilt Conservative majority to tone down its commitment to an inquiry into the causes of the Falklands invasion.

The committee decided on April 5, in the immediate aftermath of the invasion, that "at an appropriate moment" an investigation into the events leading up to it should be held.

However, at a private session two weeks ago, Sir Anthony Kershaw, the Conservative chairman of the committee, is understood to have upset Labour members. He apparently suggested that, with the Government review taking place, "the committee should await its outcome and in any case concentrate its investigation on future relations with Latin American countries."

He was opposed by all the Labour members — Mr Frank Hooley, Mr Nigel Spearing, Mr Eric Deakins, Mr Dennis Canavan and Mr George Foulkes. They received some backing from



Mrs Pamela Curtis, aged 33, of West Chinnock, Somerset, the widow of a Falklands Sea Harrier pilot, yesterday with her daughter, Rebecca, who was born at the weekend. Lieutenant Alan Curtis died when his aircraft collided with another Harrier.

two of the Conservatives, Sir Peter Mills and Mr Bowen Wells. The general argument used against Sir Anthony was that the committee would appear to be toothless and impotent if it did not involve itself in an issue so crucial as the invasion of the islands.

The Labour MPs now fear that Sir Anthony, after the publication of the terms of reference of the review, will renew his suggestion when the committee meets again on Monday and they have been given to understand that on that occasion they will not have the support of Mr Wells and Sir Peter Mills.

A stormy meeting is expected.

The five Labour MPs have also put down an amendment to the government motion, to be debated by the Commons today approving the decision to set up a Falklands review.

Last night Mr Foulkes said that the Government inquiry team included several

establishment figures. "It is highly important that this review is not seen as an establishment cover-up. The select committee is the body to carry out a proper inquiry."

Mr Ian Sinclair, the Australian Defence Minister, arrives in London today to find out, once and for all, whether the carrier HMS Invincible is for sale. He also wants to look at alternative plans if the answer is "no" (Henry Stanhope, Our Defence Correspondent writes).

The high-powered team from Canberra includes Australia's chief of naval staff, chief of naval material and permanent secretary at the defence ministry.

A team of six scientists could be back on the island of South Georgia, in the South Atlantic, within two months, Dr John Bowman, Secretary of the Natural Environmental Research Council said on Tuesday (John Young writes).

MARINES HOME

Men of 45 Marine Commando arrived from Falkland Islands at RAF Leuchars early today. They were met by Lt Gen. Sir Stewart Fringle, Commander General of the Royal Marines.

3

Falklands war dead can be brought home

By DAVID LOSHAK Political Staff

THE bodies of servicemen who died in the Falklands and have been given temporary burial will be brought back to Britain for final burial if their next of kin wish, Mrs Thatcher announced yesterday.

Previously the Prime Minister strongly indicated her attachment to the precedent that those killed on active service should be buried where they fell, and senior officers supported that view.

Mrs Thatcher received scores of letters from next of kin.

She told the Commons yesterday that she had considered all aspects of "this most difficult problem," including the practical difficulties of bringing back bodies from such a distant battleground.

Having read letters from next of kin, and others, she had decided to heed their wishes.

Bodies would be brought back when relatives asked for this. With those who wished the bodies to remain in the Falkland Islands, they would be buried with all due ceremony at Port Stanley, where there is a permanent Commonwealth war grave.

Close relatives who wanted to visit the graves would be enabled to do so, Mrs Thatcher added.

There would be similar arrangements for close relatives of those lost or buried at sea who wished to visit the Falkland Islands.

FAMILIES PLEASED Decision welcomed

Mrs Thatcher's announcement about the return of bodies from the Falklands was welcomed by the men's families yesterday.

Mrs Sara Jones, whose husband, Col 'H', died in the first major battle, said: "I am so pleased that a decision has finally been made — and that families can make up their own minds."

She had previously stated that she wished her husband to be buried near the battlefield where he fell because she felt that was more dignified and indicated yesterday that her decision would stand.

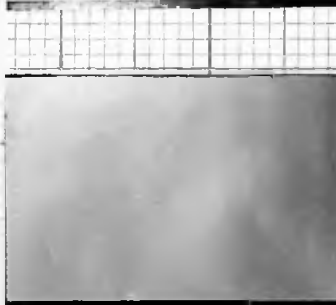
But 18-year-old Mrs Lindsay Cockton, whose husband, Simon, 22, kissed her goodbye eight hours after their wedding at Frimley, Surrey, before going off to fight and die, said: "I definitely want Simon brought home and to be buried in the graveyard of the church where we were married."

Mrs Alice Fletcher, of Stockport, mother of Mark Fletcher, 21, who died in the battle for Port Darwin, said: "Thank God for this news. I have been campaigning with petitions and even threatened legal action to bring Mark's body home."

£300 FOR FALKLAND MEDAL

By ALISON BECKETT
Art Sales Correspondent
A MEDAL awarded to Sgt. John Toole of the Falkland Islands Company in 1863, which is probably the only one of its kind, fetched £500 at Sotheby's in London yesterday.

He was among a group of marines sent to garrison the island in 1858, although he returned in 1864. The medal, which was sold with two he earned in the Crimea, was for long service and good conduct.



QUEEN APPROVES CAMPAIGN MEDAL

By Our Defence Correspondent

The Queen has approved the award of a campaign medal for the operations in the South Atlantic. Mrs Thatcher announced in the Commons yesterday.

Final designs of the medal, and of its ribbon, are still under discussion and have yet to be approved. Details will be disclosed in a White Paper expected next week.

POW HANDED OVER

Flight Lieutenant Jeffrey Glover, 28, the RAF Harrier pilot who was held prisoner by the Argentines, was handed over to British Embassy officials in Montevideo yesterday morning. The Ministry of Defence said it was hoped he would return to Britain very shortly.

Padre stars in 2 Para's rifle victory

By Our Rifle Shooting Correspondent

THE victors of San Carlos, Goose Green, Darwin and Port Stanley, 2 Para, had a different victory less than 48 hours after landing in Britain when they won the SRB team challenge cup in a target rifle event at the Army Rifle meeting at Bisley yesterday.

The top man of the match was the only member of 2 Para who was not allowed to touch a gun on the long trek to Port Stanley, the Rev David Cooper, the padre.

But as everybody in the shooting world knows, David Cooper is no ordinary padre.

Shooting has been his hobby since he was a vicar in Yorkshire before he joined the army 10 years ago, and he is now up to top international standard as a target rifle marksman.

"We were determined to shoot at Bisley as soon as we knew we would be home in time," he said.

"After all, 2 Para has always done well in competition shooting, and although everybody is a bit tired, five of us came straight here."

Three tie

They all shot in the Bisley Cup competition, a short-range target rifle event in which David Cooper made top score with 143 out of a possible 150 to tie with Col Bob Macketh, of the RAMC another Army international, and a comparative newcomer, 2nd Lt Trotter of the Queen's Own Highlanders. They will have to re-shoot next Wednesday.

There was no doubt about the team award, though. Cooper's 143, with 136 by Sgt "Bonzo" Head and 132 from Sgt Fred Squires gave them a total of 411 to beat their long-time rivals, the Queen's Own Highlanders, by a three-point margin.

David Cooper had been a "possible" for the Great Britain team for the world championships at Venezuela this autumn, but the Falklands crisis put paid to that.

But the shooting padre will be at the main Bisley meeting the week after next with the hope of getting some of 2 Para's six top target rifle men into the Army target rifle team.

INQUIRY TERMS APPROVED

By JAMES WIGHTMAN
Political Correspondent

MR HEATH joined senior Labour MPs in the Commons last night in pointedly reminding the Prime Minister that she had personal responsibility for assessing the intelligence reports in advance of Argentina's invasion of the Falklands.

He also said the Falklands inquiry established by the Government should examine whether intelligence "had the necessary resources to carry on their activities properly during a time of economic difficulty."

The former Prime Minister, who had criticised Mrs Thatcher in the Commons last week for not consulting him about her proposals, gave the inquiry his declared support last night.

At the end of a three-hour debate, MPs approved without

a division the proposals for the inquiry as set out by the Prime Minister earlier in the day.

The inference by Mr Heath that this Government's public expenditure policy might have meant a cut-back for the intelligence service was firmly answered by the Prime Minister when she wound up the debate.

Accepting the reminders by Mr Heath and others that she had responsibility for the intelligence service and its budget, she said: "I have made it my business to ensure that the intelligence and security services have sufficient resources to fulfil the requirements placed upon them."

Mrs Thatcher, who has seen her own popularity and that of the Government rise during the operation to recover the Falklands, was made aware throughout the debate of the political dangers for herself if the inquiry's findings are critical of the assessment made of the intelligence reports on the intentions of the Buenos Aires régime before the invasion on April 2.

Mr Healey, deputy Labour leader and Shadow Foreign Secretary, said that if the inquiry report showed the Government had failed to deter Gen Galtieri from invading the Falklands, he hoped the Prime Minister would do what Lord Carrington had done as Foreign Secretary — resign.

Earlier, Mr Foot, Labour leader, had compared the Prime Minister to a sailor in a Victor Hugo novel who had become a hero through saving a ship, but who had later been shot.

He said that the same would happen to Mrs Thatcher, in "political and electoral terms."

Mr Callaghan, the former Labour Prime Minister, de-

clared: "Until my dying day I shall never get out of my head that this was an unnecessary war, and I hold the Prime Minister responsible for what took place."

Replying to a recent statement by Mrs Thatcher that Labour would "not have fired a shot" if it had been in office during the Falklands crisis, he said: "If we had been in power, we would not have needed to."

Mr Foot gave the inquiry his support, rebuking some Labour MPs who had complained that the members of the inquiry, all Privy Councillors, were too "establishment minded."

There was only minority criticism from backbench MPs of the membership and form of the inquiry.

Wide experience

Most members clearly agreed with the Prime Minister's statement that the members of the inquiry had "wide experience and sagacity."

As announced by the Prime Minister earlier in the week, the inquiry chairman will be Lord Franks, 77, a Liberal peer, who was British Ambassador in Washington 1948-52, chairman of Lloyds Bank 1954-62, and Provost of Worcester College, Oxford, 1962-72. He has headed similar Government inquiries.

The other members of the inquiry are: Lord Barber, Chancellor of the Exchequer 1970-74 under Mr Heath; Viscount Watkinson, another former Tory Cabinet Minister, 1959-62; Lord Lever, a Labour Cabinet Minister under Mr Callaghan; and Sir Patrick Nairne, a former civil servant who retired last year as Permanent Secretary, Department of Health and Social Security and is now Master of St Catherine's College, Oxford.

The terms of reference, also announced earlier in the week, are for the inquiry "to review the way in which the responsibilities of Government in relation to the Falkland Islands and their dependencies were discharged in the period leading up to the Argentine invasion of the Falkland Islands on April 2, 1982, taking account of all such factors in previous years as are relevant, and to report."

Speedy inquiry

Opening the debate yesterday, the Prime Minister said she hoped the inquiry would report to the government within six months.

The committee would be able to take evidence from any ministers or officials whom it wished to see, and she hoped that "former Ministers or officials and others who may be invited to assist the committee will think it right to do so."

The Prime Minister said that the consultations with Mr Foot and the leaders of other opposition parties had led to "a broad sense of agreement on the nature, scope and composition of the review."

But the compromises which the Prime Minister had had to make under pressure from other parties were in evidence yesterday, particularly over the terms of reference.

Those put less emphasis than the Prime Minister had wanted on the Falklands policies of previous governments.

LYNCHING PARTY AWAITS FRANKS VERDICT

By EDWARD PEARCE

THERE is a certain tingling in the fingers of senior politicians, leaders of opposition parties like Mr Foot, Mr Jenkins and Mr Heath, at the hope, the dream, of being able to lynch Mrs Thatcher as a result of the Falklands inquiry.

Orthodox Labour men, like Mr Nigel Spearing, believe, of course, that Lord Franks will be holding a discreet court in an assembly of politic pussycats, and Mr Alex Lyon genially suggested that each

Prime Minister for the last 20 years had his own individual cover-upper.

But most of the day was given over to Thatcher-bashing.

There were the rubber shillelagh of Mr Denis Healey — "Will she not follow Lord Carrington in his honourable course?" — and the playful 16 oz gloves of Mr Michael Foot — quoting a character in one of Victor Hugo's novels who had heroically saved a ship from attack and had then, very properly, been first decorated and then shot.

There were also the elderly mouser's claws of Mr Heath, reminding Mrs Thatcher that if intelligence networks were to be investigated, responsibility for that resided with the Prime Minister; and there was Mr Callaghan full of bluff, self-serving open-hearted disingenuousness, making a purely patriotic non-partisan speech from which obscurely the Labour government of 1976-79, the name of whose leader slips one's mind, emerged in a glow of rectitude, foresight and purity of soul.

Argentine threats

In terms of actually saying something and making a case, the really interesting speech came from Mr Ray Whitney, who manages the horrific undertaking of being sincerely loyal to both the Foreign Office and Mrs Thatcher.

Since so much is supposed to turn on the threats made by the Argentines, he ran through a handful of incidents in this boring old past which Mr Heath is so keen for us not to investigate.

British ships barred from an Argentine port and shots fired across the bows of another British ship.

The impression of the Argentines doing a King Lear with additional fireworks every few years grew with Whitney's speech. One had an image of them threatening to do such things, what they were yet they knew not to do and then suddenly doing them.

Offers of help overwhelm islanders

By A. J. McILROY
in Port Stanley

FALKLANDS islanders have been overwhelmed by offers of money and material help from Britain and other parts of the world.

It ranges from flocks of sheep to replenish livestock to 100 barrels of rum from the Barbados Rum Committee.

The National Farmers Union, the National Sheep Association and the Romney Marsh Sheep Breeders have all offered sheep.

During the Argentine occupation, sheep were butchered for food indiscriminately and many were also lost during the fighting. Fencing was torn down and used for fuel.

Timber appreciated

Similar offers of help have come from farmers in Australia. Port Stanley Horticultural Society has been told that leading companies are offering to send seed for vegetables and flowers.

In islands with so few trees, offers of timber are also appreciated. The Turf Association and other racing interests have offered to help for the Stanley racecourse which every Jan. 3 is the scene of celebrations of British rule.

There is a race against time to get the racecourse repaired for the 150th celebrations next year. The fencing is gone and the surface has been seriously damaged by its use as a military base.

Buenos Aires drive for backing in U.N.

By MICHAEL FIELD in Buenos Aires

ARGENTINA has launched an offensive to mobilise the Latin American bloc in the United Nations in support of its sovereignty claim over the Falklands when the General Assembly meets in September.

A high-level mission, including Senor Arnaldo Listre, the new head of the Foreign Ministry's policy department, is touring Latin American capitals.

The forthcoming official visit to Buenos Aires of President Herrera Campins of Venezuela and the possible attendance of President Bignone himself at the conference of non-aligned countries in Baghdad in September are also part of the scheme for drumming up support.

Alleged violation

At the United Nations Argentina will press for the observance of all three resolutions calling for negotiations between Britain and Argentina — no. 2065 of the General Assembly and nos. 302 and 303 of the Security Council.

It will also bring up the question of treatment of prisoners of war and Britain's alleged "holding of hostages" in violation of treaties of which

London is a signatory, sources close to the Government say.

The plans for the Falklands "offensive" are being worked out at constant meetings of the top military, including President Bignone. The effort is still going on to heal breaches between the services and reconstitute the junta.

General Llamil Reston, the new Interior Minister, has said that he is very optimistic that the three services will overcome their political differences.

Final decisions about the return to civilian rule will be made by the junta, he said — "I say the junta because I have no doubt that there is going to be a reconciliation."

General Nicolaides, the Army Commander-in-Chief, showed the same optimism on Wednesday night at the annual "comradeship dinner" of the three services — traditionally held to mark the July 9 holiday marking Argentina's full independence from Spain, declared in 1816.

The important post of Commander of the First Army in Buenos Aires has been filled after nearly two weeks of vacancy which had increased speculation about disputes. The choice has, not unexpectedly, fallen on General Juan Carlos Trimarco, formerly in charge of the Second Army in Cordoba.

ARGENTINE TOLL PUT AT 746

By MICHAEL FIELD
in Buenos Aires

ARGENTINA probably lost 746 men during the Falklands war. No final joint official figures have yet been issued but the army, navy and air force have published separate casualty lists.

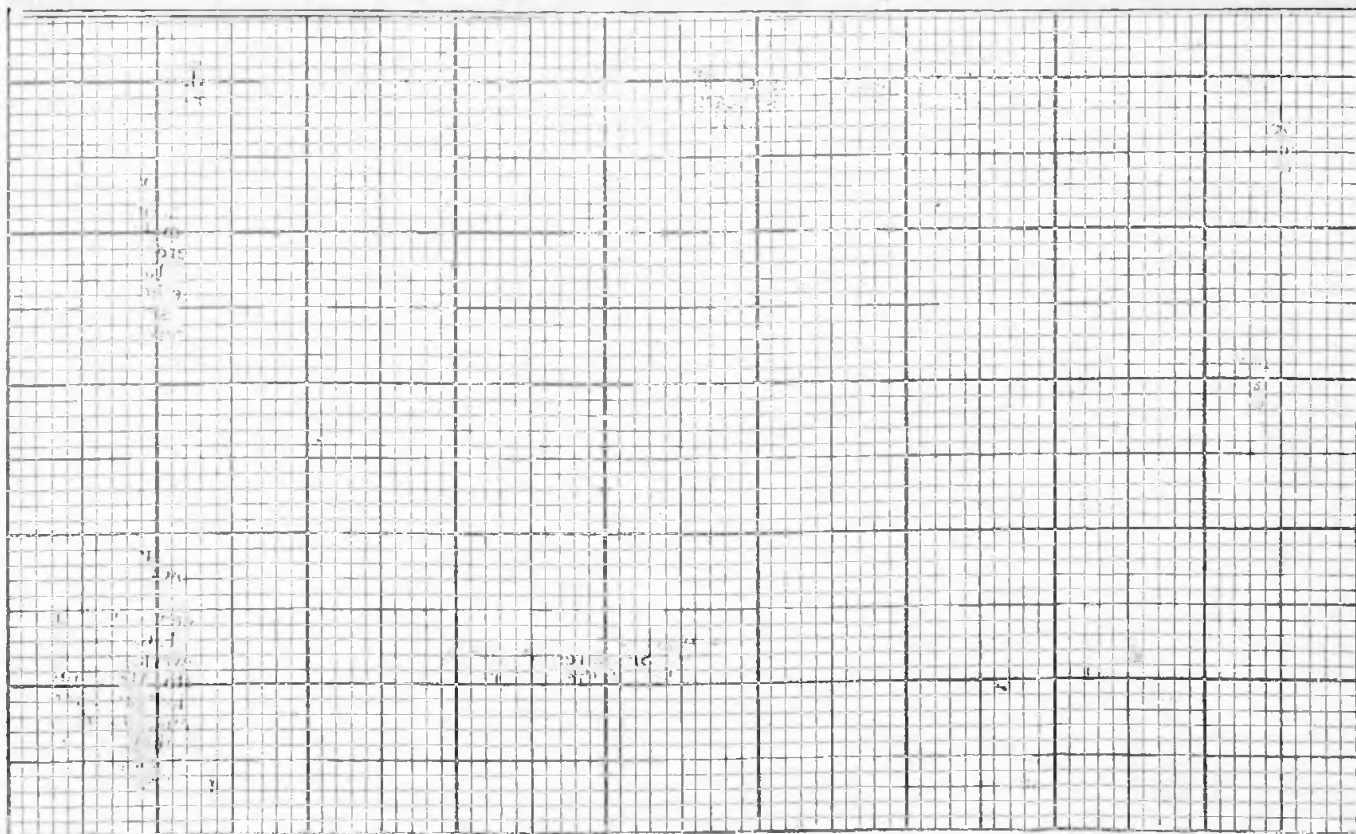
The army says it lost 156 killed or presumed killed and 105 are missing. A further 885 were wounded and 222 went sick giving a total casualty figure of 1,366. The Falklands occupation force was 9,804 and 8,103 were brought home. To date 535 army personnel are still held by Britain.

The navy's figures were: 65 killed in action, 331 missing believed dead, presumably most of them in the sinking of the cruiser General Belgrano; 34 missing but still being sought and 143 still prisoners of the British forces.

The air force recently announced that it lost 55 men during the war; 36 of them officers, 14 NCOs and five conscripts.

According to these figures, therefore, the army lost 261 men killed or missing, the navy lost 596 and the air force lost 55; a total of 712. With the 34 naval personnel missing but still not confirmed as such, the final total could be 746.

Reports by witnesses and calculations based on the large number of personnel still sought by families through the army's information centre put the total considerably higher.



CANBERRA NOT TO CALL FIRST AT PLYMOUTH

By Our Political Staff

The liner Canberra is sailing direct to Southampton for docking on Sunday despite appeals from Plymouth, where the Royal Marines on board are based, for her to call there first on return from the Falklands.

Mr Peter Blaker, Minister of State for the Armed Forces, yesterday ruled out a public welcome on Plymouth Hoe because of the problems of bringing the 2,000 Marines ashore by helicopter and landing craft. He told Miss Janet Fookes, Conservative M.P. for Plymouth Drake, in a written answer that the men would go direct from Southampton to the Royal Marines barracks by coach.

He added that the Lord Mayor of Plymouth and the Flag Officer, Plymouth, had agreed the men should be reunited with their families as quickly as possible, and that the best place for a welcoming party would be on the outskirts of the city on the way to the barracks.

ARGENTINE PESO STAYS DOWN

By Our Staff Correspondent
in Buenos Aires

The Argentine peso was again quoted at 32,000 pesos to the United States dollar on the Buenos Aires exchange market yesterday, bringing it close to the black market rate.

The price of the peso is decided on a "free financial market" for commercial transactions under the new system, however dollars are bought at a price fixed every day by the Central Bank, so far about 10,000 pesos.

D. Teleg. 9.7.82 TALKS BEGIN ON SALE OF INVINCIBLE

By Our Defence Correspondent

Mr Ian Sinclair, Australian Defence Minister, started his six-day visit to Britain yesterday with a call on Mr John Nott, Defence Secretary. He was received at the Ministry of Defence with a Guard of Honour mounted by 2nd Bn Grenadier Guards.

Mr Sinclair said the purpose of his visit was to discuss the sale of the aircraft carrier



Mr Sinclair, Australian Defence Minister, arriving at Heathrow yesterday from Sydney.

Invincible, 19,500 tons, to Australia. It follows a recent offer by Mr Fraser, Australian Prime Minister, to Mrs Thatcher, to talk about the deal.

It is believed Mr Sinclair will receive a special Ministry of Defence briefing on the Falklands operation and also one on the AV8B Sea Harrier from British Aerospace.

ARGENTINA 'MAY GET EXOCETS'

A REPORT from Lima that France has flown more Exocet missiles to Peru has revived fears that Argentina will soon replenish her arsenal of anti-ship weapons from the stocks of her Latin-American neighbour.

Whitehall officials regard Argentine rearmament as inevitable but not unduly alarming.

Before France stopped the supply to Argentina of Exocet AM 39 missiles for carriage by Dassault Super Etendards, five of the 14 aircraft and six of the 12 Exocets ordered by the Argentine navy were believed to have been delivered.

Reports indicated that at least two missiles were fired in each of the attacks against the destroyer Sheffield and the container ship Atlantic Conveyor.

Any missiles remaining were assessed as unfit for use. One of the Super Etendards was believed to have been lost when it ran out of fuel.

British firms supplying Exocet parts to the Euromissile Consortium headed by Aerospatiale have continued to meet their contracts throughout the Falklands operation.

The French embargo on deliveries to Argentina has not been lifted, but France sees no cause to delay any further the fulfilment of a contract to deliver Exocet to Peru. It is to be assumed, however, that these missiles are MM38s for launching from ships, not aircraft.

The Argentine Navy already had stocks of MM38, which were not used because Britain's submarines prevented Argentine surface ships from attacking the Task Force.

Contracts covering the supply of military equipment normally contain clauses designed to dissuade the buyer from passing it on to another country.

But this constraint has no more force than the standard commercial practice of cancelling liability for the quality of performance of the equipment under any new ownership.

British Aerospace cancelled all contracts with Argentina, but still has the contract to supply Peru with Canberra spares, many of which Argentina must now need to service her Canberras.

Britain has no wish to suspend trade agreements with Peru although British Aerospace is bound to respond to Peruvian requests for Canberra spares under the terms of the contract. Some of these spares could end up in Argentina.

Sooner or later, Argentina will re-equip her forces, and there is no reason to suppose that more Exocet AM 39s will not reach the Argentine Navy.

The answer for Britain is to keep one step ahead of every move taken by the authorities in Buenos Aires, outclassing weapon for weapon in every military improvement made.

'Niggers can be in woodpiles'

MR NICHOLAS WINTER-
TON (C., Macclesfield) yesterday demanded in the Commons that the Falklands inquiry should name Foreign Office "niggers in the woodpile" for what he alleged were their past betrayals of British interests.

Mr JACK STRAW (Lab., Blackburn) asked the Speaker, Mr George Thomas, whether "describing the generality of civil servants in the Foreign Office as niggers" was Parliamentary language.

The SPEAKER said the expression "niggers in the woodpile" had been used many times. "That was the expression used, rather than calling them niggers," he said.

Mr WINTERTON said during Question Time that he was concerned that the Falklands inquiry would not go far enough into the background of the conflict.

"Many of us believe that the inquiry should go back over at least 20 years, so that the civil servant niggers in the woodpile in the Foreign Office who have sold down the river British interests over so many years should be identified and their names published," he said.

The PRIME MINISTER replied that the terms of reference allowed the committee of inquiry to examine all relevant factors from previous periods.

"It is for them to make public what they wish, subject to the conditions we should put on publication of anything like Cabinet papers or other documents subject to classification."

FALKLANDS FORCE NOW BATTLES WITH THE ELEMENTS

D. Teleg
9.7.82

By A. J. McILROY in Port Stanley

THEY sit huddled in the darkness of their Arctic tent on Mount Bombilla. Outside the snow lies thick and the infamous Falklands wind blows relentlessly.

"It is worse than anything I have ever known. Even in the worst weather in our training on the Brecon Beacons," said Signalman Garry Donnelly, 19, more than 8,000 miles from his home in East London.

"There are just six of us and we know we are going to be coming here for a long time yet.

"But we are not complaining. We have a job to do."

The men are a re-broadcast detachment with the Royal Corps of Signals and they number among thousands of British troops living in variously cold or overcrowded conditions in the aftermath of the Falklands campaign.

While the people in Port Stanley and the isolated settlements have been quick to give them shelter, the simple fact is

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there is just not enough room to house them without overcrowding with often more than five in a room.

Signalman Andrew Rushton, 21, from Morecambe, told me over a steaming brew of tea around one of the kerosene stoves that when they were inside the Land-Rover (a fixed vehicle used as a control centre) working at night they used one of the stoves, "but that does not stop the windows freezing up inside.

"When the winds blow up they go right through you. But we have all the gear to combat the conditions and we are better off than some in Stanley."

Boredom is another enemy for troops. "We play cards and tell the same jokes over and over," remarked L/Cpl Sidney Holderness, 23, from Kelty, Fife.

"Our comradeship helps us and we have a rota for duties. For instance, one of us is cook for the day or responsible for cleaning up in here."

The wind outside was so cold that I was unable to write. After the thick snow outside the ground inside the tent was churned mud and the six sleeping bags were on campbeds.

For Signalmen Peter Wilkins, 19, from Weymouth; Anthony Wilks, 19, from Gateshead, and David Torrie, 19, from Dumbar-ton, it is freezing feet and hands that they suffer most.

Tents blown away

The airport just outside Port Stanley is scarcely less cold. Again it is the wind chill factor that gets to the men working there and living under canvas. In one wind tents were blown away.

More than 400 RAF technicians and engineers working to restore the airport are facing these conditions and have earned open respect from the pilots and crew coming and going regularly in the Hercules 130 transport aircraft flying between Port Stanley and Ascension Island.

"I don't know how they can work with fingers so frozen," said Flt-Lt Michael Black.

"There are still no windows in flight control tower and after their day's work, whatever it is or wherever it is in that desolate place, they have to sleep under canvas on 'compo' rations."

The overcrowding of garrison troops in Port Stanley has led to notices being pinned to boards in public buildings urging anyone with a room to offer shelter.

A considerable contribution is being made by the Royal Fleet Auxiliary and some commercial shipping in providing accommodation for the troops for two to three days of rest and recuperation.

FALKLANDS INQUIRY IS CRITICISED

BUT APPROVED ^{D-Teleg} 9.7.82

WITHOUT A VOTE

By PETER PRYKE, ANTHONY LOOCH and
WILLIAM WEEKES

MRS THATCHER gained unanimous approval for her proposed committee of inquiry into the Falklands invasion in the Commons last night.

Although some Labour MPs were critical of the committee's make up, describing it as "pro-Establishment," the motion setting up the review was approved without a division.

The review's terms of reference and method of procedure as described by the PRIME MINISTER were welcomed by most speakers, including Mr FOOT, Leader of the Opposition.

Healey warning

Mr HEATH, the former Tory Prime Minister, who had been critical of Mrs Thatcher over the inquiry, said that he was now perfectly satisfied with the shift of emphasis in the task set the committee.

But the debate ended with a warning from Mr HEALEY, Shadow Foreign Secretary, that the report of the review could lead to calls for Mrs Thatcher's resignation.

Claiming that the Government had failed to respond appropriately to signs that the Argentines intended to invade, he said Ministers would bear a heavy responsibility if the report showed that the Government had failed to take action to deter General Galtieri.

"If that is the view of the inquiry I hope the Prime Minister will show the same courage in accepting its implication as Lord Carrington showed three months ago."

Mrs THATCHER defended her decision that the committee should be composed solely of Privy Councillors, arguing that this would make it easier to deal with the problem of documents that were sensitive from the point of view of security.

Mr FOOT unreservedly welcomed the terms of reference of the committee, and its composition, rejecting the criticisms of some Labour MPs that it would be too "pro-Establishment."

He rebuked some of his supporters for describing the committee as "a coterie."

His only criticism was to suggest that the report could be made more quickly than the six months suggested by the Prime Minister.

'Zeal' queried

Mr BOB CRYER (Lab, Keighley) said the Labour representatives would be in a minority. People might get the impression that with a membership of nothing but Privy Councillors—"people close to the Establishment"—there might not be the zeal to pursue the inquiry.

Mr FOOT replied: "Let us repudiate any suggestion that the two spokesmen who will be there on behalf of the Labour party will not prosecute the matter with sufficient zeal and independence. They retain the right to make their own report if they so wish."

In her opening speech, Mrs THATCHER said the review should be independent, it should command confidence, its members should be able to have access to all relevant papers and persons, and it should complete its work speedily.

These considerations had led

naturally to a committee of Privy Councillors, she said. Such a committee had one great advantage: It conducted its deliberations in private and there was no need for reservations about providing it with all the relevant evidence, including much that was highly sensitive.

There were some Labour protests when the Prime Minister dealt with possible limitations on what could be published of the report.

She said that information made available to the committee whose disclosure would be prejudicial to national security or damaging to the international relations of the United Kingdom would need to be protected.

Three assurances

"Should it be necessary I can give the House the following assurances:

"FIRST: The Government will make no deletions save strictly on the grounds of protecting national security or international relations:

"SECOND, Ministers will consider any proposals for deletions individually and critically and will accept such proposals only on the grounds I have specified.

"THIRD, the chairman of the committee will be consulted if any deletions have to be proposed."

Turning to the scope of the review, Mrs Thatcher said while it would be directed to the events leading up to the Argentine invasion, these events must be seen against the background of negotiations, actions, intelligence and other assessments over the years if they were to be fairly viewed.

Access to documents

She had consulted Mr Harold Macmillan, Lord Home, Sir Harold Wilson MP, Mr Edward Heath MP and Mr James Callaghan MP, and they had agreed that the committee should have access to the relevant documents.

This would be subject to the following conventions:

1—Documents will be made available to members of the committee by virtue of their being Privy Councillors and solely for the purposes of this review.

2—Any member of a previous Administration who is invited to give evidence will be able to exercise his normal right to see documents which he saw as a member of that Administration.

3—Serving and former officials and members of the Armed Forces invited to give evidence will be able to see documents which they saw as advisers to Ministers on matters covered by the review.

4—Documents of previous Administrations will not be disclosed to members of the present Administration or to any other persons not entitled to see them.

5 Documents made available to the committee, and any copies made of those documents for the use of members of the committee, will be returned to the departments from which they came as soon as they are no longer required for the purposes of the committee's review.

6 It is understood that the committee may need to describe in their report the gist or purport of documents made available to them, so far as that can be done consistently with the protection of national security and the international relations of the United Kingdom.

But no part of Cabinet or Cabinet committee documents or other documents which carry a security classification may be reproduced in the committee's report or otherwise published without the agreement of the Government, and that of the former Prime Minister of the Administration concerned.

When Mrs Thatcher went on to say that the choice of the committee members gave the best possible assurance that the review would be carried out with independence and integrity, she was interrupted by Mr DICK DOUGLAS (Lab., Dunfermline).

He described the choice as "comfortable, conservative with a small c, and clubbable." No females had been chosen,

"only males with an understanding of war."

Mr TAM DALYELL (Lab., West Lothian) complained about the absence of an international lawyer or a QC, or of anyone representing "what might be called the view of the awkward squad."

Mrs THATCHER replied that Lord BARBER was a distinguished lawyer who had practised for many years, and Lord Lever was also a barrister. They would be able to sift the facts from opinions and make a judgment on the evidence and not imagination.

Mr JOHN PEYTON (C., Yeovil) said exercises like the review could do far more damage than good, and in this case it was likely to be so.

He hoped that the "wise and venerable" men who were going to conduct it would not, through a "raking over of the ashes," allow their attention to be diverted from what had been magnificently achieved.

"I hope also that they will remember, in framing their report, that there is a real danger that it may become a fertile quarry for those who habitually scavenge for material which can be used to the discredit of their own country."

'Unnecessary war'

Mr JAMES CALLAGHAN (Lab., Cardiff S.E.) rejected what he described as Mrs Thatcher's "sneer" that if Labour had been in power when the Falklands crisis occurred, not a shot would have been fired.

He was cheered by the Labour side when he added: "If we had been in power, we would not have needed to."

He said: "Until my dying day I shall never get out of my head that this was an unnecessary war, and I hold the Prime Minister responsible for what took place."

"This is the central question the committee should concern itself with. Did our Government convey to Gen. Galtieri that in the event of an invasion Britain would use armed force to take back the islands?"

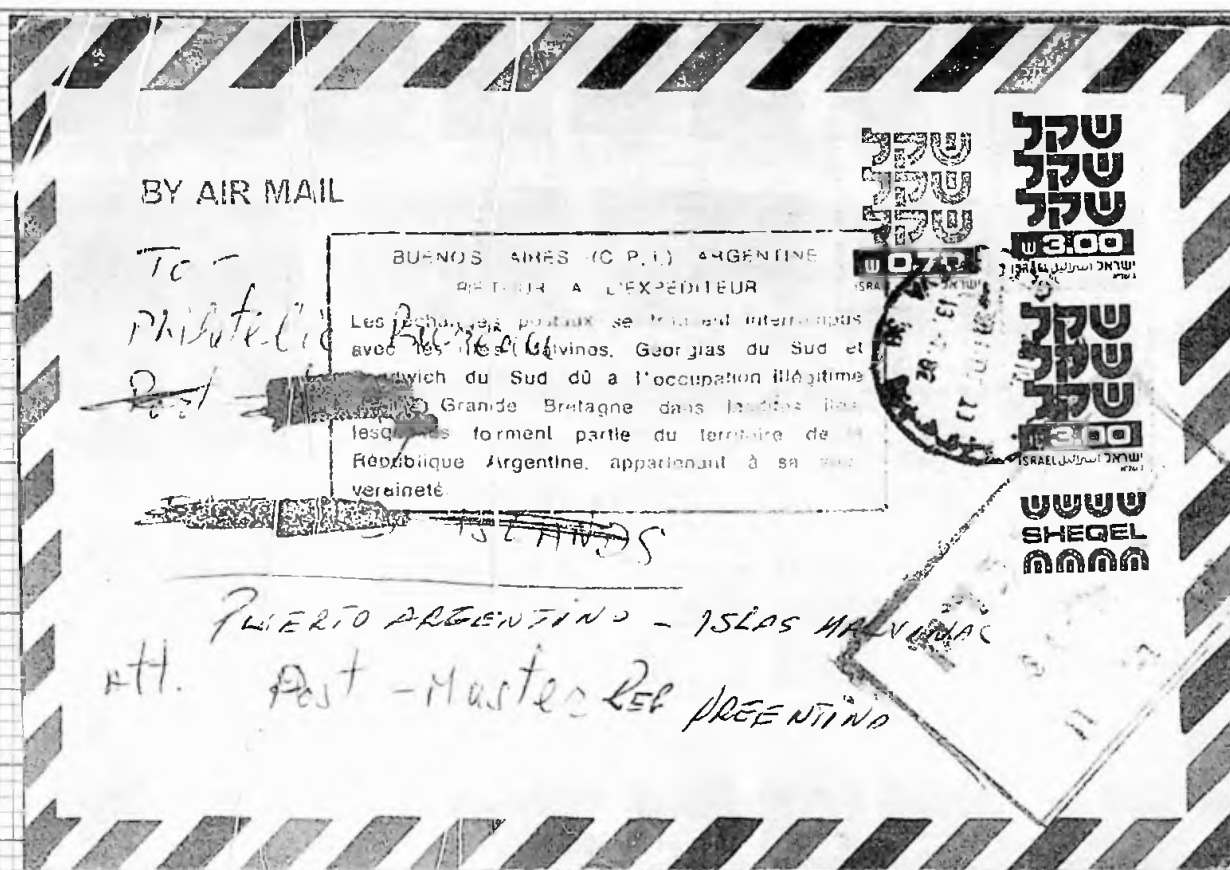
Terms 'about right'

Mr ROY JENKINS, the SDP leader, said the terms of reference of the inquiry were now about right and approximately what they should have been all along—"principally to tell us what went wrong in the run-up to the invasion."

"But let us keep absolutely clear that the central point at issue is why an invasion was allowed to take place on the second of April, 1982 and not why an invasion did not take place on a limitless number of dates in the past."

Mr HUMPHREY ATKINS (C, Spelthorne), who resigned as Lord Privy Seal over the Falklands crisis, said he welcomed the setting up of the review body.

But there was one inavoidable flaw in any kind of inquiry. It could not question General Galtieri.



MR EDWARD HEATH (C. Sidcup) said the inquiry should be held in fairness to Lord Carrington and the two other Foreign Office Ministers who had resigned.

It was necessary so that MPs could, once the inquiry was over, concentrate their minds on the other great issues facing the country.

'Difficult position'

"It is also necessary as an attempt to remove some of the bitterness, anguish and heart-break of those who have lost relatives in the war, and of those who have been injured."

Mr Heath caused laughter when he said: "I now find myself in a very difficult position for what I have to say next, because I find in the terms of reference of the inquiry, and the letter which the Prime Minister so kindly sent me, that the Government is now in agreement with what I proposed."

"I also find myself the recipient of compliments from the Leader of the Opposition. It is difficult to assess which is the more damaging."

He was "perfectly satisfied" now with the position over the papers of previous Administrations.

Mr ALEX LYON (Lab., York) said he had his doubts whether the inquiry would bring out the truth. All of the past Prime Ministers would have a friend at court, and it might be that Lord Watkinson would fulfil that role for Mrs Thatcher.

"We need some people who will be prepared to ask the difficult questions and persist to make sure they get the right answers. We have got a selection of people who are there in order to ensure that some of the questions are at least muffled."

1982 (July) rare cover from Israel addressed to "To/philatelic Bureau/Port Stanley/Falkland Islands/att. Post-master, Stanley" and "Falkland" have been blacked out and red manuscript "PUERTO ARGENTINO - ISLAS MALVINAS/REP. ARGENTINA" added, large black cachet with details in French applied in Buenos Aires returning item to sender claiming islands are illegally occupied by GB. (PHOTO)

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Marines 'achieved

D. Telen

10.7.82 the impossible'

By STANLEY GOLDSMITH

ROYAL MARINE Commandos achieved what was deemed theoretically impossible in the battle for the Falklands, said their leaders yesterday when 440 men of 45 Marine Commando returned to their home base, HMS Condor at Arbroath, Tayside.

Lt-Col Andrew Whitehead, commanding officer of 45 Marine Commando, spoke of their feat.

During an epic "yomp"—a forced march across 85 miles of appalling ground in freezing temperatures—each man carried kit weighing more than 120lb. And when it was over they captured in four hours what was regarded as an impregnable enemy position.

The colonel's abiding memory would be the bravery and tenacity of teenaged marines and he had put forward several names for decorations.

"I can say no more about that just now but it has been my privilege to command them. If anyone should ask me what is wrong with the youth of today I shall ask them to come and have a look at 45 Commando," he said.

'No stomach'

He was speaking after a debriefing with Lt-Gen Sir Stuart Pringle, Commandant-General of the Royal Marines, as his men received an ecstatic reception from wives, families and friends.

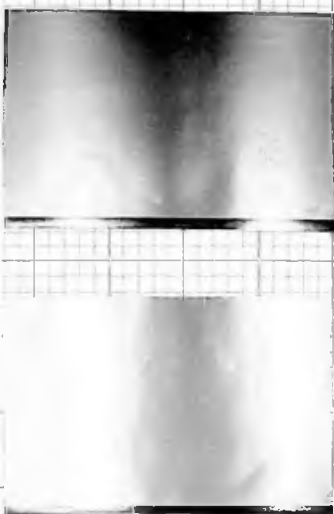
The Marines had arrived at RAF Leuchars, Fife, on four VC-10 jets after 11-hour flights from Ascension Island. From RAF Leuchars they were taken by coach to Arbroath.

Lt-Col Whitehead and his senior officers outlined the Marines' part in the Falklands campaign. They spoke of their pride in the capture of Two Sisters Mountain, tinged with sorrow at the loss of 13 dead, the "ferocious nature" of the islands they had liberated and the strange imbalance of the Argentine resistance.

"Theoretically, we should never have taken Two Sisters. But the bravery of our men and the poor leadership of the enemy officers played a large part. They had good quality weapons and kit but lacked tenacity, partly because their soldiers were conscripts.

"They had no stomach for a protracted battle and our aggressive patrolling earlier had given them a foretaste of what to expect when a full Commando group attacked," said Lt-Col Whitehead.

There were "a million lessons" to be learned but he would remember primarily how soldiers had been able to react swiftly and take advantage of rapidly changing situations, and that team work had won the day.



'All frightened'

Capt. Ian Gardiner, Commander of X Company, said: "We were all frightened but we soon came to appreciate the reality of the saying that the most exhilarating feeling is that of being shot at and missed.

One of the happiest reunions was that between Marine David Dickinson, 19, from Chester, and his wife Vicky, 17, of Hull who gave birth three days early on June 14 to a daughter.

She has been named Katy Victoria, because within minutes of her arrival the Argentines surrendered. "I was under heavy mortar fire that night but I was more scared for Vicky than myself," said Marine Dickinson.

The remaining 350 men of the 45 Marine Commando are expected to reach Southampton on the liner Canberra today or tomorrow. They will be flown back to Leuchars in Hercules aircraft as soon as possible.

JUNTA VOWS TO 'RECOVER' FALKLANDS

By MICHAEL FIELD in Buenos Aires

TWO members of the shaky but still surviving military junta have reaffirmed Argentina's determination to "recover" the Falklands one day.

General Cristino Nicolaides, Army Commander in Chief, said during a tour of interior garrisons: "We shall not falter in our aims and aspirations. We are convinced that the Malvinas are an indivisible part of our territory and we shall not blink until we get them back."

Brig Basilio Lami Dozo, Commander of the Air Force, admitted during a long personal account of the Air Force's role in the battle that Argentina had suffered a serious defeat but that this one episode would not affect its aim to ensure its presence in the South Atlantic. "This objective still stands," he said.

Reconciliation effort

Both commanders were at pains to assure their audiences that the three-man junta was still in being and that every effort was being made to reconcile political differences between the three service chiefs.

General Nicolaides said that future relations with Britain depended basically on the British Government's displaying the will to start serious negotiations.

He admitted that Britain's holding back of a significant group of Argentine officers and troops captured in the Falklands "worries us."

"We are making and shall continue to make all the necessary efforts within the framework of international law and without abandoning our dignity as a nation to see that they can return home and be reunited with their loved ones as soon as possible," he said.

Yesterday President Bignone, the junta members and other senior authorities attended a solemn Te Deum in Buenos Aires cathedral to mark the 166th anniversary of Argentina's declaration of independence.

Melancholy holiday

Yesterday's newspapers drew attention to the melancholy nature of this year's holiday, after the failure of the Falklands venture. One radio commentator said flags should be flying at half mast for the hundreds of young men who died.

La Nacion said in a leader that the day would surely come, perhaps sooner than expected, when "the Malvinas will be finally made part of Argentine sovereign territory."

But this did not alter the fact that today, in 1982, on the anniversary of independence, Argentina was a country "defeated in a bloody war with a foreign enemy."

General Bignone's government, which aims to make the transition to democracy, faces its first strikes next week. Engineering workers in greater Buenos Aires are threatening to down tools if there is no solution by Tuesday to the laying off of 70 workers at a car parts factory.

The crews of state-owned shipping lines are also threatening industrial action from next Friday if their wages are not adjusted to the levels of employees in the private sector.

Exchange dealers, who were besieged on Wednesday and Thursday by people wanting American dollars—which in some places fetched as much as 40,000 pesos—believe that the average of 50,000 pesos at which the official free market closed on Thursday represented a realistic price and more or less wiped out the black market.





APART from the cries of swifts wheeling overhead, the summer of 1982 has been abnormally peaceful on the wooded summit of Creech Hill which rises above the little village where I live in Somerset. The long weeks of sunshine in May and June have produced an abundance of Painted Lady butterflies, gliding between the thistles and the blue splashes of Meadow Cranesbill.

But one familiar sound has been absent from this rural idyll: the roar of the Harrier jets from the nearby Yeovilton air base, which normally use Creech Hill as a landmark on their low-flying exercises, and which as everyone in east Somerset has been only too aware have been otherwise occupied 8,000 miles away.

There is no doubt that the reverberations of the extraordinary drama which swept us all up so intensely into its grip between April and June this year will continue to be felt through our national life for months and even years.

Politicians may eventually cease to talk about the "Falklands Factor," as we return to the more mundane and petty realities of political and economic life, but we shall continue to be bombarded with echoes and reminders of the Falklands War, as the Franks inquiry reports, as the bills come in, as books on the war appear, for a long time to come.

And so we shall gradually attempt to piece together a final perspective on this remarkable episode, trying to work out what it really meant to each of us and in the life of the nation as a whole.

The story of how the Falklands War unfolded was itself so dramatic and packed with incident that it would not be surprising if the forthcoming wave of books on the war concentrate simply on telling how and why it happened, and on those central military, naval and political incidents still so fresh in our minds.

But there was one aspect of the story which perhaps will be less easy for the historians to recapture, even though in its way it was an essential part of the whole experience. I am referring to the peculiar intensity with which the war was followed by all those millions of us who were not directly involved, as we followed the news bulletins and as we thought, felt and argued our way through the avalanche of conflicting emotions which the war aroused.

Once the actual fighting had begun there can have been only a tiny minority of people in this country who did not live through the weeks between the sinking of the Belgrano and the Sheffield and the final surrender in Port Stanley without a continual combination of fearful apprehension and tremendous

Falklands? Just a matter of luck

D. Tel. 10.7.82

CHRISTOPHER BOOKER believes the war was a damned close run thing

admiration of the way our British Servicemen conducted the war.

That aspect of the drama, both compelling and inspiring, became like a self-contained story in itself—carrying all sorts of strange, anachronistic echoes of our national past, and inevitably arousing feelings of intense pride that our countrymen were still capable of such things, of behaving with such courage, skill and honour.

But beyond that spotlight centre of the story, where it was possible to follow events with feelings that were positive, coherent and uplifting, lurked a large, more shadowy area where many people's thoughts and feelings were more confused.

There was a nagging air of unreality, of a lack of proportion about the whole crisis which persisted to the end. What were we really doing there, with this enormous Task Force, at the other end of the world, fighting to win back these strange, barren islands at a cost of hundreds of lives and a million pounds for each of the handful of inhabitants who had been marooned there by a freak of history?

One of the more fascinating aspects of the crisis was to observe the obvious struggle so many people went through to find some overall moral principle to justify what was happening.

Was it really, as was claimed at the start, a battle to uphold the principle of sovereignty and the wishes of the Falklands inhabitants? In view of this country's long historical record of disregard for other people's sovereignty and wishes, such an argument came to seem a trifle thin.

Was it to maintain the principle that aggression cannot be seen to pay in our modern world? If so, what about Afghanistan or the Lebanon?

Was it to protect the Falklanders' right to enjoy their traditional, peaceful way of life? If so, it soon became apparent that this was gone forever.

Or was it somehow just a national gut reaction to the fact that we had been caught out, our honour trampled—and that so long as we had the power to do it, we should "teach these people a lesson" at almost any cost?

In some ways it does not help

us to gain a truly rational perspective on what the Falklands war was all about that we should eventually have won it in so brilliant a manner.

Mrs Thatcher can with apparent impunity now pour scorn, as she did last weekend, on the "waverers and the faint-hearts." But as has become increasingly evident since the war ended, we were almost unbelievably lucky to have come out of it as successfully and unscathed as we did.

If every bomb which had found its target on a ship of the Task Force had been correctly fused, we should now be mourning the loss of more than a tenth of the Royal Navy, instead of only a twentieth.

If anyone of the four major ships—Hermes, Invincible, Canberra, QE 2—had been sunk (and considering only the risk run by the Canberra in San Carlos Water, this was a far from remote possibility), we might even now be looking back on the whole expedition as a tragic and ignominious fiasco.

Mrs Thatcher was made as aware of these risks as anyone, and it might behove her to be modestly grateful for our good fortune rather than crow over those (including a number of senior Servicemen) who took a more cautious view of the gamble than she did.

The fact is that the final epitaph on the naval and military outcome of the Falklands War can at best be only an underlining of that old adage of war that fortune favours the brave.

Our men were extremely brave, extremely skilful and, as they knew better than anyone, extremely lucky—and when our Harriers return to scream over Creech Hill I hope we shall mentally salute their pilots with a new respect and gratitude.

But as to drawing any wider conclusions about the significance of this strange, heroic episode in terms of our country's future, I think we should be very cautious. A truly coherent moral perspective on it all, with every piece of the jigsaw in place, may prove as elusive and hard to find in time to come as it did for a great many people during those tortured and anguished weeks when the outcome of the war still remained uncertain.

Bill for full islander citizenship killed

By Anthony Bevins, Political Correspondent

Three government whips yesterday killed a private member's Bill which would have given 400 Falkland islanders full rights to British citizenship. Mr Robert Kilroy-Silk, Labour MP for Ormskirk, had hoped that the one-clause legislation would pass, without objection, through all its remaining stages in the Commons yesterday afternoon.

But when the second reading was moved, there was a cry of "objection" from the government Front Bench. Mr Jeffrey Rooker, Labour MP for Birmingham, Perry Barr, said afterwards that those objecting had included Mr John Stradling Thomas, the Deputy Chief Whip, and two whips' office colleagues. Mr Anthony Berry and Mr Peter Brooke.

It was later learned that the whips had been asked to object by the Home Office on three counts: that Mr William Whitelaw, the Home Secretary, had already said that those Falkland islanders without full citizenship rights would have no difficulty in obtaining permission to enter the United Kingdom; that the Bill had not been fully debated; and that it contained technical drafting defects.

Under the British Nationality Act, 1981, which comes into effect from the end of this year, 1,400 islanders will become full citizens because

they are "patrials", with either a parent or grandparents born in the United Kingdom.

The remaining 400 islanders will become British Dependent territories citizens, without automatic rights of entry, abode and employment.

Mr Kilroy-Silk said after his Bill had been killed: "It is disgraceful. It is the hypocrisy of having a government and Conservative MPs who have taken this country to war, assembled a massive task force and expended 250 British lives and the lives of countless Argentinians, all, the Prime Minister tells us, to restore and protect the British way of life; yet they object to a Bill to give 400 islanders the British citizenship denied them by the British Nationality Act."

The Labour MP who was a strong supporter of the task force and of government determination to retake the islands, said that Mr Whitelaw had given verbal commitments to the 400. "So why do they object to giving them the same rights, formally, in law?"

© Flight-Lieutenant Jeffrey Glover, Britain's only prisoner of war from the Falklands conflict, was on his way home yesterday after seven weeks in Argentine captivity.

Marines return

The first Royal Marines returned from the Falklands campaign yesterday. Three hundred and fifty men of 45 Commando flew into RAF Leuchars in four VC10s to be greeted by Lieutenant General Sir Stuart Pringle, their commandant general, (Jonathan Wills writes from Arbroath).

Later, at Condor Base, Arbroath, Lieutenant Colonel Andrew Whitehead, the commanding officer, gave details of the commandos' hard fought victories at Mount Kent and Two Sisters. Port Stanley was reached by 45 Commando after an 85-mile trek with 120lb packs over some of the worst terrain the commandos had ever encountered.

Heroism rewarded

Numerous acts of the "greatest heroism" are being assessed by the Government for the award of medals for valour it was confirmed yesterday. Mr Peter Blaker, Minister of State for the Armed Forces, said in Manchester yesterday that although there had been no legal declaration of war against the Argentines the question of decorations would be treated as though there had been.

Invincible deal is ruled out by Nott

By Henry Stanhope
Defence Correspondent

Mr Ian Sinclair, the Australian Minister for Defence, has been given a warning by Britain that it would now be politically impossible for the Government to sell the carrier HMS Invincible.

That is the message he is said to have received from Mr John Nott, Secretary of State for Defence, during talks over the last two days in Whitehall.

It will have come as no great surprise to Mr Sinclair, who admitted before he left Canberra that the £175m sale now looked unlikely.

Mr Malcolm Fraser, the Australian Prime Minister, who has been as much under attack for buying it as the British Government has for selling it, offered to drop the purchase after the Falkland fighting, in which Invincible proved her value to the Royal Navy.

Yesterday Mr Sinclair and his advisers showed their interest in another Falklands success story, the Sea Harrier, which they saw being assembled.

Attention is now likely to focus on alternative plans to fill Australia's apparent need for a new carrier, probably equipped with Sea Harriers as well as helicopters.

Thatcher "fantasy"

Mr David Steel, the Liberal leader, last night criticized the Prime Minister for drawing lessons of fantasy from the Falklands crisis (our Political Correspondent writes).

He told a Liberal rally at Chelmsford that Mrs Margaret Thatcher had said that Britain's domestic difficulties were being overcome by a new mood of realism arising from the conflict in the South Atlantic.

"That is nonsense", Mr Steel said. "It is a fantasy to think that the problems of peace can be tackled according to the simple precepts of war".

He said that in January, 1980, there had been 355,000 people in Britain who were unemployed for more than a year. That figure had now risen to more than a million. "And yet the Government's sole contribution is to have cut the level of long-term benefit."

"Our social and industrial life is riddled with fear, suspicion and insecurity, which come from class division. That gulf will not be bridged by a mentality attuned to conflict".

'DEFECTIVE' BILL ON FALKLANDERS IS BLOCKED

D. Teleg
10.7.82

By NICHOLAS COMFORT Political Staff

THE Commons progress of a Bill that would have conferred full British citizenship on 400 or so Falkland Islanders who stand to become citizens of "British dependent territories" under the new Nationality Act was blocked yesterday.

The Bill was blocked by Government Whips and a handful of Conservative MPs, which brought from Mr Robert Kilroy-Silk, Labour MP for Ormskirk, the Bill's promoter, a charge of "hypocrisy."

But the view in official circles was that the blocking was entirely justified and that Mr Kilroy-Silk promoted it as much to embarrass the Government as to help the Falklanders.

Home Office advice is that the Bill does not relate to the relevant sections of the 1981 Act, that it does not provide for the new citizens to be regarded as citizens by descent, and that it would enable foreigners to become British subjects after a short period of residence in the Falklands.

Mr Kilroy-Silk had hoped that the measure conferring full British citizenship on Falkland Islanders would go through all its stages "on the nod" at the close of business.

Free entry to Britain

Government business managers decided it must be blocked because of defective drafting, because Mr Whitelaw, Home Secretary, had already given an undertaking that the 400 could enter Britain freely, and because it would have caused Parliamentary timetable problems.

At the crucial point three Government Whips shouted "Object" and at least two Conservative backbenchers joined them, sending the Bill to the back of the queue.

Afterwards Mr Kilroy-Silk said: "It is hypocritical of a Conservative Government which has taken this country to war, assembled a Naval task force at huge expense, and expended 255 British lives, to protect the British way of life to object now to giving 400 of the islanders British citizenship."

"The Home Secretary says they will all have the rights of British subjects. But in that case why object? Why not give them the same rights formally in law?"

PARENTS FIND WOUNDED 'SON' IS WRONG MAN

D. Teleg. 10.7.82

The parents of a young soldier seriously injured in the Falklands made an 800-mile round trip to see their son in a military hospital but found they were visiting the wrong soldier.

Mr John Boyms and his wife Jan were back at their home in Cargenbridge, Dumfries, yesterday, after their visit to the hospital at Woolwich. Their son, Michael, is still on board the hospital ship Uganda.

They had been told by an Army official that Michael had been flown home, but at the hospital, they met an injured soldier of the same surname from the same regiment, the Scots Guards. An Army spokesman admitted the mistake and efforts are being made to link the Boyms with Michael by telephone.

DECISION ON INVINCIBLE 'NEXT WEEK'

D. Teleg. 10.7.82

By Our Defence Staff

Mr Ian Sinclair, Australian Defence Minister, was given a briefing on the Falklands operation in the Ministry of Defence yesterday, followed by a visit to Kingston for a briefing by British Aerospace on the Sea Harrier and other Harrier developments.

The purpose of Mr Sinclair's visit to London is to discuss the sale of the anti-submarine carrier Invincible to Australia. A Defence Ministry spokesman said yesterday there was unlikely to be a statement on the outcome of the talks until early next week.

Meanwhile the Navy is hastening the preparation of the carrier Illustrious for deployment to the South Atlantic to allow Invincible to return. Illustrious is undergoing sea trials and it is planned that the carrier will be fully operational next month.

'LORD'S PRAYER IN SPANISH'

D. Teleg. 10.7.82

IDEA VETOED

A controversial suggestion that the Lord's Prayer should be recited in Spanish at the National Service of Thanksgiving in St Paul's Cathedral on Monday week to mark the end of the Falklands conflict, has been rejected by the Dean, the Very Rev. Alan Webster.

The suggestion was one of several received by the Cathedral authorities organising the service for July 20, which will be attended by the Queen, Prince Philip, the Prince of Wales and other members of the Royal Family.

The Prime Minister and the Cabinet will be present, but it will be a day devoted to the three services, who will be allotted the bulk of the Cathedral's 2,500 seats. About 500 will be reserved for the next of kin of those who died, and the same number for members of the general public.

Bill 'unnecessary'

One of the Conservative MPs who blocked the Bill, Mr John Wheeler (Paddington), said he objected because the measure was completely unnecessary.

Critics of the Government's action argue that the Home Office's main concern is that if the Falklanders obtained British citizenship regardless of their ethnic ties with Britain, the same rights might have to be given to Chinese inhabitants of Hongkong.

The same argument was applied last year against the granting of British citizenship to inhabitants of Gibraltar, but Parliament ignored it, and they are now full British subjects.

The population of the Falkland Islands before the Argentine invasion was just over 1,800. Of these 1,400 are British subjects through "patrial" ties, some 50 Argentines, and the rest eligible for "British dependent territories" status. A few have citizenship of other Commonwealth countries, such as New Zealand.

BIG WELCOME FOR CANBERRA

Tens of thousands of people are expected to line the banks of Southampton Water tomorrow to welcome home the troopship Canberra due to dock at 11 a.m. with 2,500 Marines and paratroops aboard.

About 10,000 relatives of the soldiers and the crew will be waiting on the quayside, which has been decorated with bunting, placards, and inflatable whales in honour of the ship's newly acquired nickname — "The White Whale."

MAIL FOR FORCES HIT BY STRIKE

D. Teleg. 10.7.82

By A. J. McILROY
in Port Stanley

THE voice over the internal loudspeaker in the British Rail Sealink ferry in Port Stanley harbour was to the point.

There would be no mail collection from the ship that afternoon because of a backlog caused by the industrial action of the railway workers back at home.

The reaction of the Servicemen on board, including those sitting with rifles and machine-guns and guarding Gen. Menendez, leader of the defeated Argentine garrison and nearly 600 of his officers and senior NCOs, was one of bewilderment.

There was some anger, but mainly disappointment and bewilderment.

Lt N. C. May, of REM E, had an urgent letter for home and asked if I was going ashore.

"I have just been told I have been posted and will not be returning as my wife believes," he said.

"She has to give notice at her job to be able to join me, and if this letter goes now, she can give in her notice in time."

Lt May's letter is now on its way because of the willing help of RAF officers and crew of the Hercules C130 transport planes flying daily between Port Stanley and Ascension Island, mid-point between Britain and the Falklands.

14 hours non-stop

These crews are flying for about 14 hours non-stop, and over the past three months they have logged more flying hours than they would normally expect in more than a year.

Mail is most important to morale, and because of the long hours put in by the RAF the average transit time for a letter is down to about four days.

During the bombing of British positions in Bluff Cove, I saw a soldier cry when his letter, which had blown from his freezing fingers into a fox-hole, was only partly legible because the mud had made the ink run.

He spent hours trying to decipher the missing words.

Britain's lone PoW was kept in 'solitary'

S. Teleg.
11.7.82

By PETER DOBBIE

THE only British prisoner of war during the Falklands conflict returned home yesterday and described how he spent 12 days in solitary confinement in a room with the windows blacked out and his arm in a plaster cast.

Flight Lieutenant Jeffrey Glover, 28, flew back to London first class aboard a DC10 sitting behind the pilot for the final 20 minutes of the 12-hour journey from Rio de Janeiro. His wife Dee, 25, a school teacher, ignored protocol and bounded up the steps of the aircraft before waiting RAF VIPs for an emotional reunion with her husband.

Then Flight Lieutenant Glover, looking well despite continuing discomfort from fractures to his collar bone and left arm, gave a graphic account of how he had been shot down on his first bombing mission over the Falklands and of his imprisonment on the Argentine mainland.

The Harrier pilot said that he had taken off from the aircraft carrier Hermes on May 21 with a list of targets in Port Howard. "I was flying over the sea going as low as I could. I was just about to

coast in and pick the nose up when I was hit.

"There were three bangs in very close succession. After the third bang the aircraft rolled hard to starboard. I tried to correct the roll but the stick did not move. It was right in the central position.

"As I went through 50 degrees I looked down and saw my hand pull the ejector seat handle. I heard the bang and then passed out."

He then regained his senses four feet underwater, he said. "I was swallowing water like crazy."

He surfaced, realising he was alive. "I could not see out of my right eye and I'd lost my helmet. I was in shock and trying to find my dinghy. I was looking around the water for it and could not see my parachute. I then realised my dinghy was still attached to my backside."

He was next aware of an approaching rowing boat. "Unfortunately the chaps on board were Argentinian." He was taken first to Port Howard, where he was treated at the social club then being used as a medical centre.

He was moved to Port Darwin by helicopter and then to Port Stanley. Then he was flown by Hercules aircraft to the

Argentinian base of Comodoro Rivadavia. But it was at La Rioja, North West Argentina, that he spent five weeks in his confinement before being told of his release last Monday.

Flight Lieutenant Glover said he had spent 12 days in a room without being let out for exercise. The windows were blacked out and while the food was "OK" he was only allowed two cups of tea and water to drink.

As a prisoner on the Falklands and in Comodoro Rivadavia he had been treated well but in La Rioja it was "not quite as pleasant."

Flight Lieutenant Glover said he had not been interrogated and was mystified by Argentinian press reports that he had criticised Britain and said that morale among troops was low. He said: "I made no comment whatsoever about the war while I was over there and nobody gave me any hassle."

Flight Lieutenant Glover said that on the Falklands he had been introduced to the Argentine soldier who had shot him down using a "Blowpipe" missile. He had seen the soldier concerned "hovering" around my bed a few times.

Last night a champagne party was awaiting him at RAF Wittering, Northants.

MENENDEZ BEING SENT HOME

S. Teleg
11.7.82

By A. J. McILROY
in Port Stanley

THE British Rail ferry St Edmund is expected to sail from Port Stanley to Argentina within a few days, taking home Gen. Menendez, commander of the defeated Argentine garrison, and nearly 600 other prisoners of war, mainly officers and senior NCOs.

The Sealink ferry will then return to Port Stanley where she will embark the Welsh Guards for the voyage to Britain.

The Scots Guards have been told they, too, may be returning home, leaving the Falklands in about a week's time.

The departure of the 600 prisoners will leave a handful of Argentine volunteers who are still helping British troops to clear minefields in the islands. One International Red Cross worker is remaining to watch their interests.

Military view

Our DEFENCE STAFF write: The military view is that a decision to return all the prisoners to Argentina does not mean that hostilities are officially at an end.

Argentine 'face saver'

By NORMAN KIRKHAM
Diplomatic Correspondent

A DIPLOMATIC message from London offering Argentina a "face-saving" formula and implying a ceasefire agreement in the South Atlantic is likely to lead to the repatriation this week of the 590 prisoners still held by Britain.

Mrs Thatcher has decided to compromise on her demands for

an explicit Argentine statement that there will not be a fresh attack on the Falklands.

This was to have been the condition for the release of key prisoners, including General Menendez, who commanded the Argentine garrison in Port Stanley. They have been waiting for the last week aboard a merchant ship anchored off the Falklands.

I understand that the latest British message, sent to Presi-

dent Bignone's Government through the Swiss Embassy in Buenos Aires, recalls recent Argentine statements that there is a *de facto* cessation of hostilities.

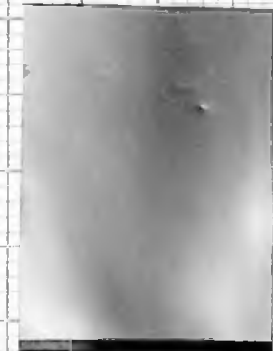
In these circumstances, the British Government is prepared to send the prisoners home via a port specified by the Buenos Aires leadership. If the expected positive reply is forthcoming, Whitehall will take it as acceptance of a ceasefire.

Among the prisoners are about 100 officers and many specialist troops.

Argentina has appeared in no hurry to get back the disgraced General Menendez or his fellow officers and President Bignone's service chiefs would be unlikely to agree to a statement confirming their country's humiliation.

PAVING WAY

It is being said in London that in the three weeks since the Argentine surrender, the Buenos Aires leaders have avoided threatening a fresh invasion, although the new President insists that his Government will not give up claims to the islands.



Also paving the way for return of the prisoners was Argentina's decision last week to release their own solitary prisoner of war, a British pilot, who flew back to Gatwick from Montevideo, Uruguay, yesterday.

The Argentine prisoners are expected to sail to either Montevideo or an isolated port along the coast away from Buenos Aires where their reception would be discreet.

Their release will be one of the main items for discussion when Mrs Thatcher meets Senor Perez de Cuellar, United Nations Secretary-General, who will be in London on Tuesday and Wednesday in the middle of a European tour.



Cool mind of the Falklands inquisitor

S. Teleg.
11.7.82

NUMEROUS Whitehall mandarins are going to find themselves meeting Lord Franks, chairman of the Falklands inquiry, in the coming months. What will they find? A guest at one of his rare parties said of her host: "One always has to break the ice, and when one does, one finds a lot of very cold water underneath."

At 77 Oliver Shewell Franks is the possessor, according to his peers, of an austere and formidable mind. When only 30 he was invited from his Oxford college, Queen's, to be visiting professor of philosophy at the University of Chicago, whose then professor of law, Mortimer J. Adler, knew him well.

"His intellectual ability and intellectual morality were of the highest order, and the two do not always go together. His thinking was without emotion, which is the way it should be in the academic world," said Adler, who is now chairman of the board of editors of the "Encyclopaedia Britannica."

Franks's view of his subject was not always so bloodless. In 1931 he fell in love with one of his students, Barbara Tanner, and they have been married ever since. There are two grown-up daughters, Caroline and Alison.

"The Frankses both come from solid nonconformist stock, he Congregationalist, she Quaker. That is essential to understanding the dissenting part of his nature," said a fellow academic and peer who has known Franks for nearly 30 years.

He always wanted to be a philosopher — indeed at 22 he was a Fellow and Praelector of Queen's — but wartime dragged him into public service. Drafted into the Ministry of Supply as a temporary civil servant, he rose meteorically to end the war as its Permanent Secretary. He attributed his success to a study of Kant's philosophic system.

A brief return to Queen's as Provost was interrupted by despatch to Washington to negotiate the Marshall Plan for aid to Europe. In 1948 he was made Ambassador to Washington. Franks even broke his lifelong habit of teetotalism in order to be cordial with the convivial American diplomatic circle.

Ironically, while he felt that a duty towards the public service had deprived him of a life as a philosopher, his academic peers felt that he would prob-

ably not have achieved quite the eminence in that field that he had managed in public life.

Despite the lures of Whitehall, he did manage to renew his Oxford links, becoming Provost of Worcester in 1962. To have been head of two colleges is without parallel in modern times, and he was ennobled in the same year. There he laid down the patterns of his current round at Oxford: scant social life, a passion for gardening, a little gentle teaching at Worcester, and visits to a holiday home in the Scilly Isles.

Dons and Fellows found him agreeable during his time as Provost, although undergraduates considered his manner aloof. He still dines regularly in college, and is considered intensely loyal to it. "Nowhere was the choice of Lord Franks for the Falklands inquiry better received than in college," said Lord Briggs, the present Provost of Worcester.

In the mid-Sixties Franks chaired a commission of inquiry into the running of Oxford University. It was regarded as a model of clarity and insight. In 1972, in the wake of the acquittal of *The Sunday Telegraph* and its then editor at the Old Bailey on charges under Section Two of the Official Secrets Act, Lord Franks led a committee in an 18-month inquiry into that section. They recommended its repeal and replacement by an Official Information Act.

Other controversies to come his way recently have been the immigrants' dependants register and the Political Honours Scrutiny Committee on which he still sits. Although a Liberal peer, he seldom attends the Lords.

A senior colleague of Franks said: "Oliver Franks has a philosopher's mind, not an historian's. He is interested in procedures and principles, causes and effects. He has the ability to carry out a real inquisition."

Quick wits saved ship

S. Teleg
11.7.82

By CAROLE DAWSON

THE destroyer Glamorgan, the only ship to survive an Exocet missile hit in the Falklands war, arrived home to a rapturous welcome in Portsmouth yesterday.

Although 13 men were lost in the attack, swift action by Lieutenant Commander Ian Inskip probably averted a much worse disaster.

The 5,400 ton County Class missile destroyer was 19 miles from shore when Lieutenant Commander Inskip, navigation officer, spotted the missile on the radar. The Exocet was just 40 seconds away.

The radar signal could mean one of two things: an aircraft or a missile. "My first thought was 'that looks like an Exocet' and I gave the order to turn the ship," Lieutenant Commander Inskip said.

Glamorgan had 30 seconds to reach such an angle that the missile hit the deck. It bounced along and exploded into the aircraft hanger. The force blew the door into the sea and left a 100-ft-wide hole.

All that survived of the Wessex helicopter inside was a gearbox and tail rotor, said Lieutenant Ray Harriss, an aircraft controller. "The damage and casualties would have been much heavier if the ship had not been turned and it had hit lower down," he added.

Captain Michael Barrow, the ship's commander, said that the Lieutenant Commander's evasive action "may have saved the ship."

The captain said fires were brought under control within 3½ hours but, within 15 minutes of the hit, Glamorgan was going at 23 knots. She was "back in business."

As well as the 10 dead and the three missing, presumed dead, 14 men were injured.

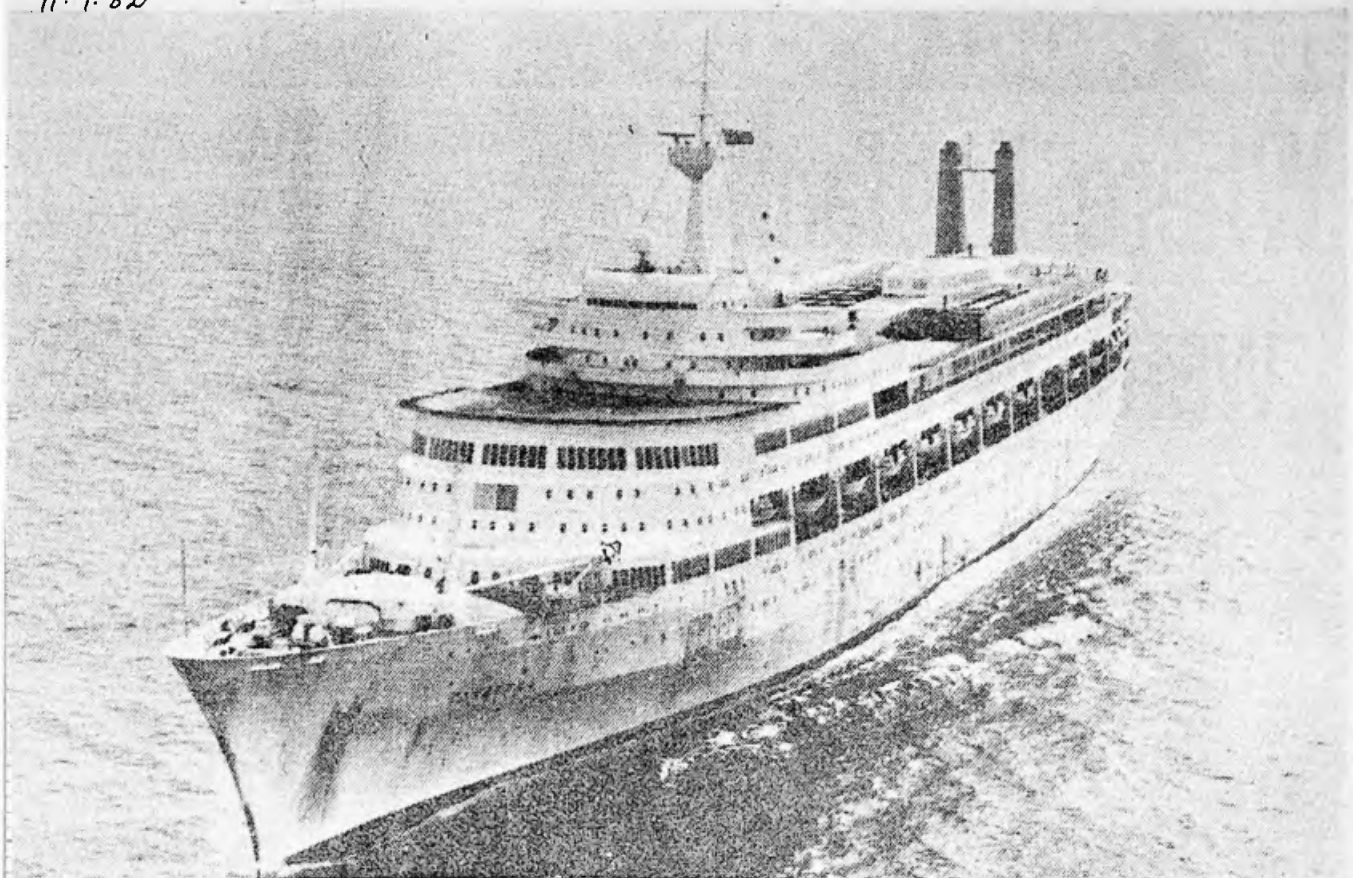
Captain Barrow described his men as "magnificent."

Sea Kings' return

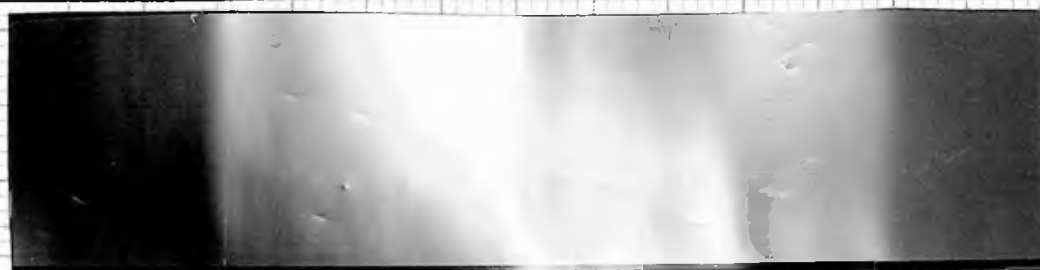
Pilots and crews from the first two Sea King helicopters to return from the Falklands arrived at the Royal Naval air station at Culdrose, Cornwall. The Sea Kings made a fly-past before landing.

S. Teleq
11.7.82

Canberra sails home from Falklands



The Canberra making her way up the English Channel yesterday evening—homeward bound after serving with the Task Force in the South Atlantic.



Helicopter *D. Teleg. 13.7.82* bore giant workload

BRAVO November was the one that got away — the only giant RAF Chinook helicopter saved from the sinking Atlantic Conveyor.

The other Chinooks went down with the ship after it was hit by an Argentine Exocet missile.

But Bravo November escaped — and went on to do the work of the others.

Helicopter crews who returned to RAF Brize Norton, Oxon, from the Falklands yesterday, spoke of the twin-rotored machine's colossal workload and of its flying almost non-stop up to the end of the campaign.

Squadron Leader Dick Langworthy, commander of 18 Squadron RAF Odiham, Hampshire, said: "That machine was in the air most of the time and it was flying four times the normal rate.

"The compasses packed up after two days, the windscreen wipers were useless and the heating in the cockpit didn't work."

But in support of one raid the American-made Chinook carried 81 troops crammed shoulder-to-shoulder—its normal maximum capacity is 44 troops.

In air during attack

Bravo November, piloted by Flight Lt John Kennedy, 35, from Alton, Hampshire, was in the air carrying out a delayed test 40 miles from the Atlantic Conveyor when she was hit.

"At first I thought it was the carrier Invincible with its landing deck lights on. But I then saw it was the Conveyor burning."

He was able to land on the Hermes and the next day he flew Bravo November to the Falklands.

'Peace with strings' in South Atlantic

D. Teleg. 13.7.82

By ROBIN GEDYE

THE Falklands conflict ended technically yesterday with the announcement that Britain was satisfied that active hostilities were over and would repatriate the remaining 593 Argentine prisoners as soon as possible.

But the total exclusion zone, including the restriction of Argentine warships and military aircraft to within 12 miles of the Argentine coast, remains in force for the time being, along with economic sanctions.

A Foreign Office spokesman said: "It was thought prudent to retain the zone while further consideration is given to the issue."

The announcement came after a meeting between Mrs Thatcher and senior Cabinet Ministers who accepted that Argentina could go no further than to admit a "de facto cessation of hostilities."

Britain always hoped that Argentina would declare an official end to hostilities, but three weeks ago, in a letter to the United Nations Security Council, Britain said that "positive indications" that they had ended would be acceptable.

The decision to declare hostilities at an end followed a message from Britain inviting Buenos Aires to state where it

would like the prisoners—already embarked in Argentine waters on the passenger ferry St Edmund—to be sent.

A Foreign Office statement said the decision to return the prisoners "takes account not only of their [Argentine] messages, but also of other recent indications we have received about Argentine intentions."

"We are satisfied on the basis of the evidence available to us that the Argentine Government accepts that active hostilities are at an end."

Under "evidence available to us" the Foreign Office listed six points:

A STATEMENT on Monday last week by Dr Juan Aguirre Lanari, Argentine Foreign Minister, that *de facto* hostilities were at an end;

A SERIES of assertions, privately conveyed to the British Government, that hostilities had ended;

ARGENTINA is clearly not involved in military activity against Britain at the moment;

PUBLIC statements in Argentina that she was pursuing diplomatic rather than military solutions to the Falklands dispute;

CALL OFF THE *D. Teleg. 13.7.82* RAIL STRIKE SAY MARINES

By Our Defence Staff

Hundreds of coaches transported 2,200 Royal Marines back to the West Country after they had disembarked from the Canberra at Southampton on Sunday. Most of the marines live in or near Plymouth, but those whose homes are far away in other parts of Britain will not take kindly to the shortage of trains.

Banners draped from Canberra's railings bore slogans expressing commandos' disapproval of Britain's travel difficulties. "We have done our job, so why can't B R—and get us home?" was one slogan.

Another was "Call off the rail strike or we'll call an air strike."

A Defence Ministry spokesman said all the men would get away within a few days, mostly in coaches. None would have to resort to "yomping," marching across country when no other means of transport is available.

THE TIME elapsed since fighting in the Falklands ended;

THE DECISION to repatriate Flt-Lt Geoffrey Glover, the Harrier pilot taken prisoner by the Argentines.

The Government, however, took exception to a reference in Argentina's reply to Friday's message to Buenos Aires which alleged that PoWs were held under "harsh conditions."

It said this was "offensive and unfounded," adding: "Argentine prisoners have throughout been treated strictly in accordance with the Geneva Convention under supervision of the International Red Cross."

"They have for the most time been held on board the St Edmund, where they were warm, dry and well fed."

Despite the wording of the Foreign Office announcement, Britain is clearly not totally satisfied that Argentina no longer poses any threat to the Falklands.

Apart from the 2,500-strong military garrison, together with warships and aircraft, the retention of the total exclusion zone is a clear indication that things are not "back to normal."

At least one submarine will remain in the area.

WELSH GUARDS' DARKEST DAY *D. Teleg.* IS REMEMBERED *13.7.82*

By COLIN RANDALL

THIRTY-EIGHT soldiers, mainly men of the 1 Bn Welsh Guards, who died at Bluff Cove on the British Forces' darkest day in the Falklands, were honoured yesterday at the memorial service at Llandaff Cathedral, Cardiff.

Four other members of the regiment lost in the conflict were also remembered on an occasion whose solemnity and sorrow contrasted sharply with the joy and jubilation of the Canberra's triumphant return home the previous day.

'FREEDOM *D. Teleg. 13.7.82* SOON' FOR 600 POWs

By A. J. McILROY
in Port Stanley

ARGININE prisoners — including Gen. Menendez, commander of the defeated Falklands garrison — aboard the British Rail ferry St Edmund have been told they are soon to go home.

International Red Cross workers said that all of the prisoners, nearly 600, want to get back to their families. They are still under guard on the ferry which has been out to sea to replenish and is expected back in Port Stanley harbour before sailing to the Argentine.

There are still Argentine dead on the battlefield at Tumbledown Mountain. The Argentines booby-trapped at least one body and a Scots Guard was injured. The bodies are in an area mined indiscriminately by the Argentines.

Painstaking

Until the area can be cleared by Royal Engineers, who have to go through the painstaking process of prodding inch-by-inch to locate the mines, the bodies cannot be recovered.

A Scots Guards officer said yesterday that although the Argentines had among them those who did not "play it straight" the bodies lying unrecovered "are after all soldiers like ourselves."

The St Edmund is expected to take the prisoners to Argentina, then return to take the Welsh Guards home. The date for the departure of the Guards is likely to be within the week.

After the sunshine of Southampton, heavy showers followed a gloomy morning of violent thunderstorms in South Wales to present a fitting background for the memorial.

More than 5,000 people associated with the Welsh Guards, past and present, wanted to attend the service in the relatively small 12th-century cathedral. In the event, about 1,000 were accommodated.

Determined to ensure an essentially regimental occasion, the Welsh Guards pared the list of VIPs to a minimum and gave priority to bereaved families and relatives of guardsmen still serving in the Falklands.

Pilgrim's Progress

Hundreds of people unable to gain entry stood in silent, respectful groups outside the cathedral as the Prince of Wales, in the uniform of the Colonel of the Welsh Guards, arrived to read the lesson, a short extract from Bunyan's "Pilgrim's Progress."

After the service, the Prince had a private meeting with about 120 bereaved relatives in the cathedral offices.

Some 20 survivors of the Argentine attack on the Sir Galahad, many still suffering the effects of flashburns, were also among the congregation.

In all, 32 guardsmen died at Bluff Cove together with six members of REME and the Army Catering Corps attached to the battalion.

The regiment's other casualties were three soldiers attached to the SAS, killed in a helicopter crash, a lance-corporal who died during the final push on Port Stanley and more than 80 wounded during the hostilities.

In a powerful sermon the Rev Michael Walters, former chaplain to the 1 Bn Welsh Guards, said that one guardsman in five was killed or injured while three in five lost weapons and equipment.

Herculean task by RAF in maintaining Falklands airlift

By A. J. McILROY in Port Stanley

ENDURANCE records are being broken by RAF Hercules transport aircraft maintaining the air link between Britain and the Falkland Islands. Air crew in 47 Sqn have each flown 400 hours since the operation began three months ago.

That is about 50 hours more than their norm for a year.

Early weeks of the operation were to service Task Force ships with mail, essential supplies and spares.

But once the ships were off the Falkland Islands preparing to land troops, the Task assumed truly Herculean proportions.

D. Teleg. 13.7.82

'Outstanding discipline'

Nevertheless, he said, the battalion advanced to capture Sapper Hill and were among the first British troops on the outskirts of Stanley.

"Does that not speak volumes for the outstanding discipline of a typical Guards regiment?" he asked.

Mr Walters described the Welsh Guards as, by tradition, "a family." It was therefore right that the widows, children, parents, grandparents, aunts and uncles, friends and sweethearts of guards lost in the Falklands should be present to pay their last respects to men who had made the supreme sacrifice.

"In such turbulent times, it was their dedication and self-sacrifice which has kept intact the very heritage which the rest of the nation seems hell-bent on squandering," he said.

'Unfailing loyalty'

"Unfailing loyalty and devotion to duty," he went on. "They did their duty. They were called to set out across the wide ocean to a wild windswept speck on the map to do their duty just as the Welsh Guards have always done in two World Wars, Aden, Cyprus and Northern Ireland.

"How much criticism is levelled at the youth of today, but let us not forget how many young lives set out willing to defend everything our country stands for."

The battalion continues to serve in the Falklands but is expected to return to Britain by the end of this month.

'Space capsule'

With mid-air refuelling by a fleet of five or six Victor tankers, the Hercules—known affectionately as "fat Alberts" after an American cartoon character of that name—were continuously making the round trip between Ascension Island and the forward ships.

Because of the political and military situation they were unable to land for refuelling at friendly South American air bases. So the Hercules set off from Ascension, roughly halfway in the 8,000 miles between

Britain and the Falklands, and made return trips.

"It is like sitting in a noisy space capsule," was how one pilot described the 28-hour mission he had just completed. Now air crews can land and sleep at Port Stanley.

Master Engineer David Wood, from Hankerton, Wiltshire, and Master Air Loadmaster Roy Lewis, from Swindon, said the worst moments were those before making the rendezvous point with the Victors.

'More tense'

"In the days when because of the Task Force operation we were operating in radio silence it was always an immense feeling of relief to see that other aircraft, even though to refuel it has to come closer than our instincts tell us is safe.

"The refuelling operations are tricky and for 20 minutes or so you sweat a little. But it was more tense in the fighting because the Hercules flew completely without defences.

"Frankly our worry was the chance we might get shot down by one of our own ships or Harriers. Remember the Argentines were flying Hercules, too, and they did try to bomb shipping."

Times
13.7.82

Falklands aftermath

Pride and prayers for fallen sons of Wales

From Tim Jones, Cardiff

There were no scenes of joyous reunion in Cardiff yesterday, only pride and tears and prayers. That was the other side of the Falklands war, as families gathered at Llandaff Cathedral to honour the Welsh Guardsmen who died in the worst single tragedy of the conflict.

Thirty-two Welsh Guardsmen and six soldiers from other corps died on June 8 when marauding Argentine jets bombed the Sir Galahad as it lay at anchor off Bluff Cove. Four other guardsmen died in other actions.

Five thousand people had asked to attend the ceremony but only 1,000, including 180 relatives of the dead men, could be accommodated inside the ancient cathedral for the service attended by the Prince of Wales. Outside hundreds of others stood beneath a cold and slate-grey sky which completed the cruel contrast with Sunday when the Canberra had sailed home to Southampton amid so much fun and laughter.

As the congregation sang "Cwm Rhondda", wives and mothers wept silently and some young survivors, their hands still bandaged and their faces scarred, tried not to cry.

In his address the Rev Michael Walters, former Chaplain of the Welsh Guards, said: "They went to a wild, windswept speck on the map to do their duty. At a time of great crisis they were prepared to step out into the unknown to safeguard freedom. They paid the highest price."

"In such turbulent times as these it was their dedication and self-sacrifice which has kept intact the very heritage which the rest of the nation at times seems hell bent on squandering."

He said it was remarkable that after Bluff Cove with 20 per cent of their number killed or injured and with three of every five men without weapons, they had gone on to take Sapper Hill

and had been among the first to enter Port Stanley.

The Prince of Wales, colonel of the regiment, read from *A Pilgrim's Progress*: "Death where is thy sting, grave where is thy victory?"

More troops go out

The 1st Bn the Queen's Own Highlanders are on their way to the Falklands Islands. Whitehall sources confirmed last night. They will replace one of the units in 5th Infantry Brigade who took part in the later stages of the fighting there (Henry Stanhope writes).

More Royal Engineers are also being dispatched to help to rebuild communications, together with fresh Royal Artillery units and supporting troops. A second new infantry battalion has been chosen for Falklands duties but has not yet been named.

Heroes' welcome

The round-the-clock Falklands missions of "Bravo November," the only Chinook helicopter to be saved when the Atlantic Conveyor was sunk, were described yesterday when helicopter pilots and ground crew returned home to a hero's welcome.

The 76 men from 18 squadron at RAF Odiham, Hampshire arrived at RAF Brize Norton to be greeted by 150 relatives who had been brought to the air base by helicopters.

Among those returning were Squadron Leader Richard Langworth and Flight Lieutenant Nicholas Grose, who operated Bravo November.

They had carried 1,500 troops, 600 tons of equipment and 650 prisoners of war.

One sortie was to take prisoners to the San Carlos area, but the Chinook was diverted to carry British troops to the Fitzroy area, still occupied by the Argentines.

DIFFERENCES

ON FALKLANDS

D. Tuly 13.7.82 SERVICE

By Our Political Staff

With less than a fortnight before the national thanksgiving service for the liberation of the Falklands is held at St Paul's Cathedral, discussions over the order of service have still not been completed.

Difficulties between the Church authorities and the Ministry of Defence, who are jointly organising the service, have led to an unusual delay in announcing details of the service, which will be held on Monday, July 26, at 11 a.m. Deep differences between the two sides are understood to have emerged, with the Church anxious that the war dead of both sides should be commemorated.

The exact title of the service is "A National Service of Thanksgiving for the Liberation of the Falklands and in Commemoration of Those who Died."

£1m ANONYMOUS D. Tuly GIFT TO SOUTH 13.7.82 ATLANTIC FUND

By Our Political Staff

A £1 million donation to the South Atlantic Fund from an anonymous British resident of the Bahamas has been received by Mrs Thatcher, Downing Street announced yesterday. The fund for the benefit of those who fought to liberate the Falklands and their families now stands at £8,639,000.

A spokesman for the fund said last night that the £1 million was not the largest contribution.

In the past few days another donation of substantially more than £1 million had been received from an overseas resident who wishes to remain anonymous. The spokesman added: "We have had a great many donations from overseas."

Agreement on prisoners

Times 13.7.82
The following message was transmitted by the Argentine Government to the British Government by the Swiss Embassy in Buenos Aires on July 11:

The Argentine Government proposes, in view of the present state of de facto cessation of hostilities, in line with Argentine statements, and the practice followed previously for the return of prisoners, that the arrangements necessary for the reception in the Argentine port of Madryn of the prisoners of war still held under harsh conditions by the British Government, should be put into effect with the participation of the ICRC (International Committee of the Red Cross).

The message was received in response to the following one transmitted to the Argentine Government on July 9 by

the Swiss Embassy in Buenos Aires on behalf of the British Government.

The British Government notes that there have been no further hostilities in the South Atlantic in the weeks that have passed since June 14 1982. It has also noted the statement made by the Argentine Foreign Minister on July 5 that there is a de facto ceasefire on the part of Argentina: and is encouraged by the Argentina Government's decision to release Flight-Lieutenant Glover. It concludes that it is now accepted by Argentina that active hostilities have ended and on that basis, in accordance with Article 118 of the Third Geneva Convention, proposes to return to Argentina all the Argentine prisoners of war still in British hands, and invites the Argentine Government to agree appropriate arrangements for their return.

PARROT WAS LUCKY SHIP'S

MASCOT

D. T. 13.7.82

THE P & O cargo ferry Elk, 5,463 tons, and the Royal Fleet Auxiliary tanker Olmeda, 10,890 tons, arrived at Devonport yesterday from the South Atlantic.

The Elk, the first merchant ship to join the Task Force, returned with an amazing tale of survival. Acting as a stores and supplies ship, she had sat in San Carlos Water — nicknamed "Bomb Alley" — with 2,000 tons of ammunition on board.

Capt. John Morton, 40, spoke of his ship's lucky escape: "It would have been absolute annihilation if we had been hit with that amount of ammunition on board. One of the comforting things was that we would have known nothing about it."

"Half the harbour would have gone up with us."

Five runs

Cdr Andrew Ritchie, 38, senior Royal Navy officer on board the Elk, put the ship's survival down to its lucky mascot—Lord Nelson, an African grey parrot taken on at Sierra Leone on the way to the Ascension Islands.

Cdr Ritchie said: "We lived a charmed life among the bombs and the crew genuinely believed the parrot brought us luck. His biggest right was the air raid warnings: he used to screech his head off."

The Elk made five runs in San Carlos Water, offloading ammunition and vehicles as troops established the bridgehead. With her sides cut away she provided the only close-in covered, helicopter maintenance facility for the Task Force.

Her crew of 10 officers and 13 ratings joined the ship only a day before she was requisitioned and sailed with the Canberra from Southampton. Capt. Morton said: "They were given the option not to go. But all went."

Pumped fuel

Elk returned with helicopters, military vehicles, ammunition and one of the biggest souvenirs of the conflict: an Argentine anti-aircraft gun weighing nine tons, captured by the paras at Port Stanley.

The Olmeda came alongside at Devonport, her home port, minutes after the Elk. The tanker, with more than 100 officers and crew, spent the conflict refuelling 185 ships at sea with 64,000 tons of fuel.

She pumped fuel into the carriers Hermes and Invincible, and as many as 10 ships supporting them. Capt. Gilbert Overbury, 55, from Putney, said: "I have never seen people work so hard. We steamed 30,000 miles non-stop, for 96 days, without a breakdown."

"We have never worked so intensely before. The ships just kept coming."

Argentina admits to Britain that hostilities are over

Times
13.7.82

By David Cross

For the first time, Argentina has admitted to the British Government that it considers the war over the Falklands to have ended.

A message sent by the authorities in Buenos Aires to London via the Swiss Embassy in the Argentine capital over the weekend concedes that a "de facto cessation of hostilities" now exists between the two countries.

The text of the message, which was made in response to a British note seeking clarification of the present state of relations between the two countries, was published by the Foreign Office in London yesterday.

Since the fall of Port Stanley a month ago, the British Government has sent a number of messages to Buenos Aires trying to persuade the Government there to admit that hostilities over the Falklands are now at an end. According to British officials, the Argentines have also conceded privately that they will continue to respect the de facto ceasefire.

A Foreign Office spokesman said yesterday that the Government was satisfied "on the basis of the evidence available to us that the Argentine Government accepts that active hostilities are at an end". Under the terms of the Geneva Convention covering the treatment of prisoners of war, it had therefore decided to repatri-

ate all remaining Argentine prisoners as soon as detailed arrangements could be made.

According to the Foreign Office, the final batch of 593 prisoners includes 35 who had volunteered to help clear mines and clean up the debris of the Falklands conflict. The other prisoners are officers and specialists of various kinds. Some 10,500 other Argentines captured during the British reoccupation were repatriated last month.

Most of the 593 prisoners embarked on the British merchant ship St Edmund about 10 days ago because of a lack of suitable accommodation on the Falklands. The latest Argentine message claims that their conditions of detention are "harsh" but this description is rejected by the Foreign Office as "offensive and unfounded".

Arrangements are now underway with the International Committee of the Red Cross to repatriate the prisoners to the Argentine fishing port of Puerto Madryn as soon as possible.

● **BUENOS AIRES:** Señor Juan Aguirre Lanari, the Argentine Foreign Minister, said that Britain's decision to release all 593 remaining Argentine prisoners of war captured in the Falkland's conflict was a positive gesture.

● **WASHINGTON:** The United States yesterday took a first step towards repairing its

strained relations with Latin America by announcing it was lifting economic sanctions against Argentina, imposed on April 30 (Nicholas Ashford writes).

A White House spokesman said no decision had yet been taken to remove military sanctions imposed at the same time.

He added that the President's decision was based on the assumption that the de facto cessation of hostilities would continue.

The sanctions, which involved a suspension of new export-import bank guarantees and commodity credit guarantees, had considerably less impact on Argentina than the EEC embargo.

● **WELLINGTON:** New Zealand today lifted the ban on trade with Argentina except for the export of strategic goods and said it was ready to restore diplomatic relations.

● **Mr George Thomas, the Speaker,** refused in the Commons yesterday to allow Mr Tam Dalyell, Labour MP for West Lothian, to plead for an emergency debate on a newspaper report that the defence and overseas policy committee of the Cabinet, chaired by Mrs Margaret Thatcher, Prime Minister, rejected a request from Lord Carrington, then Foreign Secretary, for hunter-killer submarines to be sent to the South Atlantic (George Clark writes).

CANBERRA D. T. 13.7.82 RECRUITS REPLACED

THE all-British crew which took Canberra to the South Atlantic has now gone on leave and normal manning will be resumed, which traditionally includes employing people from many nations, especially Indians.

The Government refused to accept the Indians as volunteers when Canberra went to war.

All regular P & O seamen will continue to serve with Canberra, but the contracts of the 129 extra members of the National Union of Seamen signed on for the Falklands voyage to replace the Indians automatically ended with the return to Southampton.

Last night a P & O spokesman said of the special recruits: "We are full of praise for the valour and heroism of these men. We have issued them with application forms and hope we will be able to offer them jobs as and when the opportunity arises."

SANCTIONS BY U.S. LIFTED

D. T. 13.7.82
By Our Washington Staff

President Reagan lifted American economic sanctions against Argentina yesterday in response to the South Atlantic ceasefire. But the two-year-old American embargo on arms sales is to continue.

This was imposed by the Carter administration because of Argentina's human rights record.

EEC ban ended

An EEC ban on sales of military equipment to Argentina is still in force, although economic sanctions by Common Market countries ended last month.

FALKLAND WOUNDED

The British hospital ship Hydra arrived in Montevideo, Uruguay yesterday with 56 servicemen wounded in fighting on the Falkland Islands. They will be flown back to Britain aboard an RAF VC-10 transport plane.—A.P.

"But to go all NUS would put up our costs so much that we would no longer be able to operate Canberra because our foreign rivals have lower costs."

NEVER THE SAME AGAIN *Times. 14.7.82*

It is now four weeks since the Argentines surrendered at Port Stanley. The government in Buenos Aires has indicated through Swiss intermediaries that it intends to continue to maintain the *de facto* cessation of hostilities which had existed since then. Prisoners will all be returned to their homeland, but there will be no other return to the situation which obtained before the invasion.

The *de facto* cessation of hostilities does not create a fully satisfactory situation for Britain. It should certainly not be portrayed as one which leads back normally to something closely akin to the status quo ante. For a start Britain has to be wary of the unstable state of Argentine politics, with a new and untried Presidency, a volatile political mood, and a society fuelled by the combustion of incipient economic collapse. There can be no guarantee that the lunacy which gripped the Galtieri junta will not re-emerge in some different guise while Argentina wrestles with her inner conflicts. The temptation to lash out again at the spectre of the 'hostile neighbour' will be ever present. It will require vigilance by Britain until some freely constituted Argentine government has the courage and self-confidence

to abjure war as an instrument of its Falklands policy.

The Argentine claim to the Falklands remains on the table. As long as it does so without such a peaceful disclaimer, Britain must furnish adequate defences to deter Argentina from a second attempt. Fortunately it appears that the force levels required on the Islands will be much less than was first assumed. It is fortunate both because that will mean that more British troops can re-assume their NATO duties, and also because the little economy and ecology of the Falklands was threatened with a weight of protection which might have sunk it into the South Atlantic.

There is much re-construction to be done. A new runway has to be built, and the government should certainly not plan to make do with the temporary arrangements now being installed. Port Stanley must have a full concrete runway, capable of taking Jumbo jets. The cost of this will be tiny compared to the cost of the war, yet it could go some way towards preventing another war.

Britain and the Islanders must be given time to consider the longer term, both of the Islands' constitution, and the Islanders' security. The fact of British sovereignty is

incontrovertible, and should not again be considered negotiable. Justiciable it may be, but Argentina has shown no disposition to take its claim to the International Court at The Hague, which is the only civilised way to pursue such a dispute. Its decision to invade suggests that it does not think it has a very good case to take to the Court anyway.

The General Assembly at the United Nations this autumn will doubtless create pressures on Britain to come up with some blueprint for negotiation. They should all be resisted, unless they concern the possibility of a referral to the International Court. In the meantime the Falklanders will have had the opportunity to consider the consequences of this summer and to discuss them with representatives of the British government. Some members of the Commonwealth may be able to help in the future both with development and with defence, and even with some variant of a trusteeship to broaden the basis of a sovereignty short of outright independence. There should be no hurry. The invasion and the war were a violent episode after which it will take a very long time for the dust to settle. Meanwhile international busy-bodies should keep out.

QUEEN APPROVES ATLANTIC MEDAL *D. Teleg. 14.7.82*

By Our Defence Staff

The Queen has approved the South Atlantic Medal for military and civilian personnel who have served one day or more in the Falklands area, in any sortie south of Ascension Island, or 50 days in the support area in the Ascension.

Those qualifying for the actual Falklands Medal will be allowed to wear a distinguishing rosette on the medal ribbon, which will be blue, white and green, shaded and watered.



BOMBED TANKER TO BE SUNK *D. Teleg. 14.7.82*

By Our Rio de Janeiro Correspondent

Five American specialists in bomb disarming, contracted by Maritime Overseas of New York owners of the 99,000-ton tanker Hercules which for four weeks remained off Rio de Janeiro with an unexploded bomb in her tank, have decided that the ship should be abandoned and sunk rather than carry out dangerous repairs at a high cost.

In a few days Hercules will be moved to some 250 miles off Brazilian territorial waters where, at a depth of 5,000 yards, she will be sunk by opening all valves. The supertanker was attacked by an unidentified aircraft 900 miles off the Falklands while sailing empty from the Virgin Islands to Alaska.



ARGENTINA OFFERED *D. Teleg. 14.7.82*

SOVIET MIGS

By Our Washington Staff

THE Russians are seeking a major expansion of their arms sales in Latin America by trying to persuade Argentina to replace its lost aircraft with MiG-23 and MiG-21 jet fighters "on easy terms," according to political informants in Washington.

Argentina would be given 10 years to pay. Interest would be two per cent. The Russians apparently believe the offer will attract the Argentines because of their shortage of ready cash.

But the general feeling among United States officials is that Argentina will resist the Soviet bait. Despite the dispute with Washington during the Falklands crisis, Buenos Aires still looks to the West, politically and philosophically.



Menendez wept at moment of surrender

From Craig Seton, Plymouth

General Mario Menendez, the defeated Argentine military governor of the Falklands, wept openly after he surrendered his forces at Port Stanley and was refused permission to join his demoralized troops huddled on the town's bomb-cratered airfield.

Captain Rod Bell, of the Royal Marines, who acted as interpreter for the British forces, first spoke to the general by radio telephone in the 10 days before the fall of Port Stanley.

"To start with we never actually asked them to surrender, just to give up. Just before the surrender I flew to Port Stanley with Colonel Mike Rose (of the SAS) and General Menendez was surprised by my Spanish."

Captain Bell returned to Plymouth yesterday aboard HMS Fearless which arrived with its sister assault ship HMS Intrepid. The Duke of Edinburgh spent more than an hour on board the Fearless to welcome home the headquarters and signals staff of the commandos.

Captain Bell said of his talks with General Menendez: "Of course it was very sad and moving".

The captains of the Fearless and the Intrepid, which put ashore at Plymouth nearly 500 Marines, gunners of the Royal Artillery and members of 846 Naval Air

Squadron, described the Argentine bomb attacks at San Carlos. On one occasion 72 enemy aircraft had been attacking the British ships.

Captain Peter Dingemans of the Intrepid said he had seen acts of incredible bravery and courage. "It was a very long 12 hours that first day. It really blooded us."

HMS Fearless had lost six men when one of its landing craft was destroyed, hit by an Argentine war plane. Twenty-one other men, including 18 SAS men, died when two of the 12 Sea King helicopters of 846 Squadron operating from the vessels 24 hours a day were lost.

Captain Jeremy Larken of HMS Fearless said of the fighting in San Carlos water: "It was a spectacular scene; helicopters, missiles and Argentinian aircraft all over the place."

Lieutenant Commander Simon Thornewill, the Commander of 846 Squadron, which has returned to Britain with two captured Argentine helicopters, said his helicopters had been pushed to their limit, especially during many clandestine operations.

Among others returning from the Falklands yesterday was junior assistant cook John Battersby, aged 17, the youngest serviceman with the task force. He arrived home on board HMS Brilliant, a type 22 frigate.

EPIC DRIVE D. Teleg. 14.7.82 OF BLUES AND ROYALS

By GUY RAIS

AN epic drive across treacherous terrain in freezing rain brought two troops of the Blues and Royals to the last battle of the Falklands war in the nick of time.

Yesterday, as the detachment of only 21 men arrived at Plymouth aboard the assault ship Fearless, their exploits were described by Brig. Tony Wilson, head of 5 Brigade, as one of the success stories leading to the British victory.

The men, in the words of Lieut. Robin Innesker, had "gone everywhere in support of the troops, using their Scorpions and Scimitars."

Brigadier 'surprised'

The two troops, against overwhelming odds, moved quickly over difficult, hilly ground towards Bluff Cove when they were most needed, surprising Brig. Wilson who had earlier described the tense days as No. 5 Brigade was building up its assault power.

"At that time," said the Brigadier, "we were building up so fast at Bluff Cove and were too weak to withstand any determined attack if it came."

"We badly needed the armour back-up of the Blues and Royals but, although I had ordered them to join me, I never expected they would be able to make it in the time they did."

"When I looked and saw them winding down the side of the mountain towards us, their leading troops mud-spattered and rain-soaked and their commanders half-frozen in the turrets of their vehicles, it was one of those moments I am not likely to forget."

MENENDEZ D. Teleg. 14.7.82 WEPT ON CAPTURE

Daily Telegraph Reporter

GENERAL MENENDEZ, the Argentine commander on the Falkland Islands, wept in front of senior British officers after his surrender, according to Capt. Roderick Bell, 32, a Spanish-speaking officer with the Royal Marines.

Already saddened in defeat, the General broke down and cried after Maj-Gen Jeremy Moore, commander of the British Land Forces, refused his request that he should be allowed to remain with his captured troops and share hardships.

He was moved, with three other senior Argentine staff officers, to Fearless, the 11,000-ton assault ship.

Capt Bell also disclosed that he was in radio contact with Gen Menendez and his staff for 10 days leading up to the British



Capt. Roderick Bell at Plymouth yesterday.

call for an Argentine surrender to save lives on both sides and ensure the safety of civilians.

"He was quite surprised at my fluent Spanish and I think I impressed him."

"Sometimes I spoke to him from Fearless and other times after we landed. But all the time we were trying to get him to surrender to save lives."

"Finally, after he agreed to lay down arms, I flew to Port Stanley with Col Mike Rose of the Special Air Services in a helicopter which had a white flag pinned underneath, for final negotiations."

The captured general "never thought that we would go to war and didn't believe it—until we got down there."

Capt. Bell, 13 years in the Royal Marines, learned Spanish when his father, a United Nations officer, served in the Central Americas.

All will receive medal

Times 14.7.82 By David Hewson

The South Atlantic Medal for the Falklands campaign will go to virtually everyone who took part in the recovery of the islands, from military personnel to members of the merchant navy and accredited war correspondents.

Such a broad sweep of qualification for a British military medal has not been countenanced since the Second World War.

Its significance has been

enhanced by the choice of a shaded and watered blue, white and green ribbon. That is identical to that with the Atlantic Star, awarded during the Battle of the Atlantic, which like the Falklands involved members of all three Armed Forces.

The South Atlantic Medal will be circular, made of cupro-nickel, and will bear the crowned effigy of the Queen. The design of the reverse is still under consideration.



Brilliant entitled to D. Teleg. 14.7.82 her arrogant name



Exocet was decoyed Times 14.7.82 and sank wrong ship

By Henry Stanhope, Defence Correspondent

The Exocet missile that sank the container ship Atlantic Conveyor during the Falklands conflict had been decoyed by the warship at which it was aimed, it was learnt yesterday.

The warship is said to have released a cloud of chaff, the tiny shivers of metal which can fool an enemy weapon into believing that its radar has found the right target, and itself escaped, leaving the Exocet to continue on its path and hit the requisitioned merchantman.

But the reason why more warships were not hit during the fighting is said to be the "envelope" of anti-aircraft missiles deployed by task force ships, including the Sea Dart manufactured by British Aerospace.

British Aerospace claim that the long-range Sea Dart, whose 30-mile radius of action was well known to the Argentine Air Force, forced the enemy bombers to fly in so low and so fast that they had no time to pick out their priority targets.

It also meant that they had to fix delayed fuses to their bombs, which explains why so many of the bombs failed to explode on hitting the warships. The lack of time in which the pilots had to choose their targets also explains why some were hit several times while others escaped unscathed.

Now British Aerospace are trying to persuade the Government to install the land-based version of the Sea Dart on the Falklands to make life difficult for incoming enemy aircraft should hostilities ever break out again.

The General Council of British Shipping is to hold urgent talks with the Ministry of Defence over complaints that up to 1,000 seamen with the Royal Fleet Auxiliary were diverted without warning to the South Atlantic and paid lower rates than their colleagues on requisitioned merchant vessels.

The National Union of Seamen also claims that men on board some support vessels were not asked if they wanted to serve in the South Atlantic.

WAR BOOTY: The first war booty from the Falklands landed in Britain yesterday as the Sea King helicopter crews of 846 Royal Naval Commando Squadron flew back to a heroes' welcome at their base at Yeovilton. (Rupert Morris writes)

They brought with them two Argentine Bell/Augusta helicopters found abandoned at Port Stanley after the final surrender and now repainted with the name of the Squadron and its leader, Lieutenant-Commander Simon Thornewill.

They also brought with them many men glad to be back, but few can have been happier to return than Mr Gerald Owen, a maintainer, who enjoyed the first sight of his baby daughter, Lisa, born the same day as the Princess of Wales's son.

Commander Iain Mackenzie spoke proudly of the squadron's achievement in conducting such an important and dangerous campaign with only two deaths out of 230.

WAR-SCARRED Type-22 frigate Brilliant sailed proudly home to Devonport yesterday with a Task Force record to justify her arrogant name. She earned the reputation in the South Atlantic as the vessel which went everywhere, did everything and had a fondness for "firsts."

And the people of Plymouth spared no effort to make the 3,258-ton warship's return equally memorable, cheering themselves hoarse as she ended her epic 38,000-mile voyage.

For sheer versatility in action, Brilliant amply merited the warm reception. Some of her achievements were recounted, with a little modesty, by the ship's commanding officer, Capt. John Coward, to journalists flown on board for the last leg of her marathon expedition.

Brilliant discharged her principal role, as an anti-submarine warship, with great success and her two high-speed Lynx helicopters played a vital part in crippling the Argentine submarine Sante Fe.

The frigate featured prominently in the defence of the carrier Invincible, rescued 32 survivors from the Atlantic Conveyor and the crashed SAS helicopter, and landed key forces on both East and West Falkland.

The first ship to sail for the South Atlantic, at least "one day ahead of all others," Brilliant was also the first Task Force surface vessel to shoot down Argentine aircraft.

An entire wave of four Skyhawks was destroyed when the frigate used the Sea Wolf missile for the first time against a "live" enemy.

Ice-cold water

On "D-Day" and the day after, Brilliant's first lieutenant, Lt-Cdr Lee Hulme, was personally responsible for directing Sea Harriers on successful strikes against at least seven Mirages and five Skyhawks.

The closest she came to potential disaster was when three bombs "bounced" above the flight deck, bridge and masts. In another incident a shell ripped through a box of 3in through a Sea Wolf resting on its launcher.

"Somehow or other, we seem to have been involved in most of the things that were going on," said Capt. Coward, 45, married with two sons and from Antony, near Torpoint, Cornwall.

Of the loss of the troop-carrying helicopter with SAS men on board and the missile-hit Atlantic Conveyor, Lt-Cdr Hulme said "I feel people at home still don't fully appreciate just how cold the water is."

"Capt Ian North of the Atlantic Conveyor, got into the water quite satisfactorily but died while hanging on to the liferaft. He was an older man and just died of the cold. His Mate saw him just let go of the liferaft."



SAS MADE INVADERS EDGY *D. Teleg.* 14.7.82

By A. J. McILROY
in Port Howard,
West Falkland

MEMBERS of the 1,200-strong Argentine garrison in Port Howard on the West Falklands became "edgy and tense" when it was realised the British forces were carrying out covert operations before the settlement was liberated on June 15.

And in Pebble Island relations between the settlement families and the nervous Argentines became so bad that the invaders threatened to turn their big guns on the houses, I was told yesterday.

Mr Robin Lee, who manages the biggest privately-owned farm in the islands, was giving the first interviews on West Falklands concerning the occupation. He told how an SAS sergeant was held prisoner for five days in a hole under the floorboards of a Port Howard farmhouse.

The sergeant, who along with colleagues and members of the Special Boat Squadron had been carrying out the early operations, was captured five days before the British troops landed in force. He was held in the 4ft-deep hole but apart from discomfort was not ill-treated, although his capture began to make the Argentine soldiers "very uneasy."

Mr Lee said that when freed the sergeant came out laughing, but because of his dark complexion the British soldiers thought he was an Argentine and one shouted to the others: "This one speaks better English than I do."

Mr Lee went on to say that at the time of the covert operations the British lost a captain but the islanders did not know.

"Argentine officers came to the door and asked us if we would find them a British flag. We had hidden them and we refused because we thought, knowing that the Task Force was here and landings imminent, they wanted the flags for some trick or other."

Hungry soldiers

"They said a British officer had been killed and they wanted to bury him with military honours and needed the flag. We did not believe him and now we feel terrible because they were telling the truth."

Married, with two sons, aged nine and seven, Mr Lee said the Argentines' threat to turn their big guns on settlement houses came after the successful pre-landings attack by British forces destroying so many aircraft on the ground.

NAVY'S TWIN ASSAULT SHIPS *D. Teleg.* 14.7.82 SAIL HOME WITH ARGENTINE BOOTY

FEARLESS and Intrepid the Royal Navy's two assault ships without which the successful landings and ultimate victory in the Falklands could not have been achieved, returned with some 500 troops to Plymouth yesterday — and a Royal welcome from Prince Philip.

And at Yeovilton in Somerset, captured Argentine helicopters with Royal Navy crews at the controls swooped triumphantly over the Fleet Air Arm base, leading 846 Squadron's Sea King helicopters back from the Falklands.

Fearless also returned with the spoils of war—two Argentine 20mm anti-aircraft guns captured at Goose Green.

It is understood examples of the ground strike Pucara aircraft and abandoned Argentine air defence weapons, found near Stanley, are also en route to Britain.

846 Squadron arrived back in Plymouth on board Intrepid and Fearless. Most of the squadron then flew back to their base in eight Sea King helicopters and the captured Argentine hardware.

Six lives lost

Prince Philip boarded Fearless in Plymouth Sound and talked to the men who had risked their lives as they were ferried ashore for the first landings in San Carlos Bay.

The return of the two ships was saddened by the loss of one of Fearless's landing craft, sunk by Argentine aircraft with the loss of six lives.

The landing of 1,500 troops at the San Carlos bridgehead by the two assault ships despite constant air attacks was described by Capt. Jeremy Larkin, commanding officer of Fearless.

He had seen incredible acts of bravery and courage, especially by the young men of the Task Force.

"We were very worried at the time of the assault because we did not know what to expect—whether the approaches had been mined, or the number of Argentine troops awaiting us."

"And, after that first assault wave just before dawn, we knew it was going to be a long day."

"We knew we would be attacked in daylight by the Argentine airforce and on that first day there were 72 Argentine planes attacking a force of some 12 to 15 ships."

As the helicopters of 846 Squadron landed at Yeovilton, a Royal Marines band struck up and about 1,000 relatives burst ranks and rushed on to the tarmac as the rotor blades clattered to a stop.

Within seconds the apron was a sea of embracing couples, crewmen clutching babies and older children tugging at the

Cont →



sleeves of fathers overcome with emotion.

Lieut-Cdr Simon Thornewill, 36, the Squadron's Commanding Officer, stepped from the cockpit of an Argentine Bell-Augusta 109, and into the arms of his wife Penny and three children.

"It is a very nice, sporty machine. We found two of them on the Port Stanley racecourse," said Chief Air Crewman Alfred Tupper.

The Argentine helicopters, complete with rocket and machinegun racks, were the trophies of war for 846 Squadron. They are estimated to be worth £1 million apiece and one already has the squadron's name written on the nose.

"We did not really capture them. The Argentines left them behind in the rush," said Lieut-Cdr Thornewill.

"We approached them cautiously in case they were booby-trapped and they needed a bit of work to make them operational."

Two crew lost

The squadron's 11 Sea King helicopters completed more than one year's normal flying schedules during the Falklands war. Three helicopters and two members of the squadron were lost.

Their Sea Kings landed SAS men on Pebble Island in the raid which destroyed 11 Argentine aircraft on the ground. On "D-Day" at San Carlos they lifted one million pounds of stores and 520 troops.

The crews performed heroic rescues as the destroyer Coventry sank and the Sir Galahad burned at Bluff Cove. At the height of the fighting 846 Squadron carried 15.1 million pounds of stores and 9,000 troops in one day.

"The squadron was absolutely magnificent," said Lieut-Cdr Thornewill. "There is a tremendous pride in our achievements and the job we did."

"We are happy to be home with our families, but sad for the friends we lost."

He described the dramatic rescue of the Coventry's survivors. All but 22 of the blazing vessel's crew were saved after an Argentine air strike.

"We were scrambled to a sinking ship about 10 miles

north of Pebble Island. When we saw Coventry, she was burning and settling on one side.

"It was a problem getting people off. There were some individual acts of courage," he said.

Lieut-Cdr Thornewill singled out Chief Air Crewman Alf Tupper, who volunteered to be winched down into the life rafts, unhooked his lifeline and guided in wave after wave of rescue helicopters to the wounded seamen.

"He saved 40 or 50 men," said his CO.

Chief Air Crewman Tupper said: "They were obviously going to be badly injured, so I went down to them. I stayed in the rafts as the helicopters came over, sorted out the priorities as to who was badly injured and put them in the hoist."

"There were 28 or 30 men to a 25-man raft. Some were badly hurt. They needed tender loving care."

"It is very difficult to go up to a bloke hurt like that and say—'It's going to be alright. You are OK.'"

Rescue in smoke

The squadron is most famous for the equally dramatic rescue of soldiers from the Sir Galahad landing-ship.

Argentine Sky Hawks attacked with devastating force in the last major air strike of the war, killing more than 50 troops and setting the Sir Galahad and her sister ship Sir Tristram ablaze as fuel and ammunition exploded.

Fearless returned with spoils of war—two Argentine 20mm anti-aircraft guns captured at Goose Green—which PO Brian Connacher, of Newcastle, a gunnery expert, put together and "used to good effect against Argentine aircraft"—and two Italian-made Augusta helicopters.

Lt John Miller, 27, of 846 Squadron, told of the agonising last hours as helicopter pilots risked their lives after the Sir Galahad was bombed and set on fire.

"I was 20 yards away when she was hit. Some of the survivors were in life rafts, some in rescue boats while others, including those wounded, were on the burning deck waiting to be winched up."

"Ammunition was exploding in the hold as we hovered above the thick smoke waiting for the crew in the ship below us to winch up the wounded."

Lt Miller, who yesterday saw his six-week-old daughter Charlotte for the first time, when he was reunited with his wife Nikki at their home in Sherborne, paid tribute to the heroism of the crew who remained behind in the burning ship helping to evacuate the wounded.

But he modestly said little of his own efforts or those of the other helicopter crews who helped in the dramatic rescue.

It was left to Cdr Thornewill to praise the efforts of his helicopter pilots. "The bombing and burning of Sir Galahad will be etched in my memory—it was quite horrifying. We were flying into smoke and it was Lt Miller who with bombs and

PICTURE: ANTHONY MARSHALL

ammunition going off around him continued hovering while the wounded were winched up."

Capt Peter Dingemans, captain of Intrepid, said that normally an assault ship would carry about 600 men for an operation. "But this time we had three times as many. There were so many men on board that I couldn't reach the bridge without stepping over half a dozen paratroopers."

"Luckily we were not hit although a bomb landed in the sea just 75ft away."

Among the aircrew who arrived home in advance of the main party was Lieut Dick Hutchings, a pilot of the Sea King helicopter which crash-landed near Punta Arenas, Chile.

Lieut Hutchings proved forthcoming about the helicopter's mission.

The official explanation was that it crashed in bad weather while on a reconnaissance mission, but he described how the crew survived in bleak open countryside.

"We spotted a large hill as we came down. We made our way to that. It took four nights, moving slowly, at about half a mile an hour. There were fallen trees and it was difficult terrain," he said.

"We spent three days on the hill. We could see a town, a port and ships moving in and out."

"We thought this was Punta Arenas. We studied the ships and thought they were Chilean. Eventually we decided to walk into town and try to find a British vessel."

"But we had to pass a Chilean Marine post and were detained. After that, we were in the authorities' hands, but they treated us very correctly."

Times 15.7.82

Sea Dart deal

Chinese study Falklands role

By Henry Stanhope, Defence Correspondent

Buenos Aires (Reuters).—A month after hostilities ended between Britain and Argentina, returning Argentine soldiers are accusing their officers of poor leadership, which brought them unnecessary hardships.

The Argentine press is full of tales of harrowing experiences from conscripts who complain of faulty weapons and lack of food. "We lost because we lacked organization. While we slept at night, the British attacked," one conscript said in a newspaper interview.

One private said that his unit was unable to halt a British attack because grenades failed to explode. Other soldiers said they had to beg for food and even steal provisions. "Our worst enemy was the cold, and several of my companions suffered from frostbite and had to have limbs amputated," one said. "It really angered us to read in Argentine newspapers that we were happy, well-fed and ready to beat the British."

Soldiers charged that their officers were rarely to be seen at the front line, and left their men to do the fighting without orders. The satirical magazine, *Humor*, took a serious tone for change, and said that the Army high command was investigating allegations that senior officers stayed with

Chinese defence chiefs are studying the results of the Falklands conflict before deciding whether to buy the Sea Dart anti-aircraft missile from Britain.

They are interested in installing the Sea Dart on their 3,500-ton Luda-class destroyers, of which eight are in service and six more are under construction.

The destroyers are the first Chinese-designed warships of that kind and are described by *Jane's Fighting Ships* as resembling the Soviet Union's Kotlin-class vessels.

British Aerospace is understood to have given an extensive briefing on the part played by Sea Dart in the South Atlantic conflict in which it is thought to have shot down eight Argentine aircraft.

The Chinese are aware that there has been criticism of Sea Dart and that two of the Type-42 destroyers which are equipped with it, were sunk during the war, and one other damaged.

British Aerospace argues, however, that Sea Dart was an important part of the defence "envelope" protecting the British task force.

Noisy return

More than 10,000 Scots and a flotilla of small boats gave the battle-scarred frigate *Plymouth* a rapturous welcome as she sailed under the Forth bridges into her home port of Rosyth yesterday (Our Dunfermline Correspondent writes).

The assault ships *Intrepid* and *Fearless* also returned from the South Atlantic to a noisy reception at Portsmouth yesterday. An armada of small boats met the ships which disembarked troops at Plymouth, before heading for their home port (the Press Association reports).

HMS *Hermes*, flagship of the task force, will return to Portsmouth next Wednesday, the Navy announced. The 826 Naval Air Squadron's 10 Sea King helicopters will be flown to the naval air station at Culdrose, Cornwall, for a flypast on Thursday.

Private Nick Lukey, aged 24, of the 2nd Battalion, Parachute Regiment, was home yesterday after being accidentally shot in the face by a fellow soldier in the Falklands. He had seen action but escaped unscathed until the accident shortly after the surrender at Port Stanley.

Missile accident

Eleven servicemen were injured, some seriously, when missiles were accidentally fired from an RAF Harrier jet taking off from Port Stanley airfield on Tuesday, the Ministry of Defence said in London yesterday (the Press Association reports). A spokesman said six Welsh Guards, four men from 5 Brigade Signals and a Sapper engineer had been taken to Port Stanley Hospital and to the task force hospital ship, *Uganda*.

Economic spree

The Falkland islands' economy could be heavily developed, but only if the Government provides the infrastructure, Air Commodore Brian Frow, director-general of the Falklands Islands Office, said in London yesterday. He said that fishing, meat export, tourism, oil, and alginates extracted from seaweed could all be developed (Nicholas Timmins writes).

For that to be done however, about £25m would have to be spent extending the airport to take international jets, with £2m spent on a deep water jetty.

The sums involved, he said, were large, "but chickenfeed compared to what we give to Black Africa and to what we have spent on the Task Force. The pamphlet, which is being circulated to Government, MPs, overseas interests and sympathizers, is aimed at attracting investment, and making sure we do not lose support."

Ulster regret

Mr James Prior, Secretary of State for Northern Ireland, expressed himself "a little regretful" yesterday that soldiers who had served in Northern Ireland, and the 400 who had given their lives, had not been honoured as those who had served in the Falklands campaign had been honoured (John Winder writes).

Returning soldiers' tales

Times 15.7.82

Argentines criticize their own officers

their wives and girlfriends in hotels on the mainland during the main battles.

The accusations have caused a stir in Argentine society, Ernesto Sabato, one of Argentina's leading novelists, joined in the chorus of criticism, saying: "The Argentine military should not even go to war, because war is too serious a business for them to handle."

The last batch of Argentine prisoners, including the former Argentine military governor of the Falklands, General Mario Benjamin Menéndez, were due to be repatriated yesterday on a British ship. Political sources said that his account of the surrender would be crucial for any investigation into what went wrong.

● Señor José Westerkamp, a leading human rights campaigner, who was arrested three days ago in the southern Argentine town of Trelew, on charges of contempt, was released yesterday, according to his wife. Señora Angela Westerkamp said a lawyer informed her that her husband, a physics professor, had been released from jail on the orders of a federal judge, but that he still faced the contempt charge.

Thatcher 'no' to talks

By David Cross Times 15.7.82

Mrs Thatcher had made it clear that she sees no need for further negotiations with Argentina regarding the sovereignty of the Falkland Islands after Britain's military victory in the South Atlantic.

During an hour-long meeting with Javier Pérez de Cuéllar, the United Nations Secretary-General, at Downing Street, Mrs Thatcher also emphasized that the main priority for the British Government was the rehabilitation of the islands after the Argentine occupation.

It would take some time for the islanders to readjust and to settle down to the reestablishment of British control over the islands, she said.

She briefed Señor Pérez de Cuéllar on developments in the British colony since their last meeting in New York on June 23. Argentina had now conceded that hostilities were effectively over and that the last of the 593 Argentine

prisoners of war should have arrived back in Argentina.

During their discussions, Mrs Thatcher and Señor Pérez de Cuéllar also discussed the latest developments in Lebanon, Iran and Iraq. Mrs Thatcher reiterated the British Government's view that the United States was in the best position to put pressure on the Israelis to end hostilities and withdraw from Lebanon.

Señor Pérez de Cuéllar is in London on his first official visit to Britain since being appointed to his post at the beginning of this year.

● PUERTO MADRYN: The last 593 Argentine prisoners of war still in British hands sailed into this southern Argentine port yesterday on board the British ferry, the *St Edmund* (AFP reports). General Mario Menéndez, the Commander of Argentine troops during their occupation of the Falklands, is on board the ship.

Times
15.7.82

Argentina prefers to forget

by Tony Emerson

Tony Emerson came to Britain during the Falklands war and has now returned to Argentina. Here he assesses the mood in Buenos Aires after the British Victory.

Only one month after the surrender at Port Stanley, the Falklands war has been consigned to Argentina's history books. The man in the street has digested the defeat and no amount of regurgitation will turn it into a victory. Today he is more interested in the U-turn in the military government's economic policy and in the prospects of civilian government by 1984.

Those commentators who still try to whip up either hatred or nationalistic fervour find few echoes among the people. In a country with a record of internecine struggle there is surprisingly little bitterness. Those responsible have either left office or have announced their imminent departure. Their domestic policies have been largely reversed, and to point accusing fingers would achieve nothing but reliving an experience which a very unwarlike people prefers to forget.

Behind this lack of bitterness is the knowledge that all Argentines supported the invasion of April 2. Even in retrospect, in their view the only criterion by which it was not justified is that of prudence; Britain took the islands by force and there is nothing reprehensible in using force to regain them.

General Galtieri was not dismissed for starting the war, but for the extraordinary behaviour of himself and his staff during the final fortnight. It was their decision to cash in on the genuine pride in the heroic actions of the Argentine pilots at San Carlos Bay and to invent their own war in which the army was performing just as well by inflicting heavy casualties on the beleaguered British forces. The debacle at Port Stanley, when the

people were still dazzled by the Pope's visit, came as a complete surprise.

Stupidly, General Galtieri called a mass meeting outside the presidential palace at which he would pose as a cross between Churchill in 1940 and Peron in 1945. The meeting became a hostile demonstration, and for the bewildered generals that was the last straw. If there was one thing the army would not tolerate it was another Peron arising from its ranks. Galtieri and his chief of staff were passed straight into retirement.

At this point the fortunes of the junta were by no means beyond repair. The leaders of the two main opposition parties, the Peronists and the Radicals, had magnanimously offered their support in the crisis. Had it formed a national government with a civilian president acceptable to the politicians, much of the military government's misdeeds might have been pardoned.

Incredibly, faced with the prospect of national unity, the junta fell out among themselves. Admiral Anaya, obsessed by the Falklands, proposed that the ultra right-wing Dr Costa Mendez be made president with the object of actively continuing the war. Brigadier Lami Dozo tried to cash in on the performance of his pilots by proposing a populist policy with himself as president. General Nicolaides wished to put the clock back to April 1 and continue with the monetarist policies which had so enhanced the personal fortunes of the generals and their banking friends.

Because of its very size the army had the whip hand, and the generals, conscious of the inept performance of most of their units in the Falklands, wished to bury the war as quickly as possible. They found it laughable

that the navy, which had run out of Exocets, should propose to continue the war.

As for Brigadier Lami Dozo, if they had dismissed one of their own number for dictatorial proclivities, they were not going to accept an airman with similar ones. In retaliation, the smaller services refused to subscribe to a return to prewar domestic policies.

The deadlock produced a hostile reaction among the people: if they were willing to maintain national unity in defeat, why could not the officers responsible for that defeat? The reaction

filtered through to the junta, who decided to preempt rioting by promising a return to civilian rule within two years.

The army had produced as presidential candidate an unassuming former staff officer whose chief attribute was the ability to get on with everybody, and who, because of personal friendship with Anaya and Lami Dozo, they hoped would be acceptable.

When the other services nevertheless stuck out for their own demands, the army decided to go it alone and installed President Bignone in a ceremony which Brigadier Lami Dozo ostentatiously boycotted. In retaliation the other services withdrew from the government.

The Bignone cabinet, as approved by the generals, promised to continue the conservative policies introduced at the military coup of 1976. But to the astonishment of all, the new Minister of the Economy, Dr Jose Maria Dagnino Pastore, immediately attacked the policies of his predecessors, imposed import controls, raised public sector wages, put a ceiling on interest rates, making them negative in real terms, withdrew the government index-linked bonds and started talks on price controls with representatives of industry.

On the political front, the new Interior Minister, General Llamil Reston, lifted all restrictions on party political activity and declared that the constitutional process should never have been interrupted by the armed forces in the first place.

This adoption of the opposition platform by the Bignone government has stunned the country. Many conservative generals and businessmen feel betrayed, but the measures are so popular that they can only grumble *sotto voce*. This same popularity is tempting the navy and the air force to rejoin the government.



General Bignone: stunned the country by adopting the opposition platform

D. Tele 15.7.82
Some troops

return to Falklands

By Maj-Gen E. FURSDON
Defence Correspondent

THE final levels of British forces deployed in the South Atlantic will be those considered suitable to meet any threat as assessed by British Intelligence.

Determination evolves with events, takes account of many different factors, is flexible, and contains a prudent element of reserve to meet any likely surprise.

Who, for example, could totally exclude the possibility of a rogue attack on British forces by some disgruntled low-level air force commander?

Just because hostilities have ceased, security considerations still apply, and no-one is going to be stupid enough to publicise to the world even the current British force levels, let alone those in prospect.

Sea lanes covered

The Royal Navy still has to deal with the Total Exclusion Zone, and to protect the South Atlantic logistic sea lanes to the Falklands. This calls for a fair number of ships, and some are now being rotated on station.

Land forces have been reduced, however, by the two Parachute Regiment battalions, and by 3 Commando Brigade's headquarters and Commandos. But 5 Infantry Brigade, with 2nd Bn The Scots Guards, 1st Bn The Welsh Guards and 1st/7th Gurkha Rifles remain.

Reports indicate, however, that The Welsh Guards will be returning soon, and that the other two battalions will be following them before too long.

In the meanwhile, the Queen's Own Highlanders are already en route to the Falklands, and another battalion—which cannot yet be named—is already warned to follow them later in the year.

Royal Artillery units are also very important, and some gunners are being rotated.

Air backbone

There are a large number of Royal Engineers hard at work on mine clearance and civil construction works. The land forces also need considerable backing from their logistic units—not forgetting the bakery and the laundry units which are small, specialist and vital.

Joint Service ammunition specialists, too, have a good six months' work ahead of them. Other reinforcements may be required as the situation demands.

Considerable Royal Air Force presence is essential, as Port Stanley airport is lengthened and developed.

The requirement is not only for transport aircraft use, but also for the introduction of more permanent land-based air defence aircraft which must form the backbone of any future garrison.

MISSILE FIRED D. Tele 15.7.82 AT MIRAGE

'TURNED TIDE'

An armada of small boats gave a noisy welcome yesterday to the navy's assault ships Intrepid and Fearless when they arrived back at Portsmouth yesterday from the South Atlantic to disembark troops.

Crewmen on the Intrepid told of the 22 days they spent in "Bomb Alley" fighting off attacking fighter-bombers. Tension built up as exhausted young gun crews hammered away at aircraft, but they cheered when Able Seaman Peter Girven launched a Seacat missile at a Mirage and the plane turned away.

"That was the turning point. It gave us confidence," said Lt Philip Ingham, 30, the ship's principal warfare officer.

FLAGSHIP TO RETURN

The Hermes, flagship of the Falklands Task Force, will return to Portsmouth with No. 826 Naval Air Squadron aboard, on Wednesday, the Royal Navy announced yesterday.

BRITAIN 'MUST' D. Tele 15.7.82 GUARD ARMS

TECHNOLOGY'

By Our Air Correspondent

In a review of the weapons used in the Falklands fighting, British Aerospace has said that Britain should be on its guard to defend its industrial base against foreign competition. Without that base, and its independence, Britain could not have done what it did, the company maintained.

Before the Argentine invasion, Government efforts to curb public expenditure were depriving the armed forces of improvements to weapons systems desperately needed during the fighting.

British Aerospace said it is concerned that it may not be long before restraint returns and decisions that should be taken now to fund new weapons are again postponed.

PARA SHOT AS D.T. 15.7.82 ARGENTINE GUN WAS CHECKED

A paratrooper who saw action at most Falklands battlefronts only to be accidentally shot in the face by a fellow soldier, returned to his home in Doncaster yesterday after doctors had told him he was one of the luckiest men alive.

In the accident a bullet ripped through the cheek of Pte Nick Lukey, 24, of Amer-sall Road, Scawthorpe, and lodged in the back of his neck. He was given an immediate tracheotomy before being airlifted to the Canberra when he underwent further surgery to remove the bullet.

Pte Lukey said the incident occurred shortly after the surrender at Port Stanley when a friend was examining an Argentine pistol. Mr Thomas Lukey, said it was 10 days after the surrender at Port Stanley that he learned his son had been shot. "I couldn't understand it at first."



Victory parade at Windsor

One of the seven light tanks and an armoured recovery vehicle which saw action in the battle for Port Stanley driving past Windsor Castle yesterday to cheering crowds. The parade marked the return of the only armoured vehicle unit in the Falklands campaign (David Hewson writes). The 22 soldiers and two officers of the Blues and Royals lost one Scorpion tank in a minefield, but brought home two captured Argentine armoured Panhard vehicles. The

vehicles will go on show at the regiment's Combermere barracks in Windsor. The men from the regiment, which was supported by a sergeant and three soldiers of the Electrical Mechanical Engineers, were the first troops into Port Stanley with the 2nd Battalion, The Parachute Regiment. Their only casualty was one soldier, who was slightly injured in an accident but was fit enough for last night's ceremonial drive.

Times 15.7.82

D. Tdeg. 15-7-82

TUC PRESSURE ON CUNARD

The TUC yesterday sought an urgent meeting with Lord Matthews, chairman of Cunard, over his decision to go to Japan for a replacement for the Atlantic Conveyor, the container ship sunk by an Exocet missile off the Falklands.

A deputation of MPs, shipyard workers and Tyne and Wear local politicians also went to see Mr Lamont, Industry Minister, to urge a Government subsidy so that the ship might be built on the Tyne instead. He promised to discuss the matter with other ministers.

SONGS AS BOMB WAS DEFUSED

By CHARLES HENN

PLYMOUTH, the 2,800-ton frigate, sailed into its home port of Rosyth yesterday riddled with cannon shells from the South Atlantic conflict and still bearing three-foot holes in the funnel where unexploding bombs had ripped through the ship.

The Plymouth was the first ship from the Task Force to fire in anger when it bombarded Argentine positions in South Georgia. It was in the wardroom that Capt. Alfredo Astiz, also known as "Captain Death," signed the island's surrender.

The Typo 12 Rothesay class frigate was the first ship to arrive in San Carlos Bay and spent more time there than any other during which there had been "a number of very exciting occasions" followed by the critical attack on the Task Force on June 8.

The commander, Capt. David Pentreath, 49, said that the Plymouth's steel superstructure had been "a tremendous advantage" compared with the aluminium which it was believed contributed to some heavy losses on other ships.

"Miraculously none of the four bombs which struck us exploded. One exploded a depth charge towards the stern of the ship and it took about an hour to put the fire out," he said.

"The bombs that hit us were dropped at such low level and at such speed—one went straight through the funnel.

"Another bomb bounced on the flight deck and hit the depth charge which was waiting to be loaded onto a helicopter. The depth charge exploded and blew a hole in the ship's side, starting the fire below deck," said Capt. Pentreath.

Sailors sing

"Two more bombs bounced off the sea, crashed through, hit some heavy machinery, split open an anti-submarine mortar bomb, and shot out over the side," he said.

The ship's company was mustered for community singing in

THATCHER'S 'NO' TO U.N. HEAD

By Our Diplomatic Staff

Mrs Thatcher told Sr Javier Perez de Cuellar, United Nations Secretary-General, yesterday that there was no question of Britain negotiating with Argentina over sovereignty in the Falklands while thanking him for his efforts to reach a settlement in the crisis.

Sr Perez de Cuellar, who also held talks with Mr Pym, the Foreign Secretary, is known to want to get some form of negotiations started.

PHONE LINK FAILS

Dozens of families were disappointed yesterday when the first public telephone link between the Falklands and Britain, since the start of the conflict, failed to operate because a storm in the Atlantic blocked the signals. DT 15-7-82

MENENDEZ AND Co ARRIVE HOME TO A MUTED WELCOME

By MICHAEL FIELD in Buenos Aires

GEN. MENENDEZ, military governor of the Falklands during the short Argentine occupation, was among 593 Argentine prisoners held by Britain who arrived back in their home country yesterday.

They were the last of over 11,000 Argentine troops captured by British forces in the Falklands. They had been detained until Argentina gave sufficient indication that it would not continue hostilities, and all except 40 were officers.

They were ferried from Port Stanley to Puerto Madryn in Patagonia on board the transport St Edmund, 8,990 tons.

Waiting on the secluded, privately owned bauxite dock at Puerto Madryn was a group of senior officers, including Gen. Osvaldo Jorge Garcia, commander of the Fifth Army, and a former comrade-in-arms of Gen. Menendez in the Falklands.

There was a minimum of formality and the returning Argentines were taken in cars and buses, first to the Admi Zar Naval and Air base near the town of Trelew for identification, medical check-up and the issue of new uniforms.

The prisoners were due to be returned later yesterday to their original units in Comodoro Rivadavia, Buenos Aires and other garrisons for reunion with their families and units.

Inquiry begins

Now that they are back, a special committee of inquiry on the Falklands war will begin work. It is under the chairmanship of Gen Calvi, head of the "Military Institutes", and a number of senior generals will serve on its board.

Under Argentine military laws, the committee will make a careful study, taking note of everything said by the returning officers and other witnesses, and then, acting on its findings, will either impose penalties or issue declarations.

In the case of Gen. Menendez, his actions will be studied in Buenos Aires by a group of senior generals, probably including Lt-Gen Nicolaides, the Commander-in-Chief himself and the most powerful man in the country.

It is known that Gen. Nicolaides had three telephone conversations with Gen. Menendez while he was still a prisoner in the Falklands, but what was discussed has not been disclosed.

CARRIER'S 100th DAY

By A. J. McILROY
in Port Stanley

The aircraft carrier Invincible, which steamed out of Port Stanley on April 5, has marked her 100th day at sea. If she stays on station till September, she will break all records for a carrier on continuous operational duty.

11 HURT IN MISSILE ACCIDENT

ELEVEN servicemen, including six Welsh Guards, were injured, some seriously, when missiles were accidentally fired from an RAF Harrier jump jet taking off from Port Stanley airfield, the Ministry of Defence said yesterday.

One man's condition was described as "very serious," another was said to be "serious," and others had undergone emergency operations to amputate limbs.

The accident is another blow to the Welsh Guards, who lost a total of 42 men in the Falklands operations, including 38 when the Sir Galahad landing ship was bombed at Bluff Cove.

A Ministry spokesman said six Welsh Guards, four men from 5 Brigade Signals and a Sapper engineer had been taken to Port Stanley Hospital and to the Task Force hospital ship Uganda.

The accident, which happened early on Tuesday morning, was officially described as an "armament malfunction" in which both the RAF Harrier's Sidewinder missiles were released.

Legs amputated

Among the injured was L/Sgt Eirwyn Jones, from Deganwy, Gwynedd, who was taken to the Uganda and had both legs amputated below the knee and L/Sgt Stephen Fisher, from Cwmbran, Gwent, who also has serious leg injuries.

Other less seriously injured were L/Sgt Michael Frost, of Barry Island, South Wales, L/Sgt Andrew Bennett, of The Wirral, Merseyside, L/Sgt Alexander Owen, of Cardiff, and Guardsman Graham Jones, of Llanfairfechan, North Wales.

Four other soldiers from the Fifth Infantry Brigade, as well as a Royal Engineer, were also hurt.

Few details have been released by the Defence Ministry but it is understood the soldiers were helping with clearance work on the runway.

New fighter 'is right for RAF world role'

By Air Cdre G. S. COOPER Air Correspondent

THE new attack fighter British Aerospace is trying to persuade the Government to back—the P110—could be just the aircraft the R A F needs for the "out of area" role which Phantoms will undertake in the Falklands, Air Chief Marshal Sir Michael Beetham, Chief of the Air Staff, said yesterday.

In an address to the Royal United Services Institute for Defence Studies, Sir Michael said the R A F wanted a ground attack aircraft with a good air combat capability, British ideally, to replace the Jaguar.

But in his address, "Air Power and the R A F: Today and the future," Sir Michael also referred to further development of the Harrier, beyond

the Mark 5 version to be built jointly by British Aerospace and McDonnell Douglas, to continue to exploit the versatility of the jump-jet fighter.

A developed smaller version of the Tornado, the P110, which British Aerospace wants to build for the international market, could now receive an order from the R A F.

It was too early, he said, to extract all the detailed lessons of the Falklands operation, but certain broad conclusions could be drawn. The islands were unique in being some 4,000 miles from the nearest usable airbase, a factor that exposed the difficulties of bringing land-based air power to bear.

Tribute to Navy

Sir Michael paid tribute to the Royal Navy for assembling such an effective task force so quickly. But the task group could not do it all on their own and the flexibility of air power was rapidly developed to provide much-needed support.

"In 1976, Lord Shackleton recommended the building of a runway on the Falklands to accommodate long-range aircraft at a cost of £5,500,000.

"If the government of the day had not chosen to ignore the recommendation, at the first sign of trouble strategic transport forces could have flown in the spearhead battalion, backed by fighter and missile defences, and prevented the invasion."

The difficulties of operating the task force within range of the Argentine air force soon became apparent. Four ships were sunk and a further 10 were damaged by bombs which failed to explode.

Distance helped

"This by iron bombs, at extreme range, and without the benefit of electronic counter-measures. It was fortunate the islands were 400 miles from the mainland," Sir Michael added, "for if they had been nearer the risks would have been far greater and the success of the whole operation might have been beyond our grasp."

Stressing the importance of not reading the wrong lessons from the Falklands war, Sir Michael emphasised that the air threat to Nato was not posed by aircraft like the Skyhawk.

The dramatic improvement in the quality of Soviet combat aircraft, of which 1,600 were built last year in addition to 500 new transport aircraft, represented a major development in Soviet air power.

Acute problem

Britain faced an acute problem in the allocation of resources. Security was dependent on both keeping our sea lines of communication open and guarding against a land-air offensive in Europe.

It would be easier to maintain air superiority over the Atlantic, where Soviet maritime forces had not yet reached parity with N A T O, than in the Central Region where Soviet land forces were now superior.

"The threat of a land-air offensive is, in my view, more serious than the threat at sea," Sir Michael concluded.

Outside the N A T O area, the importance to the West of the Gulf oilfields demanded priority attention. The R A F sent Phantoms with Victor tankers in support for exercises in Oman last year.

D-Teleq. 18.7.82

AUSTRALIA WARSHIPS 'PACKAGE'

By Our Defence Staff

BRITAIN has offered Australia a special package deal following Whitehall's decision not to sell the carrier *Invincible*, but the cost is certain to exceed the £175 million price-tag originally agreed for the transfer of the ship.

The package is thought to include a new British-built *Invincible* class carrier, of which three have so far been ordered for the Royal Navy, with Sea Harriers and possibly Sea King anti-submarine helicopters.

The Australians could also be offered the lease of HMS *Hermes* while the new warship is being built. They are reluctant to buy *Hermes* as an alternative to *Invincible* because the aircraft carrier is too old to give adequate service in the 1990s.

Option for consideration

The possible package deal was an option being taken back to Australia by her Defence Minister, Mr Ian Sinclair, a spokesman at the Australian High Commission in London confirmed yesterday.

Mr Sinclair, who left London on Tuesday evening, is keen to see more co-operation between Britain and Australia in naval affairs. This could involve Anglo-Australian naval exercises and training programs.

A Ministry of Defence spokesman in Whitehall said a package arrangement would "obvious advantages" to countries.

ARGENTINA'S FUTURE

D-Teleq. 15.7.82

MR MAXI GAINZA, who writes of Anglo-Argentine relations elsewhere on this page, loves his country. For all his affection for Britain it is natural that, over the Falklands war, his view should be partisan. And the view of a post-Falklands Argentina is bound also to be bitter. Argentina is in a crisis much deeper than the one from which she tried to rescue herself by invading. She threw far more of her emotional and physical resources into the war than did Britain, and she had fewer to draw on in the first place. The outside world must look unfriendly, the internal situation thoroughly depressing.

Mr GAINZA is surely right in his analysis of the dangers facing his country. The repetition of the normal cycle of the return of an irresponsible, populist government, no doubt in its turn inviting yet another military coup, is likely and dangerous. The instability of Argentine Government and the collapse of the Argentine economy is certainly against Britain's interest. Britain retains many links both of sentiment and self-interest with Argentina, and should try once more to strengthen them. There is no sense in indefinite enmity. We have no quarrel with Argentina, so long as she leaves the Falklands alone.

But Mr GAINZA expects things of Britain which are beyond her power. His comparison with Britain's relation to Germany in 1918 is false. There has been no total war. We are not demanding reparations, not redrawing the boundaries of Argentina, neither supervising her political order, nor controlling her armed forces. We could not if we wanted to, for we have not even set foot in the place. Britain has simply achieved her modest objectives, and now desires nothing more than the return to normality: she is not highly unpopular with the rest of South America, but neither is she powerful in the region. As far as is prudent, British traders and banks should support Argentina; but that is not very far. It is not that Argentina should be made to "stew in her own juice": merely that it is only she who can work out her salvation.

Welcome home from Falklands

D-Teleq. 15.7.82

MEN of the Blues and Royals driving their Scorpion and Scimitar light tanks through Windsor yesterday on their way to Cumbermere Barracks after their return from the Falklands.

Maj-Gen. Edward Fursdon writes: The fire support given by the Blues and Royals to both 3 Commando Brigade and 5 Infantry Brigade during many assaults en route to the capture of Port Stanley was vital.

Yesterday, the two officers — Lt Mark Coreth and Lt Lord Robin Innes-Ker — and

the 26 men who constituted the small force of two troops of B Squadron who gave it, drove proudly past the Mayor of Windsor, Councillor Bert Bellworthy, before re-entering their barracks.

With the Royal Marines, the men were among the first ashore at the San Carlos bridgehead. With 2 Para they were with the first troops to enter Port Stanley.

Having left England with nine vehicles, the troops returned with 11. The "extras" were two Panhard armoured cars — captured from the Argentines.

PICTURE: ANTHONY MARSHALL

AN elderly German lady I met over dinner just after the British recapture of Port Stanley—in which our tactful host held the conversation off the evening's obvious topic—whispered to me as she was leaving: "Now you understand how I felt in 1945."

She spoke with sympathy. Not only did we share the experience of our countries suffering defeat at the hands of the British; we also had in common a deep-rooted love for England and its people. Her love had withstood the ordeal of the Second World War. My love, I hope, will survive the recent tragedy of the South Atlantic.

In spite of the dead, the maimed and the bereaved on both sides, there is still the desire, or at any rate the need acknowledged by many Britons and Argentines, to heal the wounds of what was once a fine friendship. The initiative rests with the British, as victors with the foresight (if not the heart) to assume their responsibilities towards the vanquished.

So far there has been little sign of the British Government being willing to face this new challenge. Such reluctance, while politically understandable, may one day cast a damning shadow on Mrs Thatcher's present success. She is in danger of disregarding the hard lessons of the German defeat of 1918: that to rub in the defeat of an opponent, or simply to leave him to his fate, bodes ill for everybody's future.

Mrs Thatcher must be aware of the threat in Argentina of political disintegration on the scale of Germany in the aftermath of military defeat. She is, no doubt, hampered in her initiative by a natural respect for the British dead. She probably wishes to clear her name at the Falklands inquiry before turning her mind to the long-term political issues. Moreover, she might be tempted to have no truck with the Argentines until every member of the military régime is driven into early retirement or back to barracks.

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IF such is the case, the Prime Minister should also clear her mind of dangerous illusions. Britain will do no service to the Argentine people (with whom we have often heard she has no quarrel) or to her interests in Latin America by speeding the return of a "democratic" government to Buenos Aires if, as is likely, this leads to yet another form of Peronist comeback.

Peronism, with its record of incompetence, corruption and abuse of power, is a far cry from Western democracy, even if it can command a ballot-box majority. The Argentine political system is not blessed with an opposition party strong enough to check the populist forces which rally under the banner of the dead dictator. For long, the Argentine Establishment has shown little taste for public service, let alone for standing up to their formidable political opponents. The military take on this duty by default, but fail

to live up to the expectations of a "conservative" political force. Thus Argentina is condemned to the degradation of voting overwhelmingly for the biggest demagogue, and later sighing with relief when the military move back in.

Optimists may argue that, in the aftermath of the war, a true national leader may yet emerge. There is always this hope, however remote. Even so, it will be at least a year to the date promised for a return to constitutional government. Meanwhile, we confront a demoralised army, divided from within and against the other Services, unable to guarantee an orderly transfer of power.

From Russia in 1917 to Portugal in 1974 the lesson has been driven home that a defeated army is a threat to political stability. Already there is talk of the "Bolivianisation" of Argentina,

By MAXI GAINZA

as general succeeds general, one power-seeking faction toppling another.

Others, with an eye on the latest influx of Left-wing extremists which infiltrated Argentina by way of Soviet, Cuban and Libyan "help" to her war effort, foresee civil war and the country's final lurch into the Russian fold.

Which brings us to the true British interests. These can only be served by stability in the region—and this implies stability in Argentina. However much help Britain obtains from other Latin American countries, she will also require Argentina's goodwill. This can only be secured by the British Government facing some uncomfortable facts and acting upon them.

The Argentine claim to the islands will not go away simply because it has lost a war. The Argentine case for sovereignty remains strong—strong enough for the British to have negotiated over it for the past 17 years, presumably in good faith. Indeed, as far back as 1848, Sir William Molesworth, founder of the *LONDON REVIEW*, stood up in Parliament (albeit, only to be shouted down) asking the government of the day "to acknowledge the claim of Buenos Ayres to the Falklands."

After the fighting, the deaths and the sacrifice this may seem irrelevant. Nevertheless, Britain must be aware that whatever the political mix of future Argentine elected governments, they will be as nationalistic and "hawkish" on this issue as Galtieri's Junta—if not more so. The armed forces will rearm, regardless of cost and supplier. They too will take due note of the military lessons drawn from fighting in the South Atlantic. The Malvinas will

become a favourite political hobby horse to justify a further Argentine drift to a "Third World," anti-Anglo-Saxon position.

The South Atlantic, notwithstanding British garrisons and nuclear submarines—or perhaps because of them—will remain unsafe for economic development. More men will die and suffer for reasons which owe more to the past than the future.

On the other hand, Britain might count on "divide and rule" in Latin America to safeguard her own interests and offset her recent losses, thus gainsaying the present mood of Latin solidarity with Argentina. However, Britain should not overestimate her hold on Latin American resources and markets which still provide a substantial part of her trade. Britain's indisputable edge over its competitors was that it was perceived throughout the continent as a nation of gentlemen with whom it was a pleasure, even if not always profitable, to do business. This is no longer so.

Shocking as it may seem to British readers, Britain paid a heavy price in international prestige for reasserting her military power in the South Atlantic. It is not only in Argentina that memories of the Belgrano and of Goose Green, of cluster bombs and Gurkha knives will rankle. However militarily justifiable, and notwithstanding British counter charges of Argentine napalm and dum-dum bullets, the long-cherished image of British fair-play level-headedness and gracious behaviour on which generations of Latin Americans modelled their own has been shattered.

Britain's apparent lack of qualms over being seen as benefiting from military victory by rushing forward long-shelved development plans for the islands adds to Argentina's bitterness.

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IN view of this distrustful attitude among the Argentines and the pressures on the home front to let them "stew in their own juice," Mrs Thatcher may be tempted to shirk the challenge of statesmanship which now confronts her.

But having already proved that she is not one to take the easy option, I stand by my hope that she will realise before it is too late that the cause for which so many died is best served by helping to overcome, rather than perpetuate, British enmity with a nation which still remains at heart a friend. Britain and Argentina have better reasons for assisting one another than for wearing themselves down.

Maxi Gainza was born in Argentina and was educated in London and Oxford. For many years his family has owned and edited the Buenos Aires conservative daily LA PRENSA. In April, shortly after the Task Force sailed, he wrote an article for this page in which he asked why Britain was going to war over territory it did not really want.

Tele. 16.7.82 scheme todevelop islands

By A. J. McILROY in Port Stanley

AN eight-year development plan costing £80 million for the future of the Falkland Islands will be unveiled late next month.

It will be sent to the Government with an appeal for all of the 1,800 Islanders to be involved in this building for the future in the aftermath of war.

"We realise the sheer magnitude of the schemes means a large-scale involvement of British contractors, materials and labour," Mr John Brodrick, Director of Public Works in Port Stanley, said last night.

"But please let the Islanders be involved to the limit they can be involved. These are the kind of people they are and it will be good for their morale."

Mr Brodrick, 59, from Farnham, Surrey, in the third year of his contract through the Government's overseas development administration, is currently working on details of the development programme with his staff, which includes Islanders.

He broke off from emergency work on a fractured pipe which has drained Port Stanley's water reserves and means no water for 24 hours and rationing for two weeks, to discuss with me the future development of the Falklands.

He said £20 million of the total cost would be on a net-

work of roads. Now, apart from some four miles of farmac between Port Stanley and the airport, there is only one road—and that has a gap.

"It is not the case that the Falkland campaign and the inevitable new investment and interest from the outside world are foisting development on the local people. They have been trying for years to get the Government to finance development schemes like this," said Mr Brodrick.

He said the development programme to be submitted for British Government approval provided for a new hospital, new schools, new water treatment plant, electricity generating plant, the extension of Stanley airport to a 9,000 or 10,000 feet runway, a new civilian air terminal, and other schemes.

'Britain will pay'

Asked where the money would be found for the development of the Islands, Mr Brodrick, who is a partner in the firm of consulting engineers, Roughton and Partners of London and Southampton, said "from the British Government.

"I am very optimistic that the money will be forthcoming. Investment in sheep farming, fishing, tourism, the kelp beds for proteins for the pharmaceutical and food industries, and other prospects call for this kind of programme.

Deserter upset by wardeaths killed himself

Daily Teleg. 18.8.82

By CHARLES HENN

LANCE-CORPORAL IAN SHOESMITH, 27, who deserted from his Army unit last October, killed himself when he heard that some of his former comrades had died in the fighting in the Falklands, an inquest at Preston was told yesterday.

His mother, Mrs DOREEN SHOESMITH, of Queensway, Leyland, Lancs, said that her son, a soldier for nine years, went absent from his unit, 36 Regt Royal Engineers, when he was due to be posted from the Maidstone depot to Germany.

She said that she had not seen him from October until

he visited her, three days before his death in July. "He was very upset when his friends were killed," she said.

Mrs Shoesmith said her son had a difference with his girlfriend, but she did not know if this had distressed him.

Car fumes

L/cpl Shoesmith was killed by carbon monoxide fumes—a hosepipe fixed to the exhaust was fed into his car. Tests also showed he had been drinking.

Mr HOWARD McCANN, coroner, recorded a verdict of suicide.

An Army spokesman said later that four members of the Regiment had been killed, and 16 injured in the Falklands.

Falklandsserviceagreed

By Clifford Longley, Religious Affairs Correspondent

The drafting of the national service of thanksgiving for peace after the Falkland Islands campaign has been completed to the satisfaction of all the conflicting interests involved.

The various compromises include prayers for the dead and bereaved on both sides, honouring the heroism of British Servicemen and finding a title other than "a service of thanksgiving for the liberation of the Falkland Islands".

It is understood that the Dean of St Paul's, the Very Rev Alan Webster, has gained the Queen's consent to the form of service.

One significant feature of the service will be a passage on the theme of peace and reconciliation, mainly drafted by Dr Kenneth Greet, secretary of the Methodist Conference. The service is due to take place in St Paul's Cathedral on July 26.

② The work of the Falklands inquiry is expected to be delayed because Lord Franks, its chairman, is under-going treatment for a cataract.

Daily Telegraph
19.8.82



Capt. Christopher Purtyer-Wydenbruck, Austrian-born master of the Royal Fleet Auxiliary, *Sir Lancelot*, beside his ship's Falklands battle "decoration"—denoting the five Argentine Mirage jets shot down by her guns. The vessel returned to Portsmouth yesterday. Report and another picture—P5.

ARGENTINE 'GAS SHELLS' FOUND IN FALKLANDS

By Our Staff Correspondent in Port Stanley

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

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

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

GIVE SAY TO ARGENTINA, SAYS BISHOP

By TONY ALLEN-MILLS
in Buenos Aires

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

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

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

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

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

Impetus for ties

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

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

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

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

Give up heritage

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

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

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

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

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

Thatcher visits task force wives

The Prime Minister yesterday talked to wives and widows of Royal Marines who fought in the Falklands when she made a private and unannounced visit to Poole, Dorset, where the Special Boat Squadron is based.

Earlier, on a visit to a factory at Ferndown, Dorset, Mrs Thatcher met Mr Terry Vye, the chief storekeeper, whose son, Paul, aged 18, serving with the 2nd Parachute Regiment, was injured in the fighting on Wireless Ridge.

• A Royal Marine is missing, presumed dead, after an incident in the Falklands. Corporal J. B. Browning, aged 30, was reported to have been driving a Gemini landing craft between two ships in rough seas off Port William when he disappeared.

• Job Centres throughout Britain are advertising for



The Prime Minister and her husband, Mr Denis Thatcher, during a visit yesterday to the factory where in-flight air refuelling equipment used on Sea King helicopters and Harrier jets in the

Falklands operations was made. After meeting workers at Flight Refuelling in Wimborne, Dorset, she praised the effort they had put in during the conflict.

plumbers, builders and electricians to work in the Falklands on two-month contracts. Nurses, Engineers and teachers are also needed.

• Major General David Thorne, who is taking over as commander-in-chief of the Falklands land forces, flew from RAF Brize Norton,

Oxfordshire, yesterday. He takes over from Major General Jeremy Moore, who will be returning to Britain.

• Christopher Spratt, aged 26, a student barrister, of Paddington, west London, who denied using threatening behaviour outside the Argentine Ambassador's residence

in Belgravia, on April 4, was bound over in the sum of £25 to keep the peace for six months at Horseferry Road court yesterday. Mr Spratt was found by police holding an egg box while a friend threw eggs at the house. Magistrates dismissed the charge against Mr Spratt.



EEC aid to Falklands angers Argentina

Times
17-7-82

From Andrew McLeod, Buenos Aires

The Argentine mission to the European Community has been instructed to protest against the EEC's decision to provide Britain with emergency aid for rebuilding the Falkland Islands' economy.

A Foreign Ministry statement said that the EEC's decision to provide aid for the islands was in breach of United Nations resolutions. The decision did not contribute to a proper "climate for a normalization of relations between the Argentine Republic and the European Economic Community and its member countries", the statement added.

Argentina has "not declared peace", which explains why Britain has not lifted the exclusion zone in the South

Atlantic, despite having released the last 593 Argentine prisoners, Señor Juan Ramon Aguirre Lanari, the Foreign Minister, said yesterday.

The minister said he favoured a strengthening of ties with other Latin American countries, leading to integration of Latin American economies, but also emphasized that Argentina would continue to be a part of the Western world.

• **RIO DE JANEIRO (AP)** The Liberian oil tanker, Hercules, which was attacked by aircraft during the Falklands conflict, and has an unexploded bomb on board, is to be sunk in open seas off the Brazilian coast.

COST OF WAR *D. Teleq. 14-7-82* COMPLICATES CASH REVIEW

By Our Political Correspondent

The Cabinet's annual review of public spending plans is being complicated by the extra defence costs of the Falklands conflict.

Although final figures for the cost of recovering the islands are not known, ministers and officials are saying that the bill must affect the Cabinet's room for manoeuvre in fixing spending levels for the next financial year.

The Falklands operation is already estimated to have cost some £500 million, met out of the contingency reserve fund. Added to that must be the cost of the Government's commitment to an annual three per cent. increase in defence spending, to meet Nato requirements.

More troops prepare D.T. 17.7.82 to leave Falklands

By A. J. McILROY in Port Stanley

THE Welsh Guards, Gurkhas and HQ staff of 5 Infantry Brigade, who fought on the southern flank to victory in Port Stanley, are about to sail for home. But the Scots Guards will remain on duty.

The Scots Guards will remain in the Falklands and South Georgia until replacement troops arrive: possibly in a few weeks.

Civilian and military authorities are anxious for all the troops involved in the campaign to return home. "We believe it will be better when the garrison is manned by fresh troops who do not know the local people," an official told me.

"The occasion and the closeness necessary between the troops and the population during the fighting and in the immediate aftermath made it possible for all to work together to overcome the dreadful mess left behind by the Argentinians and the overcrowding.

"But these soldiers are tired now. They've done their bit and fresh troops will be better able to cope."

500 returning

One young officer told me that he and his colleagues were beginning to notice an impatience among some people in Port Stanley who are affording shelter to many of the soldiers. "They want us out so they can get their homes back to normal," he said.

The Gurkhas have made many friends in Goose Green and Darwin where they have done much to help the local settlements. The Scots Guards have also made friends on West Falkland, where battalion HQ is at Port Howard Settlement.

There are 5,348 British officers and men on the Falklands. Between 500 and 600 will return home when the hospital ship Uganda sails, probably in the next few days. The Uganda was decommissioned as a hospital ship on Tuesday but many of her passengers will be the wounded.

The Welsh Guards, the Gurkhas and HQ staff of 5 Infantry Brigade were due to start boarding the St Edmund yesterday. They will leave behind many friends and grateful Falkland Islanders.

Parking tickets

Even as they were preparing to board, Port Stanley was showing evidence of returning to normal. A one-way traffic system is being introduced and parking restrictions will be enforced.

Some humourists were wondering whether parking tickets would be placed on the helicopter used by officers at one battalion headquarters. It is parked regularly on the roadside opposite the Upland Goose Hotel.

The court is being reopened and will hear its first case of civilian theft since the Argentine garrison surrendered.

The Falklands campaign trapped many local people on the islands. Thirty civilians will leave on the St Edmund, selected according to the degree of the compassionate or medical grounds they put forward.

Eighty-six civilians want to leave the Falklands. Some of them are Britains whose contracts have come to an end; others are islanders who want a holiday.

ARGENTINA D.T. 17.7.82 LIFTS 1976 BAN ON MEETINGS

By Our Buenos Aires
Correspondent

In a move described as a "positive step" by Argentine politicians, the military Government has lifted the ban on political meetings, forbidden since 1976.

The move is little more than a formality. Political gatherings have been organised with growing frequency over the past few months, even if behind closed doors.

Argentina's defeat in the Falklands conflict is seen as having played a major rôle in the progressive liberalisation of the country's politics.

THATCHER D.T. MEETS 17.7.82 WIDOWS

By COLIN RANDALL

MRS THATCHER paid her personal tribute yesterday to relatives of Servicemen whose heroism and sacrifice brought victory in the South Atlantic.

During a visit to Dorset she spent 30 minutes with wives, including two widows, Mrs Jan Hunt and Mrs Maureen Rotherham, both of whom lost their husbands, Marine sergeants, during the conflict.

The Royal Marines Commanding Officer, Lieut-Col. David Storrie, said later: "The wives were pleased that she reacted like a woman and a person, as opposed to just a figurehead. Mrs Thatcher was very concerned about them and their children, something the average male Prime Minister would not think of."

After the meeting Mrs Thatcher went to the Poole headquarters of the Royal National Lifeboat Institution where she opened the Bill Knott Building, the institution's new fund-raising centre. Mr Knott, 59, a former Poole businessman now living in Jersey, saved the RNLi £400,000 by financing the building.

A small group of Left-wing protesters screamed slogans at Mrs Thatcher made a speech

HARRIERS D.T. AHOY! 17.7.82

By Air Cdre G. S. COOPER
Air Correspondent

THE first of the Sea Harriers that fought with such distinction in the Falklands are due to return to the Royal Naval air station at Yeovilton, Somerset, on Monday.

Six Fleet Air Arm pilots of 800 Squadron are to fly in from the aircraft carrier Hermes, which is heading for Portsmouth. At Yeovilton, the pilots will be reunited with their families and greeted by senior officers.

Six other Sea Harriers from the same squadron are to stay on board Hermes for her triumphant return to port.

Foot will *'Sun. Teleg' 18.7.82* not attend Falkland service

By Our Political
Correspondent

MR MICHAEL FOOT, the Labour leader, has decided not to attend a service in St Paul's Cathedral tomorrow week to commemorate the battle for the Falklands.

His office said yesterday that he had another engagement, but refused to explain further.

He will be the only one of the four main party leaders at Westminster who is not planning to attend the service, and there was considerable surprise in official circles last night over his decision.

The Queen and members of the Royal Family, the Prime Minister and Mr Denis Thatcher, Service chiefs, Mr Steel, the Liberal leader, and Mr Jenkins, the SDP leader, have all indicated that they will attend the service.

The "Falklands Islands Service" is seen as an opportunity for the nation to commemorate the Falklands dead and wounded and is regarded as an occasion similar to the Remembrance Day service at the Cenotaph in Whitehall.

Official invitations are being sent out this weekend and will be received by the political parties and others probably tomorrow. But Mr Foot has indicated already that he will not attend, and neither will Mr Denis Healey, Labour's deputy leader, who is at a conference in Greece.

SPECIAL INTEREST

Labour will be represented officially at the service by Mr John Silkin, the Opposition defence spokesman and shadow leader of the House. Other Labour MPs are expected to attend.

According to Mr Foot's staff he had so far not received an official invitation, nor had other party leaders. But the service has been planned for some weeks and a general invitation to MPs to apply for tickets was sent on the all-party whip at Westminster last week.

That invitation said that priority would be given to members who had constituents among the casualties and those with special Service interests.

Mr Foot's decision not to attend may well bring criticism

from some of his own MPs as well as Conservatives.

Senior Whitehall officials said that they had expected Mr Foot to attend and considered it would be most surprising if he was the only one of the four party leaders not to be present.

Last November Mr Foot was criticised for attending the Remembrance Sunday service at the Cenotaph wearing a green duffle coat over a dark suit. One Labour MP, Mr Walter Johnson, said that the Labour leader had looked like an "out of work navy."

The service is expected to be attended by about 2,500 people. The Very Rev. Alan Webster, Dean of St. Paul's said yesterday that large representations from the Royal Family, the Government and the Opposition were expected.

The Ministry of Defence was issuing the tickets and there would be several for each next of kin of those who had died. Young children who had lost their fathers would be welcomed.

Among those reading the lessons will be the Rev. David Cooper, chaplain of the 2nd Paratroop Regiment, and two young members of the Task Force will read passages from the Scriptures about remembrance and peace.

The Archbishop of Canterbury will give the address and Cardinal Hume, Archbishop of Westminster, will be among those leading the prayers.

The Rev. Dr Kenneth Greet, Moderator of the Free Church Federal Council, who will also take part, is a pacifist and strongly criticised Government policy throughout the crisis.

Difficulties reported to have arisen between the Church authorities and the Ministry of Defence, who are jointly organising the service, apparently have been resolved. The Church was said to have been anxious that the war dead of both sides should be commemorated.

Argentine curbs to *'Sun. Teleg' 18.7.82* be eased

By Our Political
Correspondent

THE Government is on the verge of easing economic sanctions imposed on Argentina after the Falklands invasion at the beginning of April.

The inner "War" Cabinet, responsible for running the Falklands campaign, is expected to consider this week the progressive lifting of the economic and trade curbs as a result of the growing acceptance by Argentina that hostilities in the south Atlantic are over.

One of the first moves may be to permit the release of Argentine funds held in this country. Immediately after the invasion, the Government froze Argentine financial assets here and blocked the movement of gold, securities or funds held in the United Kingdom by the Argentine Government or Argentine residents. New export credit cover for Argentine was suspended and arms sales were banned.

GRADUAL PROCESS

During the conflict, Britain declared almost all the south Atlantic a war zone, and imposed naval exclusion zones up to 12 miles from the Argentine coast. This has meant heavy insurance premiums for all ships entering Argentine ports.

Now that Argentina has tacitly accepted that hostilities have ceased, and all prisoners of war have been returned, Ministers consider the time may be right to begin lifting sanctions. But it will probably be a gradual process, dependent on Argentina making similar moves over restrictions on British capital, as well as there being no escalation of tension.

The exclusion zone may also be restricted to the area around the Falklands to allow Argentine shipping more freedom of movement. But the ban on arms deals will remain in force for some time to come and there is no sign at this stage of diplomatic links being restored.

Sun. Teleg MP protests at *18.7.82* troop 'neglect'

A Labour MP has written to the Prime Minister demanding an immediate inquiry into the "appalling" conditions in which British troops still on the Falkland Islands are living.

Mr David Ennals, MP for Norwich North said he has seen a letter written by a 32-year-old Norfolk man serving with 63 Squadron RAF, to his wife. The letter tells of hunger, cold and neglect being suffered by British troops on the islands.

Troops camp in hulk

'Sunday
Telegraph'
18.7.82

By A. J. McILROY in Port Stanley

TROOPS involved in the Falklands Islands fighting are living in the bombed hulk of the RFA Sir Tristram at Fitzroy.

They have made their surroundings tolerable and they are sheltered against the bitter Falklands winter, but there is mounting concern among officers and NCOs that they should be going home as soon as possible after the Welsh Guards and the Gurkhas.

The 4th Field Regiment, Royal Artillery, is at Fitzroy, and the 2nd Battalion Scots Guards at Port Howard on West Falkland and on South Georgia.

While the Welsh Guards and the rest of 5 Infantry Brigade were embarking on the British Rail ferry St Edmond, and the Gurkhas were embarking on the Uganda, which was also carrying wounded, the Scots Guards and Royal Artillery have no departure date. This is believed to be because no final decision has been made by the Government about the size of the Falklands garrison, although 4,500 remains the expected figure.

One Gunner said: "While we were supporting the infantry at Tumbledown, Mount William and Sapper Hill in the final battles, men were going without sleep for 40 hours.

"In the final 24 hours we fired some 6,000 rounds. And in the earlier engagements the men fought an artillery duel and took out enemy guns on Mount Harriet—and this undoubtedly saved many of the Gurkhas who had come under precision enemy fire.

"So, five weeks ago we were

all taking instant life and death decisions, every moment, every day. It has taken the Whitehall machine all these weeks to make no decision whatsoever."

The Artillery at Fitzroy are all under cover. But they are still living on compo rations and they face unpredictable, icy weather and boredom. They bed down in sleeping bags on the floors of a timber shed and cow sheds. One complete battery is in the hulk of Sir Tristram.

The Sir Tristram was hit along with the Sir Galahad when enemy aircraft bombed the two ships unloading the Welsh Guards and supplies.

"It frightens me to think these men can still be here after what they went through," one officer said.

"What makes it worse is that they are hearing of the welcome troops have been getting back at home who were also in the fighting."

Stanley airstrip to be extended

'Sun. Telegraph' 18.7.82

By R. H. GREENFIELD in Port Stanley

THE airstrip at Port Stanley in the Falklands is to be closed for three weeks next month so that Royal Engineers can lengthen it by several thousand feet. The exact timing will depend on the clearance of Argentine minefields.

While the work is going on, air defence of the Falklands will continue to be entrusted to the carrier-based Sea Harriers of the Task Force.

The sappers will be repairing damage to the 4,100 ft runway inflicted by Vulcans and Harriers. In fact, the airstrip remained usable by Argentine Air Force Hercules transports throughout the occupation; the Argentines gave the impression that it was out of action by piling sand on the tarmac in crater shapes during the day and sweeping it off at night for aircraft to come in.

REINFORCE DEFENCES

The runway is due to be extended to a length of 6,000 to 7,500ft. Initially, the extension will have a temporary surface of pierced steel planking. A permanent surface, which will probably be added later, will cost several million pounds and take at least 18 months to build.

The temporary surface will allow the RAF to reinforce air defences enormously by stationing a squadron of Phantoms at Stanley. These are high-speed, two-man interceptors. They have a much longer range than the Harrier and are armed with medium-range Skyflash air-to-air

missiles as well as short-range Sidewinders.

Phantoms also have sophisticated "look down" radar ideal for detecting low-level intruders. They will be able to scramble to intercept Argentine aircraft on "jitter raids" on the Falklands which cross the radar perimeter and then turn away. At least one of these raids is believed to have been mounted already, causing an air raid alert on Stanley.

The Phantoms could also counter with "jitter raids" on mainland towns like Comodoro Rivadavia if the Argentines persisted, though this tactic would obviously be a last resort.

Meanwhile, the RAF is undertaking trials to find out what other aircraft could use the temporary runway extension. It is hoped to use it for Victor tankers and Nimrod maritime reconnaissance aircraft.



'Sunday
Telegraph' 18.7.82



"Perhaps no one should be blamed too much for failing to respond to an alarm."

PROPER BILLETS ^{D.T. 19.7.82} 'MONTHS AWAY' FOR FALKLAND TROOPS

By A. J. McILROY in Port Stanley

GENERAL JEREMY MOORE, Commander Land Forces, Falkland Islands, said yesterday it would be several months at least before his soldiers were adequately housed.

"We have to find sites for the prefabricated accommodation that is coming in," he said. And remember, the ground from here to the airport is swamped with mines and all our work is subject to delays by the weather.

COMMANDOS WELCOMED HOME

THE commandos who recaptured South Georgia and expelled the Argentines from South Thule island flew home to a spectacular welcome yesterday.

The men of M Company, 42 Commando, were the first commandos to go to the Falklands and the last to leave.

Yesterday hundreds of relatives and well-wishers treated them to a heroes' reception when they arrived at RAF St Mawgan, Cornwall, on board a VC10 from Ascension Island.

Banners and babies

Tears and cheers, banners and babies greeted the 126 officers and men of M Company — known as the "Mighty Munch" — as the jet landed.

The commandant-general of the Royal Marines, Gen. Sir Stuart Pringle, stood at the bottom of the aircraft steps personally to congratulate each man and shake each by the hand.

While the families waited impatiently, their men stood to attention in rows until Sir Stuart had spoken to the very last man to leave the plane.

Mixed emotions

Then the wives and sweethearts ran 30 yards to fling their arms around their loved ones.

For Group Captain Stanley Nunn and his wife, Margaret, it was a day of mixed emotions.

One of their sons, Chris, the Royal Marine captain who commands M Company, flew home; but another son, Richard, was killed when his helicopter was shot down at Goose Green.

"Of course my soldiers are in inadequate accommodation. All I can say is that we are doing our very best to get them adequately housed, but it is going to take time, several months.

"We are bringing in more ships to accommodate soldiers. But we have to get a full day's work out of them ashore and there is a problem of getting them to and from the ships.

"For instance, the engineers working on mine clearing or on the improvements to the airport and its runway have to be ashore."

But with the co-operation of the local population the best was being made of a difficult situation.

Praise for public

Gen. Moore was giving his farewell Press conference at Governor's House, Port Stanley. He handed over his command to Gen. David Thorne.

Gen. Moore said he felt enormous gratitude to all the people involved in the Falklands operation.

"The public back at home have been marvellous in their support. I shall never forget those dock workers who worked around the clock to get the Task Force sailing.

"I feel gratitude to the islanders for facing what they did. And as a soldier I feel gratitude to the Navy and the Royal Air Force for the astonishing work they have done.

"The astonishing professionalism shown by the Hercules transport aircraft crew who will be taking me home today is another example of the professionalism and dedication that was all around me."

'Macabre' idea

Gen. Moore described as "macabre" the possibility of tourists visiting the Falklands to see the battlefields.

"And anyway they could not go tramping around the battlefields because it will be some years before the areas are cleared of mines."

TASK FORCE GALA

^{D.T. 19.7.82}
Lord Olivier, members of the National Theatre, the English National Opera and the Royal Ballet were among celebrities who appeared before the Prince of Wales at the London Coliseum last night to help raise £500,000 for the South Atlantic Fund in aid of the Falklands Task Force. Members of the audience paid up to £200 a seat.

EXCLUSION ^{D.T. 19.7.82} ZONE MAY

BE RELAXED

By NICHOLAS COMFORT
Political Staff

A FIRST relaxation of the Total Exclusion Zone declared by Britain after the Argentine invasion of the Falklands is likely to be announced by the Government tomorrow.

The so-called "War Cabinet" is expected to approve such action as a first step towards the gradual lifting of both Naval and economic sanctions against Argentina as the prospect of renewed conflict diminishes.

To begin with, the zone will be re-drawn around the Naval task force and the Falklands themselves, with an interest in waters up to 12 miles from the Argentine coast being re-nounced.

Further relaxations, including first steps towards a return to economic relations, might occur

If tourists wished to visit the islands, it should be for the marvellous wildlife there.

Officers and men with the 2nd Bn Scots Guards, and the 4th Field Regiment, Royal Artillery, are concerned that the rest of 5 Infantry Brigade is leaving the islands without them.

While the Welsh Guards and the Gurkhas are on their way home, the Scots Guards and gunners have no departure date.

Living in cattle sheds

The gunners are at Fitzroy where one battery is living in the bombed hulk of the Royal Fleet Auxiliary ship Sir Tristram. All are under cover but are still living on camp-rations and are using sleeping bags in cattle sheds and similar outbuildings.

The Scots Guards are in a similar situation in Port Howard, in West Falkland. And in Port Stanley there are troops still sleeping under canvas. In one house an elderly couple have given shelter to 14 soldiers.

They have to queue for toilet facilities. There is a spirit of comradeship that keeps them going despite the overcrowding and the driving wind and cold of the Falklands winter.

Gen Moore 'had to halt Harrier raid'

D. Teleg. 20.7.82

By JAMES O'BRIEN

GEN. JEREMY MOORE, Commander of British Land Forces in the Falkland Islands, described on his return home last night how he had three minutes to stop airborne Harrier jets from bombing key gun positions as Argentine forces offered their surrender.

He had been welcomed on his arrival at RAF Brize Norton, Oxfordshire, by his wife, Vervan, and their three children, and Rear-Adm Sandy Woodward, the Task Force Commander.

U.S. 'GIVING ARGENTINA A-BOMB AID'

By FRANK TAYLOR in Washington

ARGENTINA may be able to test a nuclear explosive by the mid-1980s because the Reagan Administration has enabled her to take a big step towards it.

To get round restrictions of America's Nuclear Non-Proliferation Act Mr James Edwards, Energy Secretary, authorised sale to Sulzer Brothers, Switzerland, of an advanced computer "brain" for a heavy-water plant.

Sulzer Brothers is to construct such a plant — which can make plutonium for nuclear bombs — in Argentina.

It is thought the Reagan Administration took its decision because Argentina currently depends on the Soviet Union for heavy water.

For years Argentine officials have said that their nuclear energy programme is only for peaceful uses.

But Argentina has consistently refused to sign either the 1968 Nuclear Non-Proliferation Treaty or a later treaty that would ban nuclear weapons from Latin America.

Disclosure of the United States action has brought strong protests from members of Congress.

Gen. Moore said the Argentine soldiers came out of their trenches but it was still tense as the British forces had to be certain the enemy were intending to surrender.

He recalled the situation at Goose Green when Argentine soldiers carrying white flags fired on British troops.

Gen. Moore said: "I had air strikes planned and we did not want to be accused of the same thing as the surrender became evident. The guns were on Sapper Hill and Argentine soldiers were walking about all over the place."

'Jumped about'

"I grabbed the radio myself and did all the talking for the next one and a half to two hours. The Harrier strike was due within minutes and if it had gone ahead it may have meant the whole war continuing."

Gen. Moore said he knew the Argentine surrender was imminent on the evening of June 14. He went outside his battle headquarters and walked in a circle three or four times "and jumped about the sky and shouted. It was all over."

Asked about conditions which the troops remaining on the Falklands were now experiencing he said that once the fighting had finished there had been nowhere for his men to go except into Port Stanley.

Those remaining on the islands lacked buildings and shelter. It was now winter and there were minefields and unexploded ordnance lying around.

Asked if there had been any mistakes during the campaign he said: "Mistakes are made in all wars. We all made mistakes and we shall go on making mistakes."

"The Argentines made a lot more mistakes and I do not believe, basically speaking, that my people made more than the minimum of mistakes. It was professionalism."

Picture—P5

MCDONALD MOVES

Mr Ian McDonald, the civil servant who delivered Ministry of Defence statements to TV cameras during the Falklands conflict, started work yesterday as head of the Adjutant-General's secretariat within the Ministry.

DARING AND SKILL OF SAS PATROLS VITAL TO VICTORY

D. Teleg. 20.7.82

THE unqualified success of the many small SAS intelligence-gathering patrols deployed in the Falklands campaign could probably well count as one of the major factors which led to victory.

They operated both in the offensive mode — to provoke the Argentines to give away information — and in the passive one of reporting from close proximity observation.

The dedication, daring, cheek, and professional skill they applied to this part of their varied spectrum of activities reflected well the demanding standards of their specialist training, their flexibility in adapting to a very different environment, and their experience gained from Northern Ireland and elsewhere.

One very important lesson of the outcome is to appreciate the sheer quantity of detailed intelligence such highly-trained well-positioned teams can generate.

But, when restrained by having to operate on very open ground, as in the Falklands, the viewpoint of any one small SAS patrol is inevitably narrow and only part of the whole picture.

Qualified staff needed

This highlights operationally for perhaps the first time something relevant in the South Atlantic as much as in Nato Europe.

That is the modern need for sufficient qualified staff dedicated to co-ordinating, processing, and interpreting quickly enough the volume of tactically detailed and updated battlefield intelligence provided by both the SAS patrols and wider intelligence sources. It is important to integrate and disseminate this to the right people in time.

Of course, a practical balance must always be struck between the updated topicality and immediate relevance of battlefield intelligence and the staff effort devoted to dealing with it.

Application to plans

A judgment must similarly be made as to its application to plans in train, and to those whose execution is actively imminent.

This applies just as much to any future battle situation in Western Europe as it did to a far-flung "out-of-Nato area" operation in the Falklands.

Sadly, military history is studded with examples of failures to get this balance right and of last-minute disregard of intelligence resulting in a heavy price in terms of lives lost.

The problem is eternal, but inescapable; and we neglect it at our peril.

D. Teleg. 20.7.82

HARRIERS' VICTORY FLY-PAST

NAVY'S RETENTION OF INVINCIBLE IS CONFIRMED

D. Teleg.

20.7.82

A VICTORY fly-past at Yeovilton, Somerset, marked the triumphant return yesterday of six Sea Harriers from duty with the Task Force.

The aircraft from 800 Squadron are the first Sea Harriers to return from the South Atlantic to their home base at the Royal Naval Air Station. They flew in "V" formation from the carrier Hermes, still about 500 miles away in the Atlantic, to be met by family and friends.

Between them, the six pilots shot down four Mirage jets and one Skyhawk over the Falklands. One Skyhawk is listed as a probable kill.

'Very proud'

Altogether the jump-jets on the Hermes destroyed 16 aircraft in the air and 12 on the ground. They fired 2,700 rounds of cannonfire and 14 Sidewinder missiles.

When the fighting began, the Harriers were outnumbered 10-1 by the Argentine air force. By the time of surrender the ratio had been reduced to 4-1. Each Harrier pilot flew an average of 56 combat missions.

Yesterday Lieut-Cdr Andrew Auld, 37, 800 Squadron's commanding officer, from Street, Somerset, paid tribute to his men and their machines. "They've been absolutely marvellous aircraft. I am enormously proud of the way our pilots performed and the way the aircraft performed."

Lieut-Cdr Auld, who flew 63 missions, shot down two Mirage jets as they went to attack the Task Force.

Third Mirage

He said that on May 24 he was accompanied by Lieut-Cdr David Smith, 27, his wingman. They were scrambled to a position about 20 miles from Pebble Island to meet four incoming Mirages on a bombing raid.

He accelerated to more than 500 knots for a low attack, locking on his heat-seeking missiles. "I shot two down with the Sidewinder missiles from a very low level. Everything happened so fast that we did not see what happened to the pilots."

Lieut-Cdr Smith, from Havant, Hants., said he saw his CO bring down two Mirages and then himself turned quickly to fire a heat-seeking missile at a third Mirage which crashed into mountains.

Two Wessex helicopters from 845 Naval Air Squadron also returned to Yeovilton yesterday.

By WILLIAM WEEKES Parliamentary Staff

THE Government's decision not to sell the carrier Invincible to Australia was confirmed by Mr BLAKER, Armed Forces Minister, in the Commons yesterday.

It has instead offered to make the Hermes available to the Royal Australian Navy "on favourable financial terms" and has been discussing with them a package of helicopters and possibly Harriers.

Mr Blaker told MPs when opening a debate on the Royal Navy: "Following our experience in the Falklands the Government has decided that we should keep a third carrier to provide for refits or accidents, and to ensure that two are available at short notice at all times."

'Falklands spirit'

Another attack on Trafalgar House because the replacement for their container ship Atlantic Conveyor, lost in the Falklands, is not to be built in Britain, was delivered by Mr DENZIL DAVIES, an Opposition spokesman on defence.

He said the Prime Minister was fond of calling on trade unionists and others to show what she called the Falklands spirit.

"Perhaps she should now call on the board of Trafalgar House to show to show that Falklands spirit and build the replacement in this country.

"We all know that Trafalgar House companies have over the years done quite well out of the public purse, either under tax avoidance schemes or Government subsidies."

'Policy a shambles'

It would be a national disgrace and insult to the memory of the men who died when the ship was sunk if the replacement was to be built in a foreign yard.

Mr Davies called Government policies towards the Royal Navy a "shambles" and gave a warning that they would do considerable damage to the country's maritime defences.

The Government should cancel the Trident project and restore the cuts in the Navy, he said. They should give serious consideration to a maritime strategy extending beyond the limits of defence policy itself.

'Flexible forces'

Mr BLAKER said the Falklands operation had shown that strong naval forces were needed to maintain the ability to project British power in purely national interests.

Naval forces had to be as strong and flexible as possible for national and alliance reasons.

Events in the South Atlantic had shown that the power of modern weapons to find targets accurately and to hit them hard at long ranges was increasing the vulnerability of major platforms such as ships and aircraft.

Change in balance

"We have to recognise these trends and we have to exploit them," Mr Blaker said. "This means alterations in the balance of investment between platforms on the one hand and weapons and weapon stocks on the other—a shift to hitting and staying power."

"It is no good having a large number of ships if we cannot afford to give them sufficient modern offensive and defensive weapons and sensors."

The Minister emphasised "to avoid any misunderstanding" that the Government had no intention of ending the modernisation of ships. Most of the older frigates had already been modernised.

"Whilst refits will primarily be intended to restore the material state of the ship, our aim will be to incorporate as many weapon and sensor improvements as possible."

'Labour's bequest'

Mr Blaker said his department would want to consider with the Trade Department and General Council of British Shipping the installation of defensive equipment on merchant ships which might be used in future emergencies.

Mr DAVIES said the Falklands campaign and the speeches of Ministers had highlighted the "shambles" of the Government's Navy policy. Ministers had tried to present

figures to show that the conventional parts of the Royal Navy were not really being cut, but that was not the fact.

The Navy was weaker than that inherited from the Labour Government and would be weaker still by the end of the decade.

"The Labour Government bequeathed a Task Force which could be put together with extraordinary speed and could sail 8,000 miles to the edge of the South Pole."

"If the Government cuts are allowed to go ahead, I doubt if the Defence Secretary will be able to bequeath to his successor the same kind of inheritance."

'A scandal'

Mr EDWARD DU CANN (C., Taunton), chairman of the Conservative backbench 1922 Committee, said it was a scandal that the Task Force had no early warning facilities during the Falklands campaign.

The fleet was at sea for 90 days, imposing a tremendous strain on men and materials. Both came through splendidly, but it emphasised the need for adequate bases all over the world.

Mr du Cann said the problem with the dockyards was a problem of management. Their costs had been wrong. That was not a reason for closing them but for introducing new management.

Mr GEOFFREY RIPPON (C., Hexham) said the planned cuts in carriers and manpower could not be described as meeting the Conservative manifesto commitment to strengthen Britain's defences.

He criticised the Treasury for having done "more than any other single organisation to undermine the defence strength of this country."

The debate ended without a vote.



A happy landing at R A F Brize Norton, Oxon, yesterday for Gen. Jeremy Moore when the Commander of British Land Forces during the Falklands campaign was welcomed on his return to Britain by his wife Veryan and their daughters Helen and Sarah.

Below: Lt-Cdr Andrew Auld, who led a squadron of Sea Harriers and shot down two Argentine Mirage jets during the conflict reunited with his wife Jacque and their daughters Kate, 13, and Victoria, 9, when he returned to the Royal Naval air station at Yeovilton, Somerset.



Happy landing for pilots from Falklands

am Craig S. From Craig S. Yeovilton

The pilots of six of the Royal Navy's Sea Harriers, who shot down at least five Argentine aircraft and carried out 60 or more combat missions each during the Falklands campaign, returned to Britain yesterday.

The men, members of 800 Naval Air Squadron, flew off HMS Hermes on its way home through the Western approaches, and landed at the Royal Naval Air Station at Yeovilton, Somerset, for a joyful reunion with their families after more than 100 days away.

Five Harriers and four pilots were lost during the Falklands operation but no aircraft were brought down in aerial combat. At the start of the conflict the vertical take-off Harriers were outnumbered 10-1, but by the time of the surrender the Sea Harrier force and other air defence systems had reduced the ratio to 4-1.

The 12 Harriers of 800 and 899 Naval Air Squadrons based on Hermes claimed a total of 16 Argentine Mirage and Skyhawk aircraft shot down and 12 destroyed on the ground.

Two Mirages were credited to Lieutenant Commander Andrew Auld, the commanding officer of 800 Squadron, who flew 63 operational missions in the Falklands.

Yesterday, with his wife Jacqui and his daughters Kate, aged 13 and Victoria, aged 9, beside him, he described how he and Lieutenant David Smith attacked four Mirage fighters flying low and fast near the San Carlos landing area. He brought down two with sidewinder heat-seeking

missiles and Lieutenant Smith a third. The fourth aircraft fled.

The most memorable moments had been the bombing of Port Stanley airfield on May 1 — "it was the opening of hostilities, the first raid of the first day" — and May 24 when he and his men realized that the back of the Argentine attack had been broken. He said the Argentine pilots had shown an enormous capacity for self-sacrifice and he put the British superiority in the air down to training and morale.

Lieutenant Smith, aged 27, from Havant, Hampshire, brought his tally to two Mirages in a later dogfight. He said: "I have learnt a lot about myself out there and I have come back a slightly older person".

Lieutenant-Commander Michael Blisset, aged 39, senior pilot with 800 Squadron, also brought down an Argentine Skyhawk with a missile, and damaged another with cannon fire.

Also returning to Yeovilton yesterday were two Wessex helicopters of 845 Naval Air Squadron. Among the crew was Petty Officer John Balls, a missile aimer, who steered an AS12 missile 7,000 yards from his helicopter to destroy an Argentine command post in the police station at Port Stanley. To strike the post he had to guide the missile along a narrow alley to avoid hitting Government House.

● Mr Simon Winchester, the *Sunday Times* journalist who spent 77 days in an Argentine

jail accused of spying during the conflict, is returning to Port Stanley (Our Oxford Correspondent writes).

Mr Winchester, who was on the islands when Argentina invaded, flies out of RAF Brize Norton, Oxfordshire, today on a reporting assignment.

● Two captured Argentine howitzer guns were chained to the deck of Royal Fleet Auxiliary Resource when families and friends went aboard for an emotional reunion on the ship's arrival in Plymouth Sound yesterday (the Press Association reports).

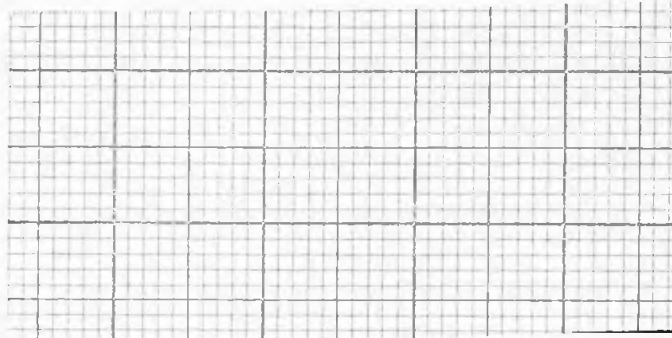
The Resource, carrying ammunition and fuel, lay for two days exposed to the determined Argentine air attacks as the crew trans-

ferred stores to task force naval ships and the San Carlos bridgehead.

The worst moment was when a bomb exploded between the Resource and another vessel in San Carlos Water, but the ship escaped unscathed.

"We suffered more damage from our own ships when they came alongside in rough seas than we did from enemy action", Captain Bruce Seymour, the commander, from Newport, South Wales, said.

● An overture called "The Falklands", by John Perkins, a warrant officer with the Royal Marines School of Music at Deal, Kent, is to be recorded and sold in aid of the South Atlantic Fund.



Death of soldiers aged 17 in Falklands explained

Times 21.7.82
By Anthony Bevens, Political Correspondent

The Prime Minister yesterday explained how three soldiers aged 17 had been killed during the Falklands operation, in spite of the regulation that Servicemen under the age of 18 are not allowed to be sent on active service.

Mrs Margaret Thatcher said in a letter to Mr Robert Kilroy-Silk, Labour MP for Ormskirk: "I share your distress that any members of the armed Forces — let alone those still so young — were killed in action". She confirmed: "No one who is under 18 years of age is permitted to be posted to any unit which is on, or destined for, operational duties".

But Servicemen who had reached the age of 17½ and had completed their training, were allowed to join their particular field force units, and if such units were subsequently sent on active service, soldiers aged 17 could then form part of an operational unit.

Mr Kilroy-Silk had suggested that as the rule applied in Ulster, soldiers were not allowed to take part in security operations until they had reached the age of 18.

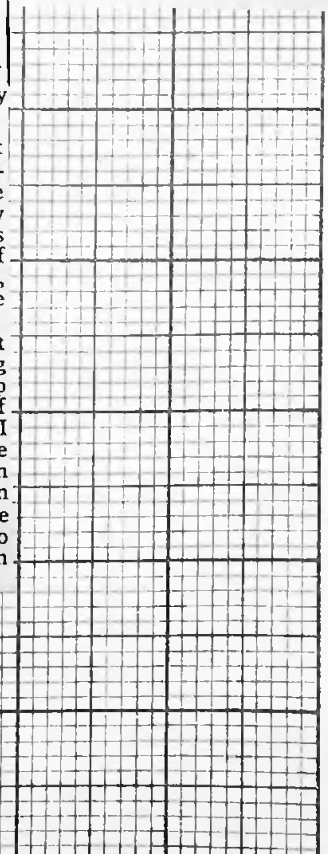
Mrs Thatcher replied that in Ulster it was possible to

retain young soldiers in barrack areas, "and away from street duties".

"It is not, however, possible to adopt this same procedure in all other theatres such as in Germany or the South Atlantic.

"You will understand that young men who have completed their training despite being under 18 are extremely anxious to join their units as fully effective members. If this were to be denied them, it would most likely raise difficult morale problems."

Mrs Thatcher added that she knew there was nothing she could say that would help the families and friends of the three young men. "But I hope they will take some comfort from what these men and their fellow Servicemen have achieved, and from the knowledge that they died so that others might live in peace and freedom."





Home base: Lieutenant-Commander Andrew Auld embracing his family at Yeovilton Royal Naval Air Station on his return from the Falklands yesterday. Photograph: Bill Warhurst.

Times

20.7.82

Britain needs a strong navy

DEFENCE

For national and alliance reasons, Britain's naval forces must be as strong and flexible as possible, but the Government had to work within the financial resources it had, Mr Peter Blaker, Minister of State for the Armed Forces, said in opening a debate on the Royal Navy.

There was a vital national as well as alliance reason for maintaining a strong navy. As the Falklands operation showed, Britain needed strong naval forces to maintain the ability to project British power in purely national interests.

Towed array sonar, the development of torpedoes into true guided weapons, the advent of short take-off/vertical take-off aircraft had all pushed up costs with enhanced capability. A new Type 22 with its advanced systems cost over £130m and was three times as expensive in real terms as its predecessor, the Leander.

There was a wider problem posed by technological advance. The power of modern weapons to find targets accurately and hit them at long ranges was increasing the vulnerability of major platforms such as ships and aircraft.

The rate of consumption of missiles, torpedoes and ammunition in modern warfare could be rapid. The Government had to recognize these trends and exploit them — which meant an alteration in the balance of investment between platforms, and weapons and weapon stocks. That was a shift to hitting and staying power. It was no good having a large number of ships if the Government could not afford to give them sufficient modern

offensive and defensive weapons and sensors.

In the future there would be fewer hulls, but it was the aim to have a force level of about 50 destroyers and frigates. This would mean an ordering pattern of three new vessels a year when the Type 23 was available, to sustain force levels.

We shall (he said) be phasing out older and more manpower intensive ships early. Because we shall be ending the practice of mid-life modernization, vessels will spend a greater proportion of their lives at sea and less in the dockyards — therefore their availability at sea will be higher.

It is not our intention to give up modernizing ships. The great majority of our older frigates have already been modernized.

Whilst relits would be primarily intended to restore the material state of the ship, the aim would be to incorporate as many weapon and sensor improvements as possible.

After the Falklands operation the Government wanted to consider with the Department of Trade and the General Council of British Shipping, the installation of defensive equipment on board those merchant ships earmarked for taking up from trade or at least preparatory work to make installation easier.

Mr Denzil Davis an Opposition spokesman on defence and disarmament (Llanelli, Lab) said the Government's naval policy was a shambles. The Opposition believed the Royal Navy was having to bear the brunt of the cuts in defence spending as a result of the original decision to buy Trident I missile system. Now because of American defence policy, the Government had been forced to buy the more expensive and lethal Trident II.

That was said to be likely to cost about £8,000m, but the Opposition suggested it would be closer to £10,000m.

It was time the Government said where this money was coming from and whether the Royal Navy would have to be cut again to meet the cost of Trident II.

The true explanation of the Government's policy towards the navy had been given in an editorial in *The Times* which said the severity of the cuts in naval strength had been concealed by the fact that the fleet would rise in strength as a result of construction orders placed by the Labour Government.

The Opposition called on the Government to reverse plans to close naval dockyards. Chatham and Gibraltar should be kept open and the run-down of Portsmouth should be cancelled.

Mr Edward du Cann (Taunton, C) said that many more ships were needed. The Government should introduce the concept of the "Woolworth" ship. Not all ships had to be gold-plated, to carry everything, and be first-class.

Mr Anthony Buck (Colchester, C) said that Argentina, a powerful, but second-rate state could well have gone in for an atomic weapon of a not very sophisticated kind and it was right that Britain should have a nuclear deterrent under its own control.

Mr Arthur Palmer (Bristol, North-East, Lab) said it would be shocking and shameful in the future, in the light of the Falklands experience, Britain depended on the courage, determination and professionalism of her forces to make deficiencies in equipment.

Mr Geoffrey Rippon (Hexham, C) said the evidence of the South

Atlantic did not create the doubts about the proposed cuts in the Royal Navy — it confirmed them. The new orders should come forward quickly.

The biggest item of cost in much of Britain's defence spending was the cost of Treasury delay. The Treasury had probably done more than any other single organization to undermine the defence and economic strength of Britain.

Dr David Owen (Plymouth, Devonport, SDP) said that when they looked at the results of the analysis they would discover how close they had been to the knife-edge during the Falklands war. It served to re-emphasize that Treasury pressure which lay behind the decisions of a year ago to cut forces had been proved wrong.

Mr Patrick Wall (Haltemprice, C) said they had just fought the first war of the missile age and should learn the lesson that ships must have long-range and short-range protection against missiles.

Mr Geoffrey Pattie, Under Secretary of State for Defence Procurement, said there had been criticisms that the ship designers did not pay sufficient attention to fire safety.

He could assure the House that the Royal Navy had for long been aware of the hazard of fire. Three-quarters of the combustible materials on board necessarily comprised fuel, ammunition and lubricants which could not be dispensed with.

The country was still suffering today from the shortage of skilled men in the junior ranks and in senior NCO's that went back to the days when the previous Labour Government was in office. The present Government inherited a crippling legacy. The debate concluded.

Times 21.7.82

How we were scooped at the Falklands front

In the aftermath of the successful Falklands campaign it is distasteful to harp back on shortcomings, but the frustrations of journalists covering the fighting should be told.

"I feel furious that I have risked my neck for so little", a colleague told me after we had marched into Port Stanley. One cannot help feeling that William Boot, hero of Evelyn Waugh's *Scoop*, armed with his cleft sticks, would have got his despatches back faster than some of the Falklands correspondents.

This frustration has provoked a parliamentary inquiry which opens today into the handling of the press during the conflict.

The Commons Defence Committee has already circulated newspapers and television with a questionnaire to evaluate criticisms made of the Ministry of Defence, and it will no doubt also consider the absence of up-to-date film of the fighting and the exclusion of foreign journalists.

Certainly the saga of five journalists on board HMS *Invincible*, three from the quality papers and two from the mass circulation pops, who missed much of the land action, bears some uncomfortably close parallels to farcical aspects of *Scoop*.

Throughout there were considerable delays in sending stories back in time for editions and evidence of a lack of coordination between the military and the Ministry of Defence.

The Vulcan bomber raids on Port Stanley airfield were one such example. We knew of the first attack on May 1 but we were told that, because it was top secret, we could not report it and at no time in the future, even during a casual conversation in two years time, could we mention it. Within half an hour the BBC World Service was quoting the Defence Ministry about the attack and we were confronted by bewildered and embarrassed naval officers.

Similar confusion arose over such incidents as the sinking of the *Belgrano*, the missile attack on HMS *Sheffield* and the collision of two *Harriers* from *Invincible*. We were aware of these events almost as soon as they happened but we could send nothing until the BBC announced them. Urgent messages from the captain to the Ministry of Defence requesting we could send such stories under embargo remained unanswered for a fortnight.



The Navy's attitude was understandable in that it wished to deprive Argentina of any information which might have been useful, but it became a standing joke that if you wanted to know what was going on you listened to the BBC. For a long time information was released more rapidly in London by the MoD and, as a result, the Navy believed that lives were being put at risk.

Stories by journalists with the task force had to pass through three "censors", including an MoD press officer and the captain, before they were sent to the ministry in London. Because a form of self-censorship became inevitable only small changes were made, but it could still take 12 hours for reports transmitted by satellite to reach newspapers.

In retrospect, however, such problems appear trivial compared with our efforts to get ashore and cover the land campaign for readers of *The Times*, *The Guardian*, the *Daily Telegraph*, the *Sun* and the *Daily Star*. We transferred the day before the landings on May 21 to an ammunition ship which sailed into San Carlos Bay, where we were given MoD approval to go ashore and join the land forces.

Within 24 hours, however, all five of us had been sent off the island by the Royal Marine press officer, Captain David Nicholls, who said there was no kit for us and that 3 Brigade already had enough journalists.

Instead of joining other reporters from the task force on HMS *Fearless* in the bay, where it would have been possible to cover air attacks and make brief trips ashore, we found ourselves on a supply ship sent out to sea for a week with no means of communication.

This was undoubtedly the pinnacle of frustration as we paced the decks of that hospi-

table ship, Sir Geraint, listening to the World Service reports that Goose Green had fallen to the paras while our section of the fleet came under Exocet attack. The night sky was lit by ships firing chaff to deflect the missiles and we could not report a word of it.

We eventually landed for the second time with units of 5 Brigade, some two weeks after journalists from the Canberra had gone ashore. Here we encountered the much vilified MoD press officers in strength. The job of these men, some of them former journalists, was to facilitate communication with London but their role, in practice, appeared to be to hinder the press. Among some we experienced nothing but a negative attitude and by the end of the campaign they were held in universal contempt and shunned by correspondents.

This obstructive mentality reached its peak with the taking of Stanley when the journalists who walked into the capital on June 14, often at considerable risk, found their copy had not been transmitted because a signal had been misinterpreted; this despite the fact that Argentina was reporting the ceasefire.

That aside, the major problem facing journalists who went to the front was getting stories back in reasonable time. If one was to stay with a unit, copy had to be sent by helicopter to San Carlos, where there was a satellite communications unit. The alternative was to take the story back personally at the risk of missing one or two days' action.

FALKLAND ISLANDS SERVICE

By Canon D. W. GUNDRY
Churches Correspondent

THE final draft of the Falklands Islands service at St Paul's next Monday, has been released.

After the Queen's arrival, the service begins with the hymn "Praise My Soul the King of Heaven" and a bidding setting out the purposes of the service by the Dean, the Very Rev. Alan Webster.

The Chaplain of the Fleet, the Ven. Raymond Roberts, leads the congregation in saying the General Thanksgiving. A further hymn, Micah ch. 4, verses 1-4, "All My Hope in God is Founded," is followed by the first lesson, read by Mrs Rosalind Goodfellow, Moderator of the United Reformed Church.

The second part of the service is one of remembrance. The Welsh hymn, "Guide Me, O Thou Great Jehovah," is followed by the second lesson, Matthew 5, verses 1-12, read by the Rev. David Cooper, attached to the 2 Parachute Regiment, one of the chaplains who served in the campaign.

Peace talks

The choir sings Bainton's anthem, "And I saw a New Heaven and a New Earth," before the Archbishop of Canterbury's address.

Prayers for the wounded of both sides will be said by Dr John McIntyre, Moderator of the General Assembly of the Church of Scotland, and for the dead of both sides by Cardinal Hume, Archbishop of Westminster. Servicemen will read sentences from the Bible before each hymn, and the Last Post and Reveille will be sounded before and after two minutes' silence.

The final part of the service has the theme of peace and reconciliation. A lesson from Philippians ch. 4, verses 4-8, will be read by Dr Douglas Webster, Canon in Residence, and the Bishop of London, Dr Graham Leonard, leads a general confession and pronounces the absolution.

Dr Kenneth Greet of the Methodist Church will say final prayers. The service ends with the Lord's Prayer, said by all, the Archbishop's blessing and two verses of the National Anthem.

FALKLANDS PHONE.

A phone link with the Falklands, improvised by Cable and Wireless engineers, re-opens today. Calls may be booked from 8 a.m. to be made between 1 p.m. and 9.30 p.m. daily, British Telecom announced yesterday.

Times
21.7.82

Nato after the Falklands

Success stiffens alliance

From Frederick Bonnard, Brussels

Now that the dust has settled after the Falklands fighting, Nato planners are assessing the effects on the alliance. Surprisingly, the balance of pros and cons is largely positive.

Dr Joseph Luns, the Secretary-General, feels that any disadvantage from the temporary weakening of the allied naval presence in the East Atlantic was more than outweighed by the British successes, though the losses of ships, equipment and men will be felt not only by Britain. Nato officials are relieved that Britain intends to replace losses promptly.

The resolution shown by a leading alliance partner has had a tremendous effect inside the partnership where it will stiffen resolve while showing the Soviet block and Third World nations the limits of tolerance.

The devastating effect of modern Western non-nuclear weaponry, including that used by Argentina and, more recently, by Israel against modern Soviet weapons in

Lebanon, is considered to have confirmed continuing Western technological superiority.

The Soviet Union will have drawn the lesson that such weapons, skilfully employed, were able to achieve conclusive results against superior numbers with comparatively light losses. The deterrent value of Western conventional forces is therefore seen to have considerably increased.

Action is being taken to correct some obvious weaknesses. Instructions have been issued for proposals for a new helicopter airborne early warning system for naval forces and the problem of point defence of ships against air attack is being investigated.

The removal to the South Atlantic of British forces from their Nato stations certainly represent a reduction of immediately available forces; but, as Dr Luns points out, there is no East-West crisis at the moment, nor is one expected.

And there have been previous examples of outside commitments of national forces, such as the American involvement in Vietnam, the French in Algeria and the Dutch in the Far East, which have been held not to have materially affected the Nato posture.

Other nations, such as the United States, West Germany and The Netherlands will have to help with day-to-day patrolling duties in the East Atlantic.

Senior Nato officials are also not too worried about a British long-term commitment in the Falklands area, since the forces there will come from national forces which, although earmarked for assignment to allied operations in a crisis, enjoy a certain period of warning time. This would now have to be lengthened by about 15 days, the time it would take the fleet to return to northern waters, but Nato officials have no doubts about the priorities for Britain should a crisis develop in Europe.

Bitter war of words among expatriates

From Andrew McLeod, Buenos Aires

A month after the end of hostilities in the South Atlantic, members of the British community in Argentina are still waging a war of words over their community council's support for Argentina in the conflict.

For the most part, those backing Britain's action were elderly Britons and Anglo-Argentines, while their Argentine-born children felt closer to Argentina than to the distant island their parents still call home.

One faction of the British community doubts the sincerity of the "Argentina-backers". They claim that business considerations were uppermost in the British Community Council's decision early in the conflict to appeal to Mrs Thatcher to refrain from resorting to force to recover the islands.

Supporters of Argentina, on the other hand, wonder whether Britain has double standards. Did Britain evict the Diego Garcia islanders in the mid-1970s, to make way for an American base, because they were poor and black, and defend the Falkland Islanders because they

were white and loyal to the Queen? Did Mrs Thatcher send the task force only to save the face of her Government?

The Buenos Aires Herald, the 106-year-old English-language newspaper, has been caught up in the feud. After its British-born editor, Mr James Neilson, left Argentina for Uruguay, fearing for the safety of his family, the Herald's editorial line firmly backed Argentina in the conflict.

With the return of Mr Neilson to Argentina after the end of hostilities, the Herald's editorial stand took a more conciliatory tone, urging Britain and Argentina to rebuild their shattered relations and return to the negotiating table.

Those who backed Argentina seem to be in the majority. As one Anglo-Argentine said: "We are accused of hypocrisy, of Anglophobia, but many of us who backed Argentina went to the Second World War to fight for Britain, while many of those who are now vehemently pro-British did not."

Times
21.7.82

Has Britain written off the United Nations?

You would have imagined that a gloomy statement by the Secretary General of the United Nations that the world was drifting towards war would have been worth a few stories in our newspapers. But on my reckoning (and I apologize if I have missed any) only *The Sunday Times* gave Perez de Cuellar a few paragraphs when he visited London last week and described what he considered two of the most sinister milestones on the road to disaster.

One was the present conflict in the Middle East; the other the total lack of progress made at the recent UN conference on disarmament which was held in New York. "I expected a modest disarmament plan which would have been a small step in the right direction", he told *The Sunday Times*. "But in the light of the result, I now wonder whether the famous campaign for disarmament was worthwhile. We are facing a very delicate situation."

Perez de Cuellar (who saw Mrs Thatcher and Michael Foot when he was here) said: "As Secretary General, I could do many things, but my terms of reference are very limited. Governments realize this is their own fault. My problem is with public opinion, and that is why I make many efforts to be in touch with the press. We have to correct the image of this organization."

One would have thought that the British Government would be doing everything in its power to make the UN more effective. But when Mrs Thatcher visited the special UN disarmament session at the tail end of the Falklands crisis, she had little to contribute in trying to preserve hope that the special session would keep the issue of disarmament in front of the people.

This surely comes strangely from a Government that benefited diplomatically very greatly from Resolution 502 of the Security Council condemning Argentina's aggression in the Falklands and calling for an immediate withdrawal of Argentine forces. Throughout that crisis, Mrs Thatcher reiterated that Britain was operating within the UN Charter and gained much support both for our own military action and for the imposition of sanctions, which clearly undermined the power of the Argentine junta to rearm and continue the war.

Quite rightly the British Government has condemned the action of the Israeli Government in Lebanon. That was in line with a UN resolution. And we all know that the UN with its Resolution 242 has clearly backed the eventual right of self-determi-

nation of the Palestinian people for a proper homeland as well as for the return of the territory occupied by Israel during wars with its Arab neighbours.

Perez de Cuellar's statement in London deserved a quick and proper answer from Downing Street. He talked about a "lack of confidence and a lack of trust" among UN members, adding: "There is no sense of international community any more". The only way that this could be reestablished would be if the western governments were willing to respond to the wishes of the secretary general to utilize this vital international body in establishing a permanent, well-manned peace-keeping operation in the flashpoint of world conflict.

Those who now write off the UN do not occupy only one part of the political spectrum. It has always been held in contempt by those on the right who see it interfering with the sovereign power of nation-states.

More regrettably it is now the target of some on the left, who argue that it is dominated by super-power diplomacy and thus can do little to keep the cold war out of the Third World.

That view is short-sighted. The UN's attempt to push for an international approach to Third World economic problems is the most sensible and direct way to alleviate the danger that the slump in the industrialized world will be solved at the cost of the poorer nations.

Is the present impetus of the UN a sign that the middle-range powers are becoming more and more entrapped in the arguments between the super-powers? The Secretary General did not make any comment about that when he was in London, but that is the truth of the matter.

It should give us all pause for thought. It means that the whole purpose of the United Nations - to act as a catalyst where the rights of small and middle-size nations can be properly heard in influencing world affairs - is slowly dying. When that happens, as Perez de Cuellar warned when he was in London, the danger of a drift to war becomes much greater than it has been for some years.

Unless we put that process into reverse by paying proper attention to the failures of the United Nations, we risk an escalation of small wars into a major confrontation that cannot be put out by actions through this vital international organization.

'PRIME TARGET' HERMES HOME IN TRIUMPH

D.T.

22.7.82

By COLIN RANDALL

ON a day of unrestrained passion and pride, the aircraft carrier Hermes, the elderly flagship of the Falklands Task Force, returned yesterday to a magnificent Portsmouth welcome.

Thousands of relatives and wellwishers, a flotilla of small boats and a rich display of military pageantry ensured an unforgettable reception for the ship regarded as Argentina's main target.

A few hours before the homecoming, Mrs Thatcher left London by helicopter and landed on the carrier for an 80-minute tour.

She was shown around the 28,000-ton carrier, launched by Lady Churchill in 1953, by Capt Linley Middleton. During her visit she met some of the 1,700-strong ship's company, Royal Marines and survivors from the destroyer Sheffield.

Rear Adm John Woodward, who flew home from the South Atlantic earlier this month, also rejoined the ship from which he commanded the Task Force, for the final stage of her journey.

As Mrs Thatcher left the ship by helicopter, huge crowds were lining the seafront from Southsea to Portsmouth Naval Dockyard.

Past streaked, but showing no trace of damage, the carrier steamed the last three miles of a memorable 108-day voyage.

Flapjacks by RAF Harriers, Army Lynx helicopters, a naval Hunter training squadron and even a veteran Swordfish provided an all-Services salute. The carrier's response was to fire a 17-gun "national salute" normally reserved for visits to foreign ports.

On the ship's side, a painted "scoreboard" had appeared. Rows of black shapes depicted the 46 enemy aircraft shot down by Harriers from the Hermes or destroyed on the ground by units from the ship.

Absolutely routine

On board the flagship, Capt Middleton made light of the ship's exploits. "It was all absolutely routine . . . Daily attacks . . . nothing untoward."

But he challenged reports that Hermes had limped out of Portsmouth, "dragged from the scrapheap," to sail for the South Atlantic in April. She had made the 8,000 miles to the Falklands without problems.

One young rating described later how he feared the worst when he saw an Exocet missile apparently heading for the flagship. In the event, it hit the Atlantic Conveyor.

Able Seaman David Bass, 18, from Blackburn, Lancs, said he was on the bridge when, looking astern, he noticed "this huge white glow."

"I honestly thought my time had come and things went flashing through my mind, things about my family and the thought that I should have got engaged to my girlfriend before I left."

Able Seaman Bass's first words when he saw the missile, he said, were: "What the hell is that?" To which the ship's executive officer, Cdr John Lock, replied: "That's an Exocet, young Bass."

Cdr Lock, 45, from Broad Windsor, Dorset said he had no doubt that the Exocet was aimed at Hermes. "Everytime they fired something they hoped like hell it would hit us. We were the prime target."

The rating said the missile suddenly veered to the right and struck the Atlantic Conveyor three to four miles away. Helicopters from Hermes took part in the operation to rescue survivors.

Lieut Ian Brvant, 26, a Wessex Commando pilot, was in the air on May 30 when a Super Etendard was shot down. "It exploded in a gigantic fireball."

He concluded after inspecting the wreckage from the air that the Etendard had been destroyed, possibly while preparing to unleash an Exocet at the Invincible, then about 20 miles away and well within range.

The Anglican chaplain on board Hermes, the Rev. Roger Devonshire, 42, married with three teenage boys, said that although members of the ship's company experienced fear, it was often "not for their own skins but for what it would mean for their families if they died."

The 2,800-ton ambulance ship, Herald, also returned to Portsmouth yesterday, just two hours ahead of Hermes.

No crisis lies 'but not the whole truth'

By ANTHONY LOOCH

DURING the Falklands crisis, the Defence Ministry information service told no deliberate lies but at times did not tell the whole truth or correct misleading impressions, MPs were told yesterday.

Sir FRANK COOPER, Permanent Under-Secretary of State at the Ministry told the Commons Defence Select Committee: "Obviously the public has a right to know, but I do not think it has an unlimited right to know at times like that."

"It is terribly important that we do actually tell the truth. That does not mean in my view that one can afford on every occasion to tell the whole truth."

Yesterday Sir Frank told the Committee that the Ministry had originally intended that only a "token" number of six correspondents should accompany the Task Force because of the limited accommodation, but that figure had ended up as 29.

Lessons learned

Sir Frank said that 100 additional correspondents wanted to go.

Sir PATRICK WALL (C., Haltemprice) asked whether there had been pre-planning for such an emergency. Sir Frank replied: "We had not been planning an operation 8,000 miles away."

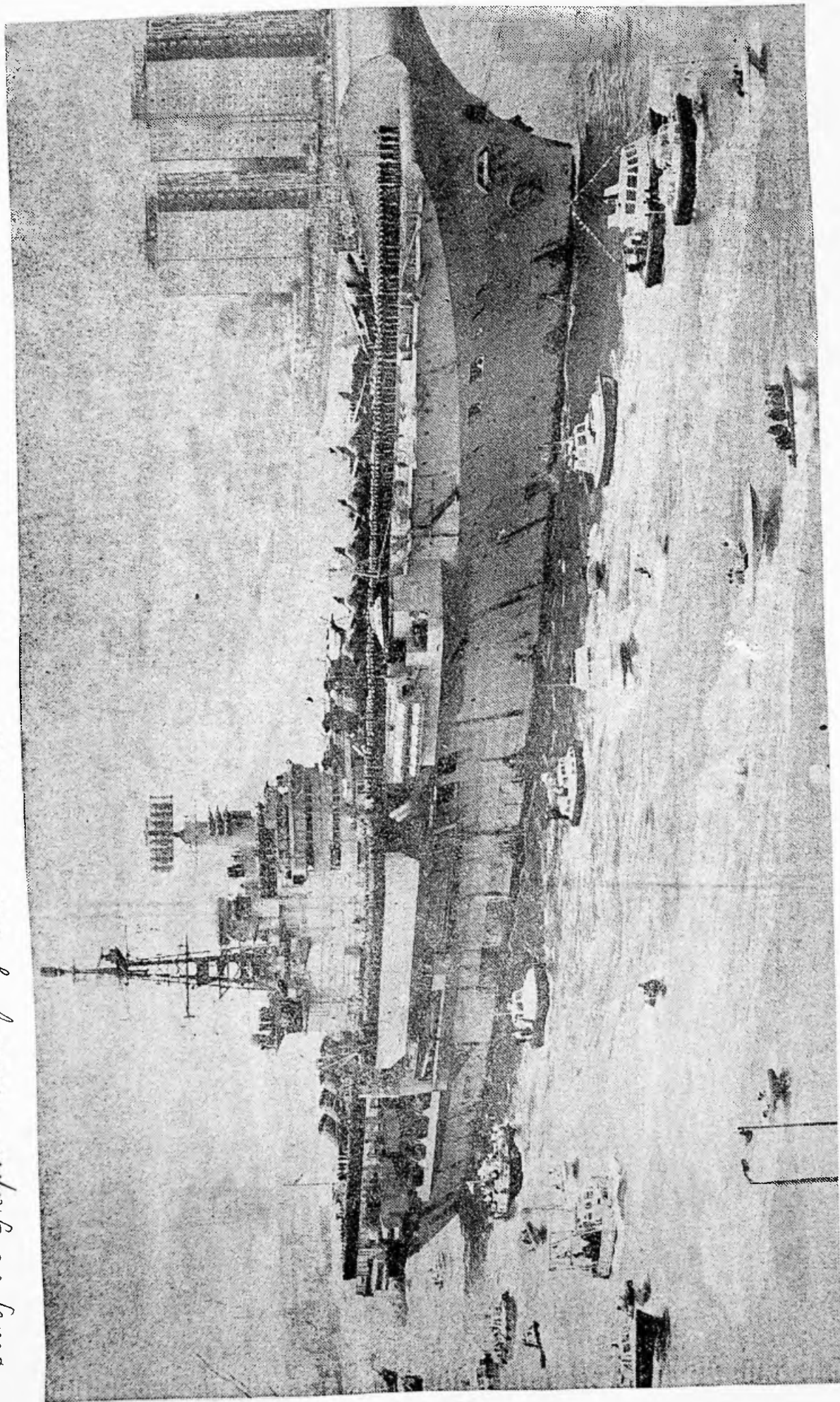
Sir JOHN LANGFORD-HOLT (C., Shrewsbury) complained that television reports had reached Britain faster from Argentine sources than our own. Sir Frank replied that it had been technically impossible to get the film back faster.

Asked what lessons the Ministry had learned from the Falklands conflict, Sir Frank said that an internal exercise had been started to see what should be learned.

He added: "Certain of our procedures should be improved and we shall want to see what we can do about improving transmissions."

"We have also asked nine universities and colleges to put proposals to us as to what kind of study they might do into our relations with the media."

"Daily Telegraph" 22nd July 1982 The Return of Hermes





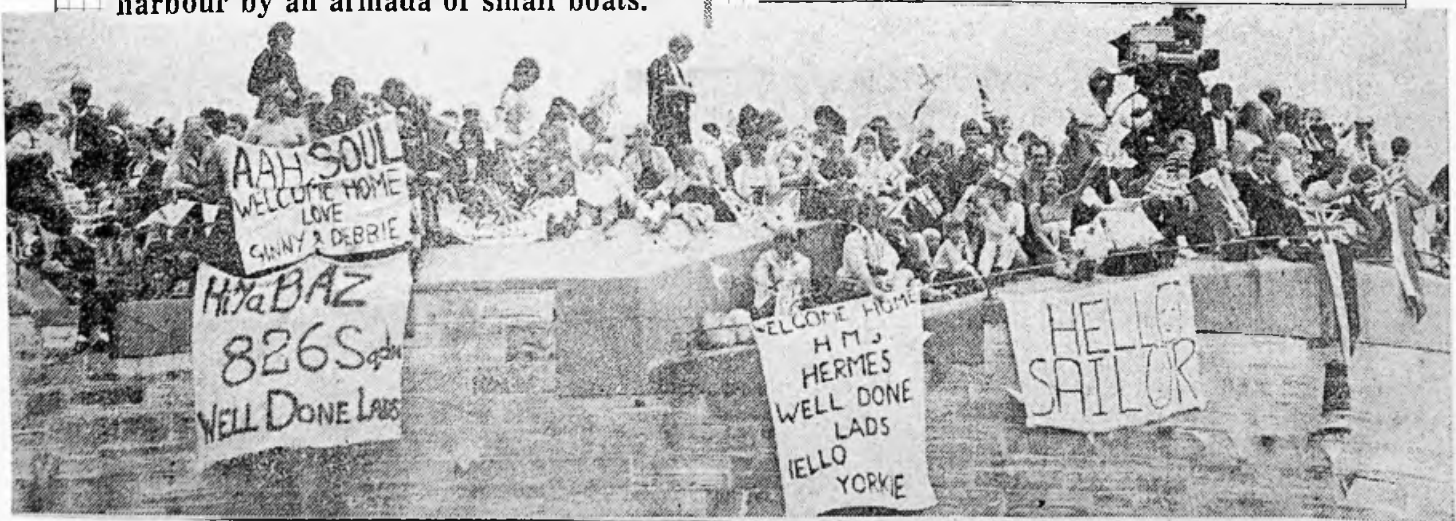
Adml Sir John Fieldhouse, Commander-in-Chief, Fleet, who was in overall command of the Falklands campaign, leaving Buckingham Palace with his wife yesterday after he had been made a Knight Grand Cross of the Order of the Bath. Sir John is to succeed Adml Sir Henry Leach in December as First Sea Lord and Chief of Naval Staff.



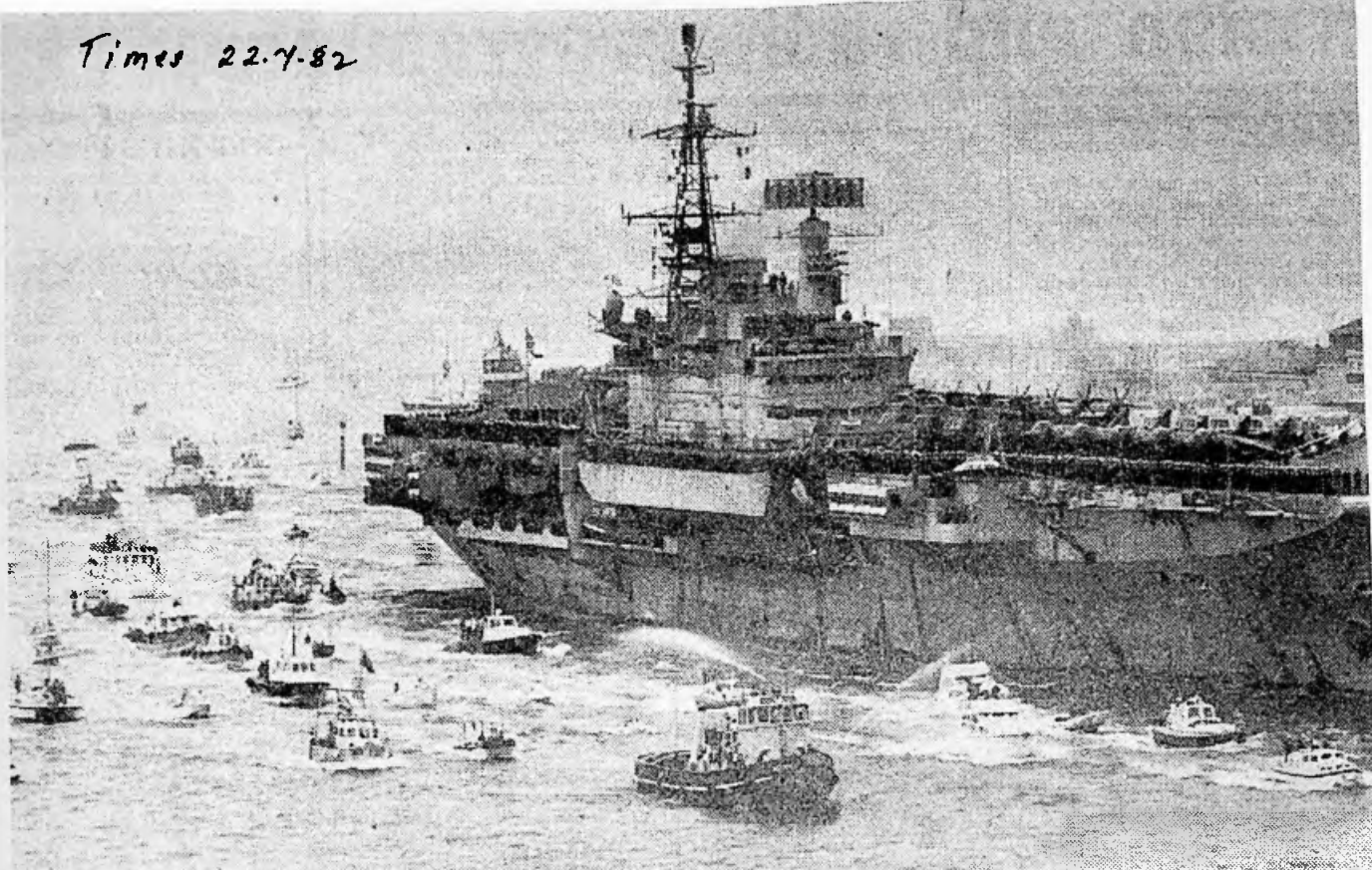
Mrs Thatcher flew by helicopter to the carrier to pay her own tribute and meet members of the crew. With her was Admiral of the Fleet Sir Terence Lewin, Chief of the Defence Staff.

Pictures: ANTHONY MARSHALL

THE ship's company lining the flight deck of the carrier Hermes as the flagship of the Falklands Task Force came home to Portsmouth—and a tumultuous welcome. Thousands of wellwishers and relatives crowded every vantage point to watch the spectacle as the ageing carrier was escorted into harbour by an armada of small boats.



Times 22.7.82



Welcome home: Hermes sails into Portsmouth harbour accompanied by a noisy flotilla of small boats.

Proud Hermes returns, rusty but undamaged

HMS Hermes, flagship of the Falkland task force, returned triumphantly home, rusty but undamaged, yesterday, to a tumultuous welcome from thousands of people including the Prime Minister (Craig Seton writes).

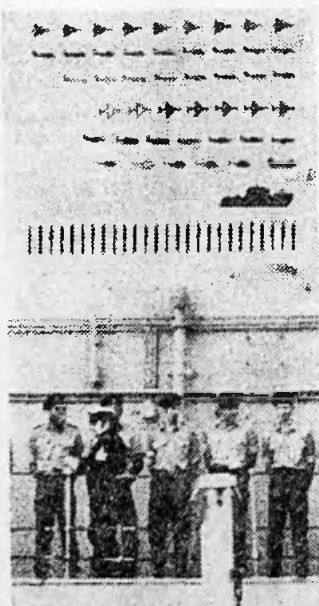
Mrs Margaret Thatcher said the carrier had helped write "a chapter of pride in our history".

Hermes, which had travelled 35,000 miles in 108 days, had her decks crammed with her 1700 crew, Sea Harriers and Sea King helicopters. She manoeuvred her 28,000 ton bulk into Portsmouth docks and an uncertain future: possibly to be sold to the Australian Navy.

During the Falklands campaign, Hermes, the operational heart of the task force, was the ship the Argentines desperately wanted to sink and was the prime target of their Exocet missile attacks. Argentina even claimed that they had sunk the Hermes.

In the 29 years since Hermes was launched, yesterday was undoubtedly her proudest moment. It was a welcome back to the tears and the cheers of the waiting families and a flotilla of small boats dancing in her wake to the sound of scores of ships horns.

Able Seaman David Bass, aged 18, of Blackburn, de-



The scoreboard: Hermes's 'kills'

scribed how while off duty he saw the "white glow" of an Exocet missile speeding towards Hermes. "I shouted to Commander Lock 'What the bloody hell is that?' He replied: It is an Exocet missile young Bass!" A lot of things flashed through my mind. The missile bore to the right suddenly and hit the Atlantic Conveyor, but I knew it had been aimed at us."

MPs investigate Falklands information

MoD denies lying to the press

By Phillipa Toomey

Sir Frank Cooper, Permanent Under Secretary of State at the Ministry of Defence, denied yesterday that lies were told to the press during the Falklands campaign.

Sir Frank was indignant when it was suggested at a Commons defence select committee that the ministry had deliberately misled journalists. "We did not tell lies, but we did not tell the whole story", he admitted.

Sir Frank said that key facts were withheld from the media, particularly on the eve of the landing at San Carlos Bay. Officials had denied there were plans for a "D-day type" landing, and Sir Frank said yesterday: "When I saw the press on the evening before the landing I did not tell them the whole truth, I make no bones about that whatever."

"But when I said I did not expect a D-day type landing I did not — because the whole

point of the operation was to get the forces ashore in an unopposed landing. A D-day landing, to my mind, is actually an opposed landing, and I know what I'm talking about because I was on one."

When HMS Superb left Gibraltar there was speculation that she was going to the Falklands, "and we did nothing to correct this", Sir Frank said.

It is never stated where hunter-killer submarines are, and when HMP Superb arrived in Scotland, no one noticed for several days. The Argentinians believed that HMS Superb had gone to the Falklands.

News had been delayed for security reasons — the accident to the two Harriers was a case in point, because an immediate announcement would have indicated the number of aircraft. Nor was an unexploded bomb mentioned at once, partly because the Argentinians might

have improved the quality of their fuses. "Nor did we tell them", said Sir Frank "that they were coming in too low and aiming too short".

Sir Frank told the inquiry that the ministry had intended to send only six national newspaper journalists with the Task Force. After editors' protests the list was hastily revised, and eventually 29 journalists and photographers went to the Falklands, including those from television, radio, daily, Sunday and regional newspapers and news agencies.

While acknowledging that the public has both an interest and a right to know about defence, Sir Frank pointed out that these rights were not unlimited. The safety and security of the forces were paramount, next in importance came concern for their families. Information came last.

Why was it, asked Sir

Patrick Wall, Conservative MP for Haltemprice, that the public seemed to get more information from the Argentinians? Sir Frank replied that the problems of providing news from 8,000 miles away during a highly risky military exercise, right at the end of the line of communications had been difficult to cope with, and sometimes were insuperable.

What about the complaints, bitter and varied, from journalists? It could be said that the press and the media are a highly competitive group of people within themselves, Sir Frank said. Some journalists were more resourceful and competitive than others. Sir Frank insisted however that it was not true to say that Max Hastings had used an SAS line as reported in *The Times*.

Tomorrow the select committee will hear from the BBC and ITN.

Peruvians swallow a bitter pill

From Michael Smith
Lima

The aftermath of the Falkland Islands conflict has left the Peruvian Government with a lingering resentment over the lack of diplomatic balance and sensitivity of Britain and the United States.

This dissatisfaction centres on the about-face of Mr Alexander Haig, the former American Secretary of State, and the final drive for a military triumph. The long-range prospects for stability in South America were not served by creating the conditions for the collapse of the Argentine Government, Cabinet sources here say.

Diplomatic observers say it is difficult to determine how deeply this bitterness runs but it has not hurt normal relations with Britain or the United States.

President Fernando Belaunde is harbouring hurt feelings because his single-handed efforts to seek a negotiated settlement were dealt with brusquely by the British Government and even more painfully by the international media.

The Falklands conflict came at a time when Peru was feeling pressure from the developed countries in other ways, such as falling commodity prices, increasing

trade barriers and costly and scarce financial resources.

Señor Alfonso Grados, the Labour Minister, a former international development official, says: "It was made brutally clear how in moments of crisis the most developed countries simply close ranks and frustrate the possibility of producing stronger ties with the world economy."

At the same time it was found that the slogans of Latin American solidarity with Argentina failed in practice because of internal divisions.

"We have to rethink the process of economic integration and collaboration in Latin America and the difficulties of obtaining it," Señor Grados said.

The one positive aspect which Señor Grados sees is that Argentina, traditionally the South American country least inclined towards integration, was forced to turn to its neighbours for help.

This call for a new focus on Latin America comes at a time when attempts at integration have stalled from self-interest, bureaucracy and confused objectives.

Dr Javier Silva Ruete, a former Finance Minister and active international adviser, says that there is now a movement afoot to pump new energy into the Latin American economic system. "We had been looking for a political opportunity to give us the initiative and the Falkland Islands have provided it."

However, he adds that the defeat of Argentina will fuel an arms race in Latin

America because the geopolitical balance has been upset.

According to a retired Army officer, General Edgardo Mercado Jarrin, this diversification also means increased emphasis on developing local arms industries and an attempt to pool regional resources in multinational companies to produce the more sophisticated weapons that were demonstrated in the Falklands.

Times
22.7.82

World jurists find merit in Argentine claim

From Alan McGregor, Geneva

The International Commission of Jurists considers that the Argentine claim to the Falklands "is not as empty of merit as British statements imply". This is the conclusion of an eight-page study of conflicting claims to the islands, from 1523 to date, issued yesterday by the commission's secretariat in Geneva.

But, it adds, the "plainly unlawful" Argentine attempt to seize the islands by force has postponed indefinitely prospects for an amicable resolution of the issue. Were such initiatives successful, the world's "fragile peace" would be even more precarious, in view of the many other disputed territories and frontiers.

The study, carried in *Review*, the commission's quarterly magazine, says that had Argentina responded to the United Nations Security Council resolution calling for the withdrawal of its forces there would have been widespread support for its claim, particularly in Third World countries.

The study points out that even with British ownership more firmly based on 150 years of sole possession and 120 years of substantial settlement, the British Government's reliance on the principle of self-determination "raise the issue of what constitutes a 'people' entitled to exercise the right".

The elements of definition emerging from prolonged legal discussions in the United Nations and that "people" denotes a social entity, with a clear identity and particular characteristics, and also implies a relationship with a territory,

"even if the people in question has been wrongfully expelled from it and artificially replaced by another population".

The study adds that "if these principles are accepted, it would seem that Argentina, as well as Britain, can make a claim based on the principles of self-determination."

The commission thinks its study "may serve to explain why the people of Argentina believe so passionately that the islands were wrongfully seized and settled by the British and why their claim is supported by the peoples of Latin America and many other non-aligned nations".

The *Review* cites the case of Captain Alfredo Astiz, the commander of the Argentine garrison on South Georgia, as an example of a loophole in the international legal network. He is wanted by France and Sweden for questioning in connexion with the arrest and killing of their nationals between 1976-1978 while the Argentine Government was liquidating its opponents.

The commission says the case illustrates the importance of a proposed article in the draft convention against torture under discussion in the United Nations Human Rights Commission. It would enable countries to try a person on torture charges irrespective of where the offence was committed.

The commission points out that if such an article had been in force it is possible the British, who captured Captain Astiz, would have been able to refer the Astiz case to their own prosecuting authorities. Argentina is among countries objecting to the draft article.

Frank Johnson in the Commons

Times
11.5.82

20 years, only 20 years of Tam Dalyell

"It is exactly 20 years since I was elected to this House", Mr Tam Dalyell, the Labour member for West Lothian, one of Britain's leading manufacturers of points of order, announced yesterday.

Good Lord! Is it as short a time as that? It seems so much longer. All those points of order: surely there is more than a mere 20 years' worth there.

But, no, I checked in the reference books, and it was true. He has been at it only 20 years. Amazing isn't it?

We all tried to think of an appropriate way of commemorating the occasion. Not that Mr Dalyell would have approved of the usual cheers, singing, and presentation of a gold watch while he was still on his feet after making his announcement yesterday. For he was on a point of order at the time.

Mr Dalyell was demanding an emergency debate on the Falklands crisis as a result of some remarks that the French Foreign Minister had just made on *The World at One*.

Mr Dalyell, like the rest of us, is obsessed with the Falklands. But, unlike the rest of us, he is not prepared to rely on the news or wait until the next parliamentary day. He is a tall, gaunt man with a rather tortured look about his face, as if permanently infuriated and baffled by the inscrutable nature of the world.

In other words, he looks like the rest of us feel. You could see him sitting there through question time persecuting himself over the problem of how to raise the Falklands crisis on a day when there were to be no statements about it.

Other fellow-obsessives had the same problem. Indeed, they had the further problem of how to fit their Falklands obsession into their existing obsessions.

Mr Dennis Canavan, the Labour left-winger, for example, is obsessed about bankers. Suddenly, he leapt up during trade questions and asked Mr Peter Rees, the Minister of State for Trade: "Will the minister order an inquiry into how a merchant bank, Schroder Wagg, secretly transferred their entire Argentine loan book from London to Zurich on the very day before the Argentine invasion of the Falkland Islands?"

The question had everything: the hint of con-

spiracy; the reference to a sinister, foreign-sounding organization no doubt dedicated to conquering the world (Schroder Wagg); a European city with a teutonic name; the phrase, "the very day before..." In short, a paranoid's lexicon; the sort of thing occasionally heard from those total strangers, with staring eyes and a vague air of menace, who sidle up to one in saloon bars.

Mr Rees should have offered to buy Mr Canavan a g and t, explained that he had first to visit the gents, and then got away by the back door. Instead, the Minister of State engaged the man in conversation.

"The hon member speaks with invincible prejudice", he began. "With regard to his statement about a well-known City merchant bank, on the very facts he outlined, even assuming that they are correct, they obviously occurred before any measures were introduced by this Government."

But by now Mr Canavan was sitting back with a satisfied look of: precisely! They would, wouldn't they? Ho, ho, ho. And other phrases denoting conspiracy unmasked.

Meanwhile, back at Mr Dalyell, it was getting near the time of day usually set aside for points of order. We could see Mr Dalyell's furrowed features arriving at their plan: an emergency debate. That's it.

A point of order demanding an emergency debate under standing order no 9. Only one problem. Notice of one of those has to go to the Speaker before midday, unless something very important has happened since midday. Never mind. That Frenchman on *The World at One*. He will have to be the something very important.

Mr Dalyell rose. Never before had he failed to give the Speaker notice of a point of order under standing order no 9, he explained, and he had been in the House 20 years.

In that case, the Speaker's reply came, for the first time in 20 years he had to decline Mr Dalyell's point of order. That was not entirely accurate. Successive Speakers have been declining Mr Dalyell's points of order for 20 years, but on this happy anniversary, it was a nice thought.

FIRE BLUNDERS *D. Teleg. 23.7.82* DENIED BY CAPTAIN OF SHEFFIELD

By Air Cdre G. S. COOPER Defence Staff

THE captain of the destroyer Sheffield denied yesterday that blunders in his ship meant the crew were badly prepared to fight a fire on the day she was hit by an Exocet missile.

"It is not true that there was incompetence, or that we were worse prepared than any other ship," said Capt. Sam Salt.

According to an article in the magazine *NEW SCIENTIST* British sailors had died needlessly because their ships were floating firetraps.

Once ships were hit by bombs or missiles, crews were helpless to fight fires because of an appalling series of errors, particularly in the case of the Sheffield, the article claims.

No credit is given to the efforts of those who tried, with success in some cases, to control fires.

The Ministry of Defence refused to comment on the allegations. A spokesman said the issue was under inquiry.

Six alleged blunders

The investigation carried out by *NEW SCIENTIST* highlights six alleged blunders in a catalogue of disasters:

Generators that should have provided power to fire-fighting pumps were out of action.

Sailors were wearing polyester uniforms that melted and stuck to their skins.

Fire-fighting pumps did not

work because vital parts were missing.

Mattresses were made of foam and gave off clouds of toxic smoke when burning.

Some breathing equipment containing compressed air was almost empty instead of containing up to 20 minutes' air supply.

Hydraulic fluid sprayed uncontrollably from burst pipes, feeding the fires.

NEW SCIENTIST claims that when the Sheffield was hit both main generators were lost, and that of the two back-up generators, one was defective, and the other in need of parts not on board.

Breathing apparatus is said to have been in short supply. Since losing the Sheffield, the Royal Navy is said to have ordered 15,000 sets which hold enough air for each wearer to breathe for eight minutes.

Picking out one of the points raised by the *NEW SCIENTIST*, the Ministry of Defence said that foam mattresses used were fitted with a fire retardant cotton covering. A programme was under way to replace them with sprung mattresses at the earliest opportunity.

Exclusion zone Times reduced 23.7.82

By Our Political Editor

The total exclusion zone of 200 nautical miles around the Falkland Islands, established by Britain on April 30, has been lifted, the Prime Minister announced yesterday.

But Britain has asked Argentina to ensure that her warships and military aircraft do not enter a zone 150 miles around the islands, where they would pose a potential threat to British forces.

Mrs Margaret Thatcher said in a Commons written reply that the restriction on Argentine military movements was designed "to minimize" the risk of misunderstandings, or inadvertent clashes.

Argentine civil aircraft and shipping had also been requested not to enter the 150-mile zone except by prior agreement with Britain, and also "to stay clear of other British dependencies in the South Atlantic", she said.

The warning given by Britain on May 7 that any Argentine warship or military aircraft found more than 12 miles from the Argentine coast would be regarded as hostile also no longer applied, but British forces still had authority to take all necessary measures to protect themselves against attack, and to defend the Falklands and their dependencies.

Port Stanley harbour and airfield and three miles of sea around the Falklands remained closed to commercial shipping and aircraft until further notice, for safety reasons, she said.

The Prime Minister also said that 333 prefabricated accommodation units were due to arrive in the Falklands, providing accommodation for about 3,000 people.

MISSILE VEERED *D. Teleg. 23.7.82* OFF HERMES TO HIT FREIGHTER

Hermes, the flagship of the Task Force, was successful in thwarting an Exocet attack only to see the missile veer off and hit the container ship Atlantic Conveyor, according to reports of witnesses.

The missile was detected by radar and spotted visually. A chaff barrage fired from the carrier, and probably supplemented by active electronic countermeasures, caused the radar homing guidance to break lock on the warship and veer off.

As soon as it sped through the cloud of chaff, it spied the Atlantic Conveyor, locked on and struck the container ship amidships.

FALKLANDS *D. Teleg. 23.7.82* EXCLUSION ZONE LIFTED

By DAVID ADAMSON
Diplomatic Correspondent

BRAITN lifted the Total Exclusion Zone around the Falkland Islands yesterday but warned the Argentine government to keep its warships and military aircraft from venturing within 150 miles of their shores.

The move was approved by the Cabinet in the morning and announced by Mrs Thatcher in a Commons written answer.

The Foreign Office and Defence Ministry agreed earlier this week that the Argentine no longer pose a serious military threat to the islands, although there has been no explicit undertaking by Buenos Aires that it will not use force.

Recent statements by Argentine officials have emphasised that attempts to regain the islands will be conducted by diplomatic means.

Mrs Thatcher made it clear that British Forces were authorised to take "all necessary measures" to protect themselves against attack anywhere in the South Atlantic and to protect the islands and their dependencies.

Sanctions remain

Economic sanctions remain in force but it is understood that negotiations are planned, using the Swiss Government as an intermediary.

The steps announced by Mrs Thatcher yesterday involve the lifting of two measures. The first is the ending of the Total Exclusion Zone, imposed on April 30, which extended for 200 miles around the islands.

Only Port Stanley harbour and the airfield, together with the three-mile territorial sea around the islands, will remain closed to commercial shipping and aircraft until further notice.

The other measure which has been ended is the May 7 warning that any Argentine warships or aircraft found more than 12 miles from the Argentine coast would be treated as hostile, but through the Swiss, Argentina has been warned to keep its forces 150 miles clear of the Falklands to reduce the risk of misunderstandings.

Mrs Thatcher had some good news for the British troops and the islanders, too. She announced that 555 "accommodation units" were due to arrive yesterday, which would provide facilities for about 3,000 men.

The Falkland spirit is on the wane

'Times' 23.7.82



The last two or three weeks before the Parliamentary summer recess are always dangerous ones for governments. Backbenchers are hysterical with fatigue, heat and the prospect of release from each other's company, the press is putting on its silly season motley and events themselves invariably seem to throw banana skins into the path of senior ministers more liberally than at any other time of year.

Amid all the frantic movement one is apt to become obsessed with trying to discern the underlying patterns or to fall into the opposite trap of assuming that nothing really serious is going on.

The present situation is actually best understood, perhaps, as a series of watery layers, graduating by barely perceptible degrees from the ridiculous to the profound. Nearest to the surface of the pond lies the question of the Queen and the intruder. Plainly, to most people outside Westminster, this is almost pure jam. What he said to her (and eventually, perhaps what she said to him?), the housemaid's "bloody hell, ma'am", the £3 half-bottle of wine, the amorous and delinquent constabulary, and all the rest of it, are the cause of genuine hilarity in thousands of pubs up and down the country.

This does not mean that people are not concerned about the Queen's safety. They are, and they expect something to be done about it. And they are not going to lose a godsent opportunity to enjoy the sublime discomfiture of those set in authority over us, particularly "poor old Willie" and the boys in blue. It is all, in short, too good to be true.

The question is how far this farce and the reasonably good-natured joshing it provokes disturbs the deeper levels of the political pool. In one sense it doesn't matter a bit. Nobody thought that Mr Whitelaw should resign over the incident. For that matter even the new IRA bombings, horrible and tragic though they are, and the faint shadow of a spy scandal at the Government communications centre at Cheltenham do not have much direct political significance. The first is discounted by years of intermittent horror of this kind and the second not much less so.

The real political drawback to these incidents, and the one that must be causing Mrs Thatcher to gnash her teeth, is that they have completely done for the famous Falklands spirit. It has been dissipated by the combination of ridicule, anxiety and sheer staleness that constitutes "business as usual" in British politics at the end of a hot July.

The Prime Minister, presumably, consoles herself with the thought that she is still virtually unbeatable in a general election. "Nothing can remove the deep impression that must have been made by two resounding victories in the last three months — one over General Galtieri and the other over Mr Ray Buckton".

This is incontrovertible so far as it goes. The trade unions are possibly as unpopular with the general public as the Argentine's were during the Falklands conflict, and someone who has seen them both off, whether by good luck, good management or a combination of the two, can expect his or her popularity to be

more than ephemeral. The Government is not falling apart. Its credibility remains pretty high. There is none of that smell of political decay in the air that was so overpowering in, say, the Profumo summer of 1962 or the last days of the Callaghan Government.

The decay is all on the other side. The Labour Party continues on the downward path at precipitous speed — its parliamentary army more deeply demoralized than any Opposition I have seen in the past 30 years, its policies more irrelevant, its very purposes and reasons for existence crumbling away and the loyalty of its support at the grassroots more uncertain than ever.

The SDP/Liberal Alliance is not, in my view, in nearly such bad shape as the opinion polls and fashion now suggest. If the Labour Party is disintegrating (and in parts of the country there is no other way to describe the process) then whichever third or fourth parties are around to pick up the pieces at the general election must prosper to an abnormal extent, however boring their policies or personalities may turn out to be.

On the other hand one has to admit that the Falklands robbed the Alliance of its momentum at precisely the moment it most needed to make new progress.

All this may seem more than enough to justify the "Mrs Thatcher is there forever" school of thought. Certainly it is sufficiently convincing to make her position within the Conservative Party positively monarchical. She has made the "wets" her footstool.

There are, however, two "buts" — and they are big ones. The first, as everyone knows, is the economy. Apart from not wishing to put the joys of office at risk before she has to, Mrs Thatcher's main argument for postponing an appeal to the country is that she will clinch matters as soon as the economic indicators seem to be pointing permanently in the right direction — as they are supposed to do by next spring. But supposing they don't, what then?

The other "but" is less tangible yet possibly more dangerous — and that is the fundamental isolation of the Prime Minister. She has many admirers and not a few toadies, but not many friends. Moreover, her Ministers are not, on the whole, very impressive and the more her own political stature grows the less convincing, by comparison, they will look.

This will place her on an increasingly uncomfortable eminence. At the moment, for instance, she can still duck and let the large bulk of Mr Whitelaw take the security brickbats; by next year she may well find herself so much identified in public with every aspect of her regime that the whole structure will literally depend on her. If everything goes well, that is fine, but when her luck changes, as it must, things could fall very fast. Her motto at present, like that of the Caesars, is "*Oderint dum metuant*" — let them hate so long as they fear — but experience has shown that it is a slogan that is apt, to put it delicately, to lead to abrupt changes of government.

MINISTRY

D. Teleg. 23.7.82

'NEGLECT OF MEDIA'

By ANTHONY LOOCH

THE Ministry of Defence failed to perceive the importance of the media's role in the Falklands operation, and lacked the will to meet their requirements, Mr Alan Protheroe, Assistant Director-General of the BBC, complained to MPs yesterday.

He was giving evidence to the Commons Select Committee on Defence, which is inquiring into the handling of public and Press information during the Falklands conflict.

Mr Protheroe said, "There did not seem to be an awareness within the Ministry of Defence of the methodology, techniques, practice, and requirements of journalists, when trying to cover an operation like this."

There were incomprehensible inconsistencies in the perspective of the people who censored and guided correspondents with the Task Force, and those doing the same work back in London.

Mr Gregor Mackenzie (Lab., Rutherglen) asked why "some kind of satellite" could not have been used to transmit television film back to Britain more speedily.

Tilting problem

Mr Protheroe replied: "We discovered that by using existing military equipment it would be possible for ENG (electronic news-gathering) pictures to be fired to a satellite.

"The problem was that the only available satellite was the American Discus. To use it would have meant asking them to tilt it. The three American television networks made an approach to the Pentagon and asked what the possibility was.

"They were not rejected out of hand, but the Pentagon made it clear they would require a formal approach from the Ministry of Defence or the British Government.

"I have no knowledge that such a request was made, although we asked. The Ministry of Defence said they would look into it."

Mr Protheroe also said, "I do not claim that journalists should run a war. Equally I do not claim that the Ministry of Defence should run the journalists.

BBC and ITN detail Falklands complaints

Times

By Philippa Toomey

23.7.82

Mr Alan Protheroe, assistant director-general of the BBC, told the Commons Select Committee on Defence that the conflict between the BBC, ITN and the Ministry of Defence during the Falklands campaign "never got to be a shooting war."

He and Mr David Nicholas, Editor, ITN, made the same points of criticism in their written submissions to the committee. Both organizations were aware of the dangers involved to operational and military security, but they had much to say against the ministry's handling of affairs.

"There has been confusion", the BBC says, "there have been failures, some of which might have imperilled lives. Above all, there has been a failure of perception of the role of the media in a free society at a time of conflict.

"Even within the identifiable parameters of security, there have been attempts to 'manage' or 'manipulate' the news."

Worse than that, from the television companies' point of view, there was, in Mr Protheroe's words, "the lack of organization and the lack of will to meet the requirements of the media".

Drawing a line

"Our job should be to get as near to the truth as possible at all times, although the overriding consideration has to be that where there is an operational risk, or risk to life, it is proper to listen to the advice given.

"We draw the line at the point where disinformation and news management begin to appear, and we are asked to manipulate the truth."

In its memorandum submitted to the committee, the BBC said understanding could be based only on the disclosure of truth.

Mr David Nicholas, editor, ITN, echoed the BBC's complaints. The ITN memorandum said there had not been enough cameramen with the Task Force, and that the Ministry had paid insufficient attention to the importance to the public of pictures of British forces in action.

That was particularly serious because it might have been possible to overcome the total lack of up-to-date television pictures by transmitting them via the American Discus satellite. Approaches made by United States television networks led to the Pentagon saying that a formal request from the Ministry of Defence or the British Government would be necessary.

The BBC and ITN asked for the request to be made. They received no answer; that was one of several initiatives which, as Mr Nicholas said, "simply withered away".

Almost equally disastrous from the news point of view were the long delays involved between the date of filming the story, and its transmission. ITN has a long list, ranging from 23 days' delay over the still photographs of British repossession of South Georgia to 9 days for the Argentine film of the shelling of Port Stanley, and 12 days' delay of our own account of it.

There is no record of the surrender of the Argentine forces because the BBC cameraman was expressly forbidden to enter Port Stanley that night.

To both organizations there seemed to be no proper guidelines set down for overseeing the news. The friction between the media and the censors was caused by "the inconsistent and often apparently capricious way in which the criteria were applied", according to ITN's evidence.

The story of the stocks of Argentine napalm was, for example, passed by the task force yet held up by the ministry in London.

The clearance of dispatches at the ministry in London was slow, the organizations say. The telephone line of the chief public relations officer in London seemed permanently engaged, and that office dealt with dispatches, casualties, details of losses, "even the weather".

Mr Protheroe and Mr Nicholas emphasized that they did not want recriminations.

But both organizations are concerned about the chain of command, and both feel that there is a need for a senior ministry official to be appointed, of some standing among his own people and some understanding of the needs of the media. In any future conflict the role of the media must be "plumbed into the system".

Invincible's *D. Teleg. 23.7.82* fault fixed at sea

By A. J. McILROY
on board Invincible

CAPT JEREMY BLACK and the ship's company on the 16,000-ton Invincible protested angrily last night over reports that the carrier had "limped into battle in the Falklands campaign."

"We had a fault in our astern coupling, that is true, but that did not affect our forward speed and I had never intended to go into battle backwards," said Capt. Black.

The coupling was repaired by the time the ship reached Ascension. "After that the Invincible was in perfect condition and has been so ever since."

"Even if there had been anything impairing our speed capability, we could not have gone any faster than we did because we had to be re-fuelled."

Limit on speed

"That meant we had to go at the speed that would enable the Task Force tankers to replenish us at sea. Their 15 knots was our limitation."

Lieut David Maclean, 30, from Abingdon, said a strange noise from the starboard gearbox was heard shortly after sailing from Portsmouth.

"We heard a similar noise earlier and had it checked so we were able to diagnose this fault very quickly. It was a problem in the astern fluid coupling."

"Our planners ashore worked very hard for 24 hours. We could either sail on to the Falklands with that particular coupling which would have given us an astern power limitation, not critical to our operational role, or we could change the coupling."

"This is what we did on the way to Ascension Island. We were confident we had the expertise aboard."

Chinook feat

"Within 24 hours of hearing that noise we had a new coupling delivered to the Royal Naval Air Station at Culdrose, Cornwall, from where it was flown by RAF Chinook helicopter to the ship."

"The coupling weighed three and a half tons, and the 30-mile flight in itself was an achievement," said Lieut. Maclean.

A representative of the manufacturer, David Brown Gear-fing Industries of Hudders-field, was flown on board and everyone set to work around the clock.

"We worked for a total of eight days in this way," he said.

Fleet Chief Marine Engineer Artificer Lawries Jones, from Weymouth, said he had 16 people in his team. The work was completed in a time and manner never considered possible ashore.

Home in September

"We are now in our 108th day at sea, continuous sailing. We have had no trouble with our couplings since Ascension. I think that speaks for itself," he said.

Invincible is now off the Falklands where she will remain until Illustrious arrives. Invincible is expected to sail into Portsmouth in September.



Relatives lining a road in the Citadel, Plymouth, to welcome home men of 29 Commando, Royal Artillery, who arrived in a tracked personnel vehicle from the assault ship Intrepid which returned yesterday from the Falklands.

D. Teleg. 14.7.82

D. Teleg. 24.7.82

RAF HARRIERS IN ILLUSTRIOUS SEA TRIALS

By Our Air Correspondent

Six RAF Harriers from Germany are taking part in the sea trials of the carrier *Illustrious*.

Due to the number of Royal Navy Sea Harriers tied up by operations in the south Atlantic eight pilots of No 4 Squadron, led by Sqn-Ldr Dave Fisher, are helping out the Navy with work-up trials in home waters to prepare the *Illustrious* to relieve the *Invincible* in a few months' time.

No. 4 Squadron was last at sea 60 years ago when it became the first RAF Squadron to deploy on the Royal Navy's original purpose-built carrier, the *Argus*.

D. Teleg. 24.7.82

HOMEWARD BOUND

By CHARLES NEVIN
in Port Stanley

Endurance, the Royal Navy's 3,600-ton ice patrol ship, left the Falkland Islands last night for Britain.

POSTAL £4m FOR FALKLAND FUND

The Falklands Task Force commander Rear-Adml Sandy Woodward received a cheque for £250,000 yesterday for the South Atlantic Fund. The cash was raised by selling Post Office pictorial envelopes.

Mr Ron Dearing, Post Office chairman, handed the cheque over before a group of officers and ratings who served in the South Atlantic. D. Teleg. 24.7.82

'KEEP OUT' ADVICE TO JUNTA

By DAVID ADAMSON
Diplomatic Correspondent

THE Task Force commander will have to exercise his own judgment over how to respond if Argentine warships or military aircraft come within 150 miles of the Falkland Islands.

The new "keep them at arms length" policy is the successor to the Total Exclusion Zone, which was lifted on Thursday.

In London it was made clear that the request to the Argentines to avoid misunderstanding and inadvertent clashes by staying well away from the islands did not mean that any warship or military aircraft within the 150 mile radius would be attacked.

The British commander would order military action only if he were convinced that the Argentine force posed a threat.

Same as 'zone'

Obviously he would make a distinction between occasional incursions and a major foray in the direction of the islands by the aircraft carrier *Veinticinco de Mayo*, 16,000 tons, and escorting warships.

The latest British moves were conveyed to the Argentine government on Thursday through the Swiss Embassy in Buenos Aires.

So far the Argentines have not replied formally, but a statement issued by their Foreign Ministry said that the new policy amounted to the same things as the Total Exclusion Zone.

There has been no definite cessation of hostilities, only their *de facto* suspension.

The British had announced "clearly bellicose measures" which entailed the maintenance, with some modifications, of the exclusion zone.

They were trying to consolidate and make acceptable their "colonialist presence" by means of "unilateral acts and declarations."

Insurers to meet

The Argentine response was regarded in London as fairly predictable. The Government is reasonably confident that the Argentines will not resort to force again in the foreseeable future.

Marine insurance underwriters in London have not so far followed the Government's lead and lifted their own exclusion zone. They are expected to meet early next week to decide what to do.

The Lloyd's exclusion zone covers about one million square nautical miles and is several times larger than that imposed by the Government.

War risk insurance has been withdrawn for all ships entering the zone. The effect has been to paralyse trade with Argentina.

RELIEF AND PRIDE IN INVINCIBLE

By A. J. McILROY
aboard the carrier *Invincible*

THE decision not to let the carrier *Invincible* be sold to Australia has brought relief and pride to the 1,200-strong ship's company.

It has also reassured the many abroad who feared they might be forgotten by the time the carrier reaches Portsmouth, probably by mid-September.

The *Invincible* has been at sea continuously for 109 days, and her crew have no way of knowing fully just how much their ship has become a household name in Britain.

They had some inkling, however, when letters began to reach them again, of how the nation feared for their safety in the light of Argentine claims that the *Invincible* had been sunk.

"It is great news that *Invincible* is to remain in the British fleet," Capt. Jeremy Black said last night.

"This campaign has shown that those who said our Fleet should not be decimated were right. Too many ships were being sold or headed towards the scrapyard.

'Won our battle'

"We have come down here and won our battle... We have done our duty. I believe it would have been politically unacceptable to have gone ahead with plans to sell her."

With many weeks still ahead before they see their loved ones again, the ship's company, including Sub-Lieut Prince Andrew, flying Sea King helicopters in 820 Squadron, commanded by Lt-Cdr Ralph Weykes Sneyd, have to fight against boredom.

Many have not been able to go ashore at Port Stanley. There are just too many sailors in the Task Force shipping for this to have been organised on any scale.

Some are lucky. Draws are made in messes if there is a seat in a helicopter to take someone ashore.

"It seems a great pity that after coming all this way, and after what we all went through, we shall probably never set foot in the islands we fought for," was a frequent comment to me.

Although the Government has announced an end to the 200-mile total exclusion zone around the Falklands the *Invincible* and other ships remain very much on alert. They are taking no chances.

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BISHOP CRITIC OF HOLD ON FALKLANDS

Britain has no business holding on to colonial possessions such as the Falkland Islands. The Rt. Rev. Stanley Booth-Clibborn, Bishop of Manchester, claimed yesterday in a monthly newsletter.

The bishop questioned whether the use of the Task Force was the right way to win back the Falklands, and said Britain should have tried "many years ago" to reach an agreement on the islands and South Georgia with the United Nations.

The bishop, who claims no specialist knowledge of Latin-American affairs, says the Argentines should share in discussions on the islands' future, and that while the wishes of the Falklanders must be considered, they should never be "paramount."

FEWER JOIN THE SERVICES

By Our Defence Correspondent

The total number of British Servicemen has dropped to 327,647, 6,000 fewer than a year ago, according to the latest figures. The retention of men remains high, but, in line with Government policy, recruitment has fallen by 55 per cent.

The strengths of the Services on March 31 were: Navy 65,104 (9,766 officers), some 1,200 down on 1981; Royal Marines 7,890 (671 officers), virtually the same; Army 163,151 (17,428 officers), nearly 3,000 down; RAF 91,502 (15,245 officers), almost 2,000 down.

Soldiers tossed up to decide who lifted bomb in ship

TWO young soldiers tossed a coin to see who would use a crane to pull out a 1,000lb unexploded bomb lodged inside the ill-fated landing ship Sir Galahad, it was disclosed yesterday.

"Someone had to do it, and I won the toss, so decided it would be me," said Driver Mark Brough, 19, of Vera Street, Newcastle-upon-Tyne.

Bomb disposal men had decided against trying to defuse the bomb—lodged three decks down—because of the explosion aboard the frigate Antelope during attempted defusing of an identical bomb.

So Driver Brough and Driver Chris Norman, 18, from Wimbledon, who had both volunteered to lift the bomb out of the ship by crane, spun a coin.

They did so in Bluff Cove 16 days before the Sir Galahad went up in flames with the loss of 50 lives.

Driver Brough was at the Army's military port at Marchwood on Southampton Water yesterday to welcome home the Sir Galahad's sister ships, the Sir Percivale and the Sir Geraint, both crewed by Chinese with British officers.

Cornflakes cushion

He said: "We put slings round the grey bomb, which had red lettering, and I started lifting it out. At one point it started slipping, and I thought we had had it.

"But eventually we got it out

of the ship and lowered it down into an inflatable alongside, filled with cornflakes to act as a cushion. It was later destroyed.

"The bomb disposal men told me I would not know anything about it if the bomb went off. And if it didn't, they said, we could all get drunk together. So afterwards we went and got drunk."

Ships in Southampton, including the Canberra, gave blasts of welcome on their sirens as the Sir Percivale and the Sir Geraint sailed into port. Both were involved in the Falklands campaign from the start.

FALKLAND PAIR BEATEN UP BY SKINHEADS

Two sailors who served in the Falklands flagship Hermes were attacked and beaten up by a gang of youths within a day of arriving from the south Atlantic. They were on their way home when attacked and kicked to the ground by 20 skinheads in a bus station.

Stoker Paul Colson, 18, and Radio Operator Gary Price, 21, were set on near their homes at Merthyr, Mid Glamorgan. Paul suffered cuts to face and two black eyes and Gary, severe bruising to ribs.

In civilian clothes, they were on their way to a celebration drink on their first evening home; and Mr John Richards, chairman of the local South Atlantic Appeal Fund, said: "This attack was an absolute disgrace. They were badly hurt after all they have been through."



Royal Marine Sgt Bill Leslie giving the V-sign at Devonport yesterday through the hole made in the frigate Broadsword's superstructure when an Argentine aircraft's cannon-fire just missed him during the Falklands conflict.

Rapier crew keep watch over silent 'Bomb Alley'

By CHARLES NEVIN
on the shores of San Carlos Water

A HARD, bright sun shone on San Carlos Water. Up above an auk wheeled in solitude, and the Rapier missile battery started getting the hamburgers ready for lunch.

For those who were not there, it seemed almost inconceivable that this silent, splendid place was "bomb alley."

Only weeks ago Argentine Mirages and Skyhawks had been chased off by Sea Dart, Sea Wolf and Rapier missiles chasing across a crackling sky.

Put there are reminders. The saddest is of Ajax Bay where Lt-Col Jones, known as "H," is buried among the British and Argentine dead, lying beneath a Union Flag stirring in the withering Falklands wind.

Between the bay and the batterly, high above and across San Carlos Water, a few supply ships rest at anchor and two red buoys bob above the sea grave of the frigate Antelope, her back broken by Skyhawk bombs.

Watch for enemy

At the battery, Lance Bombardier Carl Nisbett, 23, from Leeds proudly displays the bivouac where six gunners live and watch for an enemy nobody really believes will return.

The hamburgers smell fine, the quarters are as cosy as bivouacs can be, and there is a house down in San Carlos Settlement where they go in rotation for extra warmth and rest. But boredom, of course, is now the problem.

Down at the settlement, Mrs Isobel Short was being interviewed in turn by American, Chilean and German television crews. She was answering their questions with the aplomb expected from someone who has done it all before and can drop the name of Robert Fox without a thought.

The foreign journalists were on a 72-hour trip to the Falklands, organised by the Ministry of Defence and dubbed "HMG Tours." For around £3,000 each, groups are flown by RAF VC10 and Hercules to Stanley via Ascension.

Battlefield tour

They are seen by the military and civil commissioners, and weather permitting, are taken on a tour by helicopter of the battlefields and settlements.

Mrs Short reacted to their sudden arrival in the same way as when the British Army suddenly arrived on May 21. She made tea.

Then, in that beguiling mix of Antipodean and West Country that is the Falklands accent, she told them of that night. "My husband Pat said as we went to bed that he had a funny feeling we'll wake in the morning surrounded by British troops.

"I was so excited, I wasn't worried after that, even during bombings. I knew I was safe." Now with things winding down, she was more than a little wistful. "I enjoyed having the troops around us. They were like the family. It's very quiet now; we're going to miss them."

Marines' route

The helicopters tracked where the Marines had yomped to Stanley. Among the iced pools, dugouts and shell holes appear with the occasional abandoned Argentine truck, tents and positions.

At Goose Green, captured after the death of Col. Jones, the womenfolk of the settlement are scrubbing out the Community hall where 114 people were held by the Argentines for a month.

Mr Stewart Morrison and his wife, Nannette, showed their house, hit by 74 bullets with their carpets and furniture ruined by Argentine soldiers.

"I've never been so pleased to see so many strangers in all my life," said Mr Morrison of the liberation of Goose Green by the Paras. His racing cups were intact, as is a photograph of the Queen, but many other things were missing, such as their children's Dinky toys found later in Argentine dugouts.

Ship with a charmed life comes home

THE frigate Broadsword, the ship that led a charmed life in what became known as the Falklands' "bomb alley," sailed proudly into Devonport to a tumultuous reception yesterday.

A huge crowd lined Plymouth Hoe and flares were fired as the warship signalled: "Thank you."

The 3,500-ton vessel was hit by a 1,000lb Argentine Sky Hawk's bomb which hit the sea 15 feet from her hull, bounced into her stern and tore through the flight deck, destroying a Lynx helicopter—but failed to explode.

Aboard the ship was Royal Marines Sergeant Bill Leslie, perhaps the luckiest man among her 250-strong complement.

The 36-year-old Scot, from Musselburgh, Midlothian, tripped over empty cartridges in the rush to man a machine gun during an attack by five Mirage aircraft.

In the moment he lay on the deck, a cannon shell smashed through a communications console only inches above his head.

His escape enabled him yesterday to meet for the first time his 12-week-old daughter Bernice, carried on board by Sgt Leslie's wife, Marcia.

When bomb struck

Sgt Leslie, who was in charge of a detachment of 10 Commandos on board, also described the moment when the bouncing bomb struck.

"There was an almighty crunch but no definite explosion. When we looked aft there was a blue thing floating in the water—it was the nose of the helicopter."

Broadsword, which shot down at least three aircraft—two with Sea Wolf missiles—and survived more than a dozen air attacks in San Carlos Water, suffered 12 minor casualties.

Captain Bill Canning, 51, from Liphook, Hampshire, said: "Our worst moment was when Coventry was sunk almost alongside us. In a way we had failed to stop her being sunk."

"When the bomb hit us there was just a shudder. I thought the bomb was stuck in us somewhere and I was waiting with my fingers in my ears for it to go off."

"We had a number of close calls — but luck is what this business was all about."

"The crew did a magnificent job, especially when you consider the average age is only 21."

Able Seaman Andy Coppell, 22, of Bolton, helped to shoot down an enemy plane with a Bofors gun in "Bomb Alley."

He said: "It started smoking and went over the top of us into the water. It was a magic moment and geed everybody up."

FALKLANDS SHOW

An exhibition of the aircraft, weaponry and kit used in the Falklands campaign is being collated at the Fleet Air Arm museum at Yeovilton, Somerset. The display already includes captured Argentine aircraft

TROOPS WIN WAR ON BOREDOM

By A. J. McILROY

HUNDREDS of troops living under canvas in the Falklands are winning their war against boredom and the appalling weather conditions.

None of the 400 RAF men and Royal Engineers at Port Stanley airport is deprived of food and shelter, and none is dispirited.

There are plenty of complaints, but as Senior Aircraftsman Rb Denny, 23, from Wittering said: "No one expected it to be easy out here.

"It is a constant battle against the wet and the wind, to get fresh water and to try to make the compo rations more interesting"

Flt-Lt David Haward, 28, a Harrier pilot from Bath, said: "It is wet, cold and bloody windy but our gear is adequate and I have no complaints."

Imaginary games

Other men talked of the enemy, boredom. One group said they played imaginary games "like taking a tin can for a walk on a piece of string; jumping into a bomb crater in the driving rain just to get wetter still; and getting a twig to go water divining."

They looked forward to their daily two cans of beer, and to the mail, which is now reaching them in four to five days

A sergeant said: "It is funny what you will do to relieve boredom. Six of us each took a sweet out of our compo packs and had a competition to see who could make it last the longest. I ask you, six grown men doing that?"

Wing Cdr Peter Squire, officer commanding the squadron, said: "Conditions are less than ideal.

But all the chaps here, although everyone may have an occasional moan, are facing up to the situation, and morale is very good."

The sun was shining as I visited the sprawl of green tents stretching away behind the airport runway. But the icy wind whipped through my battle-dress smock and sweater.

The tents are warm and some have heaters. Many of the airmen and soldiers have Arctic coats.

I spoke to many of the officers and men in No. 1 RAF Squadron, which is manning the airport base and flying the Harriers. Among them were Flt Sgt Ian Smith, 30, from Whitley Bay; Cpl Christopher Johns, 28, of Middlesbrough; and Junior Technician Frank Gouldsbrough, 24, of Sheffield.

Lack of water

They spoke of the problem of high winds which on one occasion blew five tents across the runway. Lack of water and entertainment were not easy to face up to.

"I have been here 62 days," said Cpl Johns. "First I was at San Carlos, and then here as an armourer. We get damp kit sometimes, but the kit we have is good.

"Some of it is old. After all, we lost so much when the Atlantic Conveyor was hit. Our main problem is drying out when we get wet. Our tent is on the hill and the rain drives in.

"But we have learned to cope and things are getting better. About every 10 or 14 days we go to one of the ships for a hot shower and a break. And apart from being repetitive, the food isn't bad."

Flt-Sgt Michael Stiff, of the mobile catering support unit, was standing in the entrance to the tents where food is served and where films are now shown most evenings.

The tents are high and long and are subdivided into kitchen and dining rooms. One collects a plate and cutlery and serves oneself. Apart from the compo rations there are fresh potatoes, eggs and fruit.

Scots ^{S. Feby 25-7-82} Guards ordered home

By A. J. McILROY
in Port Stanley

THE 2nd Battalion Scots Guards is going home. Major General David Thorn, Commander Land Forces, Falkland Islands, said yesterday that a priority in taking up his new post was to visit the Guards and tell them this news.

He said: "I know they are tired, I know they want to go home and I am glad to send them early home. the most likely date for sailing on the Norland is July 29.

The Guards fought the decisive battle for Tumbledown Mountain, the capture of which was quickly followed by the surrender of the Argentine Garrison in Port Stanley.

They met hardened Argentinian marines well entrenched in the battle and suffered nine dead and 43 wounded.

Although many officers and men in the battalion were concerned that the Gurkhas and the Welsh Guards had already left for home, they knuckled down to the task of making their conditions better in the West Falklands at Port Howard.

Major General Thorn, giving his first Press conference since taking over command from General Jeremy Moore a week ago, said of the guards: "I have served with them in Northern Ireland. I know them.

In London a Ministry of Defence spokesman refused last night to say if the battalion would be the last one to return home from the Falklands. "We have never indicated the overall movements of battalions and we are not saying how large the remaining garrison will be," the spokesman said.

Bignone going to Baghdad summit

From Our Correspondent, Buenos Aires

President Reynaldo Bignone of Argentina will attend a meeting of heads of non-aligned nations in Baghdad, Señor Juan Aguirre Lanari, the Foreign Minister, said yesterday.

Señor Aguirre Lanari, who also said Argentina would continue to press its claim of sovereignty over the Falkland Islands, said it would be "opportune" for President Bignone to attend the conference.

Speaking to reporters shortly before leaving for Uruguay to discuss the Falklands question with Uruguayan officials, he said he could not comment on a proposal by Señor Alejandro Orfila, the Argentine Secretary-General of the Organization of American States to hold an OAS meeting on the question of sovereignty over the islands.

Argentina plans to build a nuclear submarine, the construction of which will take between eight and 10 years, Vice-Admiral Carlos Castro Madero, head of the National Atomic Energy Commission, has said. The decision has been made with regret because the commission's policy had always been to use nuclear energy for peaceful purposes only, he said.

Admiral Castro Madero said that after the South Atlantic war with Britain, Argentina had the right to defend itself in the best possible way, but he reiterated that "no way" would the commission build an atomic bomb.

Argentina reacted to Britain's announcement that it had lifted its 200-mile sea and air blockade of the Falkland Islands by saying it represented no change in the state of hostilities between the two countries. (Reuter reports).

A Foreign Ministry statement late on Thursday said Britain's request that Argentina should keep its warships and military aircraft outside a 150-mile radius of the south Atlantic archipelago amounted to maintenance of the "no-go" zone declared on April 30.

"The communication affirms that hostilities have ended, but at the same time it announces clearly bellicose measures which entail the maintenance — with some modification — of the exclusion or blockade zones previously established by Great Britain," the statement said.

NEW YORK: — Señor Orfila's call was for a summit meeting of the 31 members of the Organization of American States to deal with the after effects of the Falklands conflict and help heal the rift it caused between Latin America and the United States. (Zoriana Pysariwsky writes).

Speaking before the Foreign Policy Association in New York on Thursday, Señor Orfila attempted to underscore the urgency of such a meeting since the Falklands war had severely compounded the stresses and

strains already unsettling the traditional regional relationship in the western hemisphere. "This serious situation compels us to re-examine where we go from here."

WASHINGTON: Mr George Shultz, the Secretary of State, has said the United States must act to restore its credibility in Latin America after backing Britain in the Falklands conflict (Reuter reports).

"Some have charged that the United States is not a reliable friend of Latin America. We know that is not true, but need to demonstrate that in fact we are", he said.

He was giving written replies to questions from members of the Senate foreign relations committee

LONDON: A bleak picture of the conditions in which British forces are spending winter in the Falklands emerges from interviews broadcast by the BBC Radio 4 programme, *Today* (Denis Taylor writes).

Senior Aircraftman William Bell told their reporter, Jeremy Harris: "If it wasn't for the Arctic heaters, I think a few people would be dying of hypothermia."

Asked if he expected to living now in such conditions, he replied: "We were told that everybody in the United Kingdom had been told that we were living in Portakabins and as you can see we are still living in tents, and it's still winter and it's a bit cold."

WELCOME BACK FOR FALKLAND

TUG CREW

The crew of the tug Irishman who vainly tried to salvage the destroyer Sheffield and the container ship Atlantic Conveyor after they were hit by Exocet missiles arrived home by air in Humberside yesterday, the Irishman herself remaining in the Falklands.

Some of the 50 relatives and friends waiting to greet the 10-man crew described them as the "unsung heroes" of the Falklands conflict, but the men themselves were reluctant to discuss in detail their South Atlantic adventures.

Chief Engineer Gary Brown said: "We had a busy time towing many ships, and we towed the Sheffield and the Atlantic Conveyor after they were hit. But I will simply be glad to get back to my normal duties after some leave."

Capt. Tony Allen, 39, of Barrow-in-Furness, would not elaborate on the rescue attempts. "Our main task was salvage and rescue, but we did not go into the war area until we were needed," he said. "The crew did a really good job."

Looser links with Britain proposed

By CHARLES NEVIN
in Port Stanley

DEMOCRATIC process returns to the Falkland Islands this week with the first meeting of the Legislative Council since the Argentine invasion.

In advance of this session of what is the island's parliament, Mr Terry Peck, council member for the Stanley division, is holding a public meeting in the capital tonight to gauge feelings for the future among his constituents.

Constitutional options

An already simmering pot was given a brisk stir at the weekend when Mr Rex Hunt, former Governor and now Civil Commissioner, said that he personally would be in favour of looser links with Britain than in the past.

Mr Hunt said that a Falkland Island Government Select Committee was being set up to consider the constitutional options.

These ranged from reducing the British role to defence and foreign affairs to full integration in the style of French colonies.

Matter for islanders

He said he would prefer a looser association providing the "hopes and aspirations of the islanders" were met. But he stressed it was a matter for them to decide.

Emotionally the islanders want links as close as they can possibly be, but rationally some feel that this will never be acceptable to the outside world.

INQUIRY ON CLAIM OF FRENCH HELP FOR EXOCET RAIDS

By VALERIE ELLIOTT in Paris

THE French Government has launched a full investigation into allegations that a nine-man French engineering team helped the Argentine Navy to prepare Super-Etendard aircraft and weapons systems during the Falklands conflict.

It is alleged also that these engineers fitted missile launchers from which Exocet missiles were fired and which sank the destroyer Sheffield and the Atlantic Conveyor.

Eight employees of Dassault Aviation, manufacturers of the Etendard, and one from Aerospatiale, the State-owned manufacturers of the Exocet missile, were said to have helped the Argentines throughout the war.

A spokesman at the Elysee Palace said last night that President Mitterrand would perhaps make a personal statement on the matter today.

Ban on arms aid

The president could find himself in a particularly embarrassing position because his brother, Gen. Jacques Mitterrand, is president of Aerospatiale.

A spokesman for the French Ministry of Defence said they were astounded by the allegation. A full investigation was being conducted. M. Charles Hernu, Defence Minister, had issued instructions that no technical assistance of any military or similar nature should be given to the Argentines during the conflict.

He stressed that the instructions had been issued with the full support of Mr Claude Cheysson, Foreign Minister, from the day the Argentines invaded the Falkland Islands.

M. Herak stressed last night that the French Government had not been guilty of any "double talk."

"France not only enforced sanctions against Argentina but also put a stop to any technical or military help," he added.

Dassault and Aerospatiale are expected to comment today on the allegations which were contained yesterday in an article in the SUNDAY TIMES.



Intelligence reports

British Intelligence sources had, however, always suspected that one or two French companies were breaking the embargo, but it had been difficult to prove whether they were doing so with or without the approval and knowledge of the French Government.

Questions to the French Defence and Foreign Ministry by THE DAILY TELEGRAPH up to the day of British victory at Port Stanley brought emphatic denials that French firms were involved with supplying help to the Argentines.

Argentina began negotiations with Dassault in 1979 when it purchased 14 Super Etendard aircraft fitted with the Exocet missile system.

ARGENTINE DENIAL 'We fitted missile pods'

OUR BUENOS AIRES CORRESPONDENT reports: An Argentine Navy officer denied yesterday that French technicians had helped to prepare the Exocet missiles.

The officer said the Exocets had been assembled by Argentine technicians at the navy's main base at Puerto Belgrano. They had also worked out the proper mounting for the missiles for the French-made Super-Etendard jets.

"One of our officers who was undergoing training at the Aerospatiale after the conflict began told me he had been warmly congratulated by his French colleagues after the first successful Exocet launching," said the officer.

"But, eventually, he had to fly home when the French became uptight about the whole thing," he said.

Shortage of fighters

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Phantoms go to Falklands

By Air Cdre G. S. COOPER Air Correspondent

THE RAF is seriously short of fighters to provide air defence for Britain, the Royal Navy and the Falklands.

A squadron of Phantom F-4 all-weather fighters is due in Port Stanley next month.

Before the Falklands emergency, the Defence Ministry had accepted that seven squadrons were insufficient for the dual task of defending Britain and providing long-range air cover for the Fleet in the Eastern Atlantic.

The Falklands operation has brought home the vital importance of air defence at sea, which must include long-range fighters as well as short-range missile defences.

The British fighter force is to be increased to nine squadrons in five years by keeping two Phantom squadrons in service after the introduction of seven new Tornado fighter squadrons, which will start replacing the existing force in 1985.

Six squadrons left

The need to send Phantoms to the Falklands as soon as possible will cut the United Kingdom fighter force to six squadrons, one-third less than the number planned.

The aircraft can be recalled for their Nato tasks, but only

at the risk of encouraging Argentina to contemplate a reoccupation of the islands.

The RAF has two more fighter squadrons in West Germany and is running short of Phantoms, which were bought for 10 years of service and are already 13 years old.

Out of 170 Phantoms bought, only about 100 are left. Seven have crashed in the last two years.

The Phantoms are expected to join the Falklands garrison at the end of next month, when work on extending the Port Stanley runway from 4,000ft to 6,000ft (or possibly 7,000ft) is completed.

The airport is likely to be closed for most of August to allow the Royal Engineers to lay steel matting for the extra 2,000ft to 3,000ft of runway.

Plans for Nimrods

It will take several more months for additional facilities for maintenance, fuel and armament storage to be properly established.

The RAF wants to be able to operate Buccaneers, as well as Nimrods equipped with Harpoon anti-ship missiles, from Port Stanley.

The shortage of Phantoms, however, may discourage the Defence Ministry from deploying a full fighter squadron beyond Ascension. But there is still the risk of underestimating the residual threat from the Argentine Air Force.



Times. 26.7.82 French investigate Exocet claims

Paris (Reuter) — M Charles Hernu, the defence minister, said yesterday that France had halted both arms supplies and technical assistance for Argentina during the Falklands crisis. "There was no double talk on France's part, he declared.

The minister was speaking on French radio after *The Sunday Times* reported that French technicians had completed work on Exocet missiles on French-supplied Super Etendard aircraft after the French Government had declared its embargo.

Earlier today the French Defence Ministry said it had opened an inquiry into the report (Diana Geddes writes).

The team is said to have provided crucial assistance to the Argentine Government on how to attach the launchers for the French-made Exocet missiles to the Super Etendard aircraft also made in France.

HMS Sheffield and the supply vessel Atlantic Conveyor were sunk by Exocet missiles fired from Etendards.

According to *The Sunday Times* a team of nine technicians, from Dassault, the state-controlled aircraft

company which makes the Super Etendards, and one from the state-owned Aerospatiale, which makes the

Exocets, went to Argentina last November, on a one-year technical assistance contract.

M Hervé Colen, leader of the team, based in Bahia Blanca, a naval port 400 miles south of Buenos Aires, is reported to have said that despite the help he and his men gave the Argentine Navy, they were never ordered to leave by the French Government.

He remained in contact with Dassault throughout the Falklands war, he said. Dassault denied any knowledge of the French team.

The French Ministry of Defence likewise denied knowledge of the team's existence, and insisted that no military equipment, or technical assistance has been provided to Argentina since the invasion of the Falklands on April 2.

● LONDON: Mr Tam Dalyell, Labour MP for West Lothian, has written to Mrs Thatcher calling on her to seek an urgent meeting with President Mitterrand to discuss the matter

God is not on the side of the big battalions or the small ones. The essential duality of man's nature—the light and the dark side together within him—make such an idea untenable. Even among the best, some seed of evil lies; while nothing on this earth is so bad but that some good could come out of it.

Today at Saint Paul's, therefore, the service of thanksgiving should not be to thank God for victory in the Falklands, but for deliverance. Any war has its share of evil, and we have been delivered from the greater evil of a long war. As the Dean will say in his Bidding, it is to give thanks for the cessation of hostilities, for the courage, determination and endurance of those who took part, and for their safe return. It is also to remember the fallen—all the fallen—and to pray for peace and reconciliation.

The service is the first collective, institutionalised, expression of satisfaction at the end of the Falklands War. There have been arguments about the wisdom or propriety—even the morality—of such an event. Its order of service has been delicately designed to take account of those arguments, and to offend no sensibilities. That is fair, so far as it goes. But it cannot really be held that a spirit of triumphalism has been swanking through the country since the victory at Port Stanley. On the contrary, the voices which have been loudest have been those which opposed the whole enterprise in the first place. Having been outflanked by the speed and totality of its success, they have retreated into recrimination about whether it was necessary. There have been suggestions that it was a mere

episode, an ephemeral phenomenon, without further consequence and soon forgotten, certainly by the conscious political community and the intelligentsia. That is what they might hope; but they are surely mistaken.

The very fact that the Falklands victory, like the whole campaign, has not been accompanied by great collective manifestations is the key to its significance for the future, as much as it is to the collectivist's instinctive distaste for it. The foundation stone of a stable society is a sense of individual, not collective, responsibility. Man in a crowd becomes anonymous. He surrenders his moral sense to the collective norm, which is a much inferior standard.

It was a measure of the strength of this country's response to the invasion of the Falklands that there was no fury, no shouting, no parades. It was just the quiet strength of a nation of individuals responding as individuals to a challenge which had to be faced, however unpleasant it might be, and however unprepared for it they were.

That individuality was vividly illustrated by the many homecomings we have witnessed on television screens. Princes and Prime Ministers may have looked in on those events, but they have been essentially family affairs, celebrating the homecoming of a son, a father, a husband, a lover. They have been individual acts of reunion or remembrance when the solitude of war can comfortably become the privacy of peace.

Thanksgiving for that deliverance, therefore, need not be offered in a triumphant spirit. However, there are lessons

from the Falklands episode which will be learnt not only in ministries and military research establishments, though they too will have rediscovered something about the value of individual enterprise in emergencies. One of those lessons is that the liberal ascendancy of post-imperial Britain does not always represent the mood or the morality of the people. We know what the liberal response was to the invasion of the Falklands, because it is still with us even after the invader has been evicted. It is to suggest that the invader was really less culpable than his victim because the victim did not make it clear that an invasion would be resisted. Is a burglar exonerated for his crimes because the householder has not installed an efficient burglar alarm?

That kind of inverted thinking lay behind both the opposition to the Task Force, and the more muted scepticism which ran like an undercurrent during the campaign and which now that operations are concluded can afford to indulge itself again. It seeks to ignore the fact that, in meeting its challenge head on, the mood and will of the country had survived a generation of soft-pedalling on the basic principle of an individual's responsibility for his deeds and misdeeds.

That self-discovery among the people does not need to be paraded about the country, any more than the victorious servicemen who have come home — and those still to come — need to parade through the streets of Britain to re-enact their great achievement. It is enough that in their hearts, and in ours, we all know that the nation has this resolution within it, undimmed.

Times. 27.7.82

Runcie praises courage in the Falklands and remembers Ulster and Argentina

The following is the text of the Archbishop of Canterbury's sermon at the Falkland Islands service in St Paul's Cathedral yesterday.

The first note in this service is thanksgiving. We began with particular thanksgiving for the courage and endurance of those who fought in the South Atlantic and that is where my sermon starts.

What I have heard about the conduct of the British forces in and around the Falkland Islands has moved and heartened me. I have experienced battle myself and know that it is no mean achievement to preserve the restraint and display the courage shown by so many involved in this conflict. I was particularly impressed by the report of one journalist who admitted that he had started the campaign with a fairly standard stereotyped view of the forces — effete officers leading unreflective men. He was converted by the Falklands experience and returned with a deep respect for those who had fought bravely, without turning into 'automata'. He was moved by the mature way in which grief was openly expressed over the loss of comrades and admired the lack of rancour shown in attitudes towards the enemy. Another eye witness had described to me the determination shown at every level to achieve objectives with the minimum use of force. At the hard fought battle of Goose Green the reaction was not the conquerors' triumph, but 'thank God it's stopped'. It is right to be proud of such men.

There is much to give thanks for in all this now that the attempt to settle the future of the Falkland Islands by armed invasion has been thwarted, but the men who served in this campaign would be the first to say that while we are paying tribute to the armed forces we should not forget the perseverance and courage of those who have been defending the lives and laws of the citizens of this country in Northern Ireland over a number of years.

While giving thanks, however, we also mourn for grievous losses. Thank God so many returned but there are many in this cathedral who mourn the loss of someone they love and our thoughts go out to them. We must not forget: our prayers for remembrance will not end this day.

They remind us that we possess the terrifying power for destruction. War has always been detestable, but since 1945 we have lived with the capacity to destroy the whole of humankind. It is impossible to be a Christian and not to long for peace. "Blessed are the peace-makers for they shall be called the Sons of God". This was one of the themes to which the Pope repeatedly returned during his visit to this country. His speech in Coventry was particularly memorable when he said "war should belong to the tragic past, to history. It should find no place on humanity's agenda for the future".

I do not believe that there would be many people, if any, in this cathedral who would not say amen to that. War is a sign of



The Archbishop of Canterbury, Dr Robert Runcie, greeting the Prince of Wales at the Falkland Islands service at St Paul's Cathedral yesterday

human failure and everything we say and do in this service must be in that context. The problem is that war belongs to the tragic present as well as to the tragic past. At the beginning of this century in a noble book *The Great Illusion*, by Norman Angell, the irrational character of war in a modern world was precisely described. The thesis is that in a world of economic interdependence you cannot injure another state without damaging your own interests. We flourish and become prosperous, not by raiding and pauperizing our neighbours, but by building them up as ever better markets for our manufactures.

Yet war, demonstrably irrational and intolerable, has left a terrible mark on this century, it has claimed tens of millions of victims and even now occupies some of the best talents and resources of the nations. The great nations continue to channel their energies into perfecting weapons of destruction and very little is done to halt the international trade in arms, which contributes so much to the insecurity of the world. In the most heavily armed area, the Middle East, every day seems to bring fresh bad news of man's willingness to resort to the irrational and the intolerable in pursuit of his territorial and ideological ambitions.

Angell was writing at the end of a period of relative peace. We cannot be even as sanguine about the human future as he was. Our hope as Christians is not fundamentally in Man's naked goodwill and rationality. We believe that he can overcome the deadly selfishness of class or sect or race by discovering himself as

a child of the universal God of love. When a man realises that he is a beloved child of the creator of all, then he is ready to see his neighbours in the world as brothers and sisters.

That is one reason why those who dare to interpret God's will must never claim him as an asset for one nation or group rather than another. War springs from the love and loyalty which should be offered to God being applied to some God substitute, one of the most dangerous being nationalism.

This is a dangerous world where evil is at work nourishing the mindless brutality which killed and maimed so many in this city last week. Sometimes with the greatest reluctance force is necessary to hold back the chaos which injustice and the irrational element in man threaten to make of the world. But having said that all is not lost and there is hope.

Even in the failure of war there are springs of hope. In that great war play by Shakespeare, Henry V says: "There is some soul of goodness in things evil, would men observingly distill it out". People are mourning on both sides of this conflict. In our prayers we shall quite rightly remember those who are bereaved in our own country and the relations of the young Argentinian soldiers who were killed. Common sorrow could do something to re-unite those who were engaged in this struggle. A shared anguish can be a bridge of reconciliation. Our neighbours are indeed like us.

I have had an avalanche of letters and advice about this service. Some correspondents have asked "why drag God in" as

if the intention was to wheel up God to endorse some particular policy or attitude rather than another. The purpose of prayer and of services like this is very different and there is hope for the world in the difference. In our prayers we come into the presence of the living God. We come with our very human emotions, pride in achievement and courage, grief at loss and waste. We come as we are and not just mouthing opinions and thanksgiving which the fashion of the moment judges acceptable. As we pour into our prayer our mourning, our pride, our shame and our convictions, which will inevitably differ from person to person, if we are really present and really reaching out to God and not just demanding his endorsement, then God is able to work upon us. He is able to deepen and enlarge our compassion and to purify our thanksgiving. The parent who comes mourning the loss of a son may find here consolation, but also a spirit which enlarges our compassion to include all those Argentinian parents who have lost sons.

Man without God finds it difficult to achieve this revolution inside himself. But talk of peace and reconciliation is just fanciful and theoretical unless we are prepared to undergo such a revolution. Many of the reports I have heard about the troops engaged in this war refer to moments when soldiers have been brought face to face with what is fundamental in life and have found new sources of strength and compassion even in the midst of conflict.

Ironically, it has sometimes been those spectators who remained at home, whether supporters or opponents of the conflict, who continue to be most violent in their attitudes and untouched in their deepest selves.

Man without God is less than man. In meeting God a man is shown his failures and his lack of integrity, but he is also given strength to turn more and more of his life and actions into love and compassion for other men like himself. It is necessary to the continuance of life on this planet that more and more people make this discovery. We have been given the choice. Man possesses the power to obliterate himself, sacrificing the whole race on the altar of some god substitute. Or he can choose life in partnership with God the Father of all. I believe that there is evidence that more and more people are waking up to the realization that this crucial decision peers us in the face here and now.

Cathedrals and churches are always places into which we bring human experiences — birth, marriage, death, our flickering communion with God, our fragile relationships with each other, so that they may be deepened and directed by the spirit of Christ.

Today we bring our mixture of thanksgiving, sorrows and aspirations for a better ordering of this world.

Pray God that He may purify, enlarge and re-direct these in the ways of His kingdom of love and peace. Amen.

After the Falklands, let's not go overboard on Navy spending

Times 27.7.82

The Naval art and the Military art are both in a state of transition; the last discovery of today is out of date, and superseded by an antagonistic discovery tomorrow. Any large accumulation of vessels or guns is sure to contain much that will be useless, unfitting, antediluvian, when it comes to be tried. There are two cries against the Admiralty which go on side by side: one says, "we have not ships enough, no 'relief' ships, no Navy, to tell the truth."; the other cry says, "we have all the wrong ships, all the wrong guns and nothing but the wrong . . ."

Walter Bagehot wrote that passage 115 years ago when steam was superseding sail. And the argument continues today in the early decades of the submarine and air-launched guided weapon. The size and shape of the Royal Navy is not a new subject for debate; and it has been widely discussed in *The Times* correspondence columns over the past few weeks, since *The Times* leader "Strategy in a Silver Sea" (June 21). I did not agree with the theme of that leader which was linked to that of its successor "Too much on the Rhine" (July 1). But both leaders were clearly written from the heart and have provoked a most useful debate on our defence strategies and capabilities.

In joining in, but not, I suspect, concluding that debate my purpose is to put the record straight about the Royal Navy, or to be more accurate, about our maritime/air capability, since air power also has an increasing role to play in the defence of the Atlantic. The Nimrod Mark 2 aircraft with its advanced electronics, radar and weapon carrying capability is a quite remarkable aircraft and we are enhancing our investment in this programme. The Sea Eagle missile for use on the Buccaneer, Sea Harrier and possibly the Tornado GR1 aircraft shows signs of being an exceptional anti-ship weapon.

The positive side of technological change is that weapon for weapon, ship for ship and task force for task force, the hitting power of our naval and maritime air forces — a joint service role by the RN and the RAF — is increasing year by year. So far from neglecting our maritime defences, we will be placing huge sums in our maritime capability over the next 15 years.

I do not intend to argue in detail the military and political case for the retention of in-place forces in Europe. That has been done admirably by distinguished contributors in *The Times*, among them Field Marshal Lord Carver and Marshal of the RAF Sir Neil Cameron. But I must begin by disabusing *The Times* of the notion that withdrawal of British land and air forces from the Continent would free more funds for an even wider maritime strategy. Far from saving hundreds of millions of pounds as the leader claimed — it would cost much more in the short and medium term to bring back our

by John Nott, Secretary of State for Defence

forces from Germany than to keep them there. The "extra" cost of maintaining our forces in Germany — the premium we pay for having a given number of forces on the Continent rather than in the United Kingdom — is currently running at just over £200m a year (about 1½ per cent of the Defence Budget).

Bringing back our forces would save much of this premium in the longer term. But the transitional costs would be very large and cause wholly unnecessary disruption.

Far from releasing extra resources the defence programme would come under additional strain and we would have thrown away the vital military and political advantages to the United Kingdom of in-place forces deployed well forward as a deterrent against a sudden attack.

Unusually in our history we now have our forces already deployed in the right place — that is good both for deterrence and for the defence of the United Kingdom itself; and *The Times* in its leader failed also to appreciate the measure of the military changes we have recently made in the British Army of the Rhine whose new three (previously four) division order of battle will enable the corps commander to fight a more mobile battle, in greater depth.

The truth is that we could only save money over the next five critical years if we disbanded any land or air forces that we returned from the Continent. To do this would be folly. And if we want to recruit and retain the best men, it is not unreasonable that their families should live in Germany with them.

The planned size of 135,000 for the regular Army is the minimum needed to meet our peacetime and wartime commitments. Nor could we safely reduce our air forces.

Like the British Army on the Rhine, RAF Germany is militarily situated in the right country for the forward defence of Great Britain, integrated into the early warning, ground/air defence and air combat capability of our allies.

In placing huge extra sums over the next two to three years in the largest re-equipment programme of the RAF since the Second World War, — I am mindful too, that the Battle for Britain as well as the Battle for the Atlantic would — if such a tragedy were ever to happen again — be a joint service affair.

In short we cannot rob the other services to pay for a larger Royal Navy, although we must continuously review the balance

'It is no use building more ships if we cannot afford the latest weapons'

of our capabilities within the overall limit of our budget to provide the best defence output. The recent organizational changes in the role of the Chief of the Defence Staff, and of ministers are designed to assist in arriving at the best balance of defence investment for the future.

Another theme of *The Times* leader columns is that we have cut the Royal Navy to maintain land and air forces in Europe which could be better provided by our Continental allies. You did not mention the United States. Our American allies maintain 200,000 army personnel in the Federal Republic of Germany as against our commitment of 55,000 men.

What effect would a reduction in our forces have on United States opinion? You underrate the key strategic, political, geographical and military importance of another non-Continental power maintaining a significant presence in Europe together with the United States. This bites on both East and West. It is vital to deterrence and the preservation of peace.

Now I do not seek to hide that, although our nuclear submarine and maritime air capability will increase, our forward plans will lead to a reduction in the planned size of the destroyer and frigate force to about 50 ships. Of course anyone who is proud of the Royal Navy would want more hulls — more fine ships. But the real question at issue — if the defence budget is not to be increased still further — is what is the best size and shape of the whole Navy — not just the surface fleet — for the 1990s.

As the following table shows, we are spending vastly more — nearly 60 per cent more — in real terms on the Royal Navy in 1982/83 than we were in 1950/51: just after the Second World War when we had far more ships:

For the rest of the decade we plan to spend more in each year, in real terms, on the conventional Navy than was spent in 1978/79. The reason for the apparent paradox of more money and fewer ships is the fact that the Navy has to increase its expenditure on weapon systems if it is to meet and match constant shifts in technology and the threat.

Towed array sonar, the development of sea and air launched torpedoes into true guided weapons, the advent of short take-off/vertical take-off aircraft; all have pushed up costs with capability. A new Type 22 frigate with its advanced systems costs more than £130m and is three times as expensive in real terms as its predecessor the Leander.

Cont →

A Sea Wolf missile costs three times more than the Sea Cat. Cost growth is not a new problem. But the pace of technological changes has advanced exponentially over recent years and shows every sign of continuing to do so.

Our aim is to maximize real combat capability and to produce a new force structure with better hitting and staying power in combat. No one denies that ship numbers count — but it is simply no use building more ships and tanks and aircraft if we cannot afford to provide them with the latest weapons.

Thus we have in hand a massive programme of investment in sophisticated guided weapons and missiles. The torpedo programme alone is worth £2,000m (equivalent to the capital costs of purchasing an additional 10-15 frigates).

We will not, however, be neglecting the surface ship. We need a new general purpose frigate (costing around £90m against £130m for the existing Type 22) which can be the work horse of the future fleet with an all purpose capability, but optimised for anti-submarine warfare (ASW) in the Atlantic.

Its prime function will be as a platform for the successor to the Sea King helicopter (another £1,000m naval programme) — which with greater range, payload and avionics capability will provide each frigate with an organic air capability capable of hunting submarines and killing them at long ranges with its own torpedoes and other guided missiles.

The new longer range helicopter could also be available, operating from the land for the crucial role of shallow water anti-submarine warfare around our coasts, together with a new conventional submarine now firmly in the forward programme.

The Type 23 frigate, costing £40m less than its predecessor, will be a quiet, powerful and cost-effective ASW system. It will symbolise the change in sea warfare since the Second World War. Maritime power is now projected at great distances by guided weapons, torpedoes and helicopters carrying an array of modern electronics, as well as weapons. And ship borne systems are augmented by land-based

aircraft, with large sea coverage, such as the Nimrod and other maritime aircraft with air flight refuelling.

To summarise I accept that for national and alliance reasons our naval forces must be as strong and flexible as possible. We are an island nation with a great and long tradition of maritime affairs. This country is the essential maritime link, the unique aircraft carrier of the Alliance, essential for reinforcement from across the Atlantic. We live by trade and have our large merchant fleet to safeguard. And as the Falklands operation showed we need strong naval forces to maintain the ability to project British power in purely national interests.

No one doubts we need a strong Navy but the question is what kind of Navy we should now be designing for the 21st century. I began with a quotation from Bagehot. I would like to finish with one from Lord Hill-Norton — a most persistent critic. In his recent book on sea power, he refers to the general lack of understanding about this subject.

"Few officers in the 1880s", he said, "had much idea of what they were expected to do, except to 'show the flag around the world'".

"Twice in one generation Britain's maritime links with the rest of the world have almost been severed. Twice her people have endured isolation and have even faced a prospect of starvation and defeat at the hands of a continental enemy just across the narrow seas. On both occasions Britain had a large Navy with a wealth of fighting experience and an abundance of professional skill and confidence, but on each occasion that Navy was found unprepared for the threat which actually developed."

"Britain had the 'wrong shaped' Navy, designed and trained for 'the wrong kind' of war. Thus even after the Battle of

The forward defence of Germany is the forward defence of Britain itself

Jutland when the German Battle Fleet was effectively shut up in harbour, Britain was almost defeated at sea by submarine warfare and the story was to be repeated a quarter of a century later."

I fully accept the wisdom of those words — and the solemn warning it implies. But it is not sufficient reason, at this critical time, to reduce our military and political commitment to the forward land/air defence of Europe; for the forward defence of Germany is the forward defence of Great Britain itself. And, as for more money for defence; in the last resort our defences will reflect the size and success of our economy.

It was inevitable that the Falklands operation would reopen the defence debate, and we will be looking, in the next few months, at its implications for our future policy. Some changes will be necessary. But I believe that cool and reasoned analysis will show that the broad strategic decisions which we took last year will produce the best balanced, and most effective force structure to meet the prime threat from Soviet Union and its allies into the 1990s and beyond.

Argentines 'could fit Exocets'

Times 27.7.82

From Diana Geddes, Paris

The French Ministry of Defence announced yesterday that it expects to complete tonight or tomorrow its investigation into claims by *The Sunday Times* that French technicians were in Argentina throughout the Falklands war, and gave the Argentine Navy crucial help with fitting Exocet missiles to its Super Etendard aircraft. An official statement will be made on the findings.

The inquiries so far are believed to have established that there was such a team in Bahia Blanca, the Argentine naval base 400 miles south of Buenos Aires. It is considered highly unlikely that they gave the Argentines any technical assistance that could have been of use to their military operations, though this still has to be positively confirmed.

The mere presence in Argentina of a French technical team during the conflict would not in itself have constituted a breach of the French Government embargo or instructions.

Under the instructions, issued shortly after the Argentine invasion of the Falklands, all French technicians in Argentina were forbidden to pursue activities connected with military equipment, and were recommended to return to France, but not ordered to do so.

It is understood that other EEC countries gave similar instructions to their technicians in Argentina.

The inquiry is also believed to have established that, while the team that remained in Bahia Blanca included technicians from Dassault, the state-controlled aircraft company that makes the Super Etendard, there was no representative (contrary to *The Sunday Times* report) from the state-owned Aérospatiale company, sole manufacturers of the Exocet.

A team from Aérospatiale was due to go to Argentina just before the Falklands conflict, but was then forbidden to leave by the French Government. The French did not think that the Argentines knew how to mount the Exocets, and therefore did not expect that they would be able to make use of them.

However, during the conflict, they were impressed by the technical expertise of the Argentines, and now believe that they could have fitted the air-to-sea Exocets without French help.

● **BRUSSELS:** Explicit instructions were given to French technicians in Argentina during the Falklands crisis not to give any assistance to the Argentines, according to a highly-placed source in the nationalized

French aerospace industry (Frederick Bonnart writes).

These instructions were fully carried out, but were in any case superfluous, the source maintained, since the Argentine Navy had already been taught how to mount the Exocets on to the Super Etendards.

● **LONDON:** A junior Defence Minister yesterday defended the French against the allegations made in *The Sunday Times* (the Press Association reports). "As far as I am concerned, the French Government's denial is perfectly sufficient", Mr Geoffrey Pattie, Parliamentary Under-Secretary for Defence Procurement, said.

But he agreed that it was "always possible that French technical assistance was given to the Argentines without the French Government's knowledge".

● **BUENOS AIRES:** President Reynaldo Bignone said yesterday that Argentina would continue to press its claim to the Falkland Islands in international forums (Andrew McLeod reports). "We Argentines will not rest until we have recovered effective sovereignty over the islands", he told a meeting of the Support for Argentina Action Committee, set up by the Latin American Economic System (SELA).



Nation pays solemn homage to the dead

Times 27.7.82

By Clifford Longley, Religious Affairs Correspondent

Members of the Armed Services and leaders of the nation paid homage to the dead of the Falklands campaign at St Paul's Cathedral in London yesterday. They prayed for those who were wounded, and those who were bereaved, and asked God for peace between nations in the future, and gave thanks.

The thanks being given were for what all could agree upon, for few in the congregation would have forgotten that the form of the service was a subject of argument. It was for the end of hostilities, for what the Archbishop of Canterbury summed up as "Thank God it's stopped", that they were asked to pray.

There were naval widows, surrounded by a wall of grief, who refused to stand except for royalty; there were stifled sobs as Cardinal Basil Hume read the simple prayer he had composed for the comfort and consolation of those who mourn and grieve; and there was scarce-

ly a prayer or reading that did not linger on the word "peace".

But there was no note of apology for the use of armed force. "Sometimes, with the greatest reluctance, force is necessary to hold back the chaos which injustice and the irrational element in man threaten to make of the world", Dr Robert Runcie said in his sermon.

It began with the assembling in St Paul's vast space of the mighty of politics, the Prime Minister and her Cabinet, Mr Michael Foot, Mr David Steel and Mr Roy Jenkins; with the mighty of the military services, admirals and generals; and with lesser ranks, with next of kin and civilians of no visible kinship with the issue, they formed one large congregation at the head of which was the Royal Family.

The Queen, the Duke of Edinburgh, and Queen Elizabeth the Queen Mother were placed ahead of the throng, in separate prayer seats.

Mrs Rosalind Goodfellow, Moderator of the United Reformed Church, proclaimed the lesson from Micah with the famous words: "and they shall beat their swords into ploughshares and their spears into pruning forks."

Corporal Nigel Horsfall, of the Royal Marines, enjoined the gathering to remember the fallen with words from Deuteronomy: "The eternal God is thy refuge," and there was a reading from the Rev David Cooper, chaplain of the 2nd battalion, The Parachute Regiment.

He has become well known, and was recruited for the St Paul's service on the basis of it, for a memorable sermon in Port Stanley, later shown on television. He read the Sermon on the Mount, with its blessings on the meek, the peacemakers, the merciful, and those who mourn.

Dr Runcie's sermon was a

warning against war. "It is impossible to be a Christian and not to long for peace," he said, adding that "it has sometimes been those speculators who remained at home who continue to be most violent in their attitudes, and untouched in their deepest selves."

There was the same hint of reproach to the ways of worldly power in the prayers composed by Dr Kenneth Greet, Moderator of the Free Church Federal Council, who echoed Dr Runcie's complaint that so little has been done to halt the international arms trade.

During the central silence, between Last Post and Reveille, many in the congregation were visibly and audibly moved to tears, and the ushers and marshals seemed outstandingly gentle with the many bereaved parents, widows, and children who were present.

French mock attacks helped Task Force

D. Tel. 27.7.82

By Air Cdre G. S. COOPER Air Correspondent

A BRITISH Minister came to the defence of the French yesterday over an allegation that some of their top technicians helped the Argentine Navy fit Exocet missiles to Super Etendard jets during the Falklands conflict.

Mr Geoffrey Pattie, Under-Secretary for Defence Procurement, said French technical help had included sending Super-Etendard aircraft for mock battles against Harriers.

Details of the help given by France during the Falklands crisis were not divulged at the time because of its sensitivity.

"This is the kind of support which I find rather hard to reconcile with the more recent allegations," said Mr Pattie.

Denial accepted

The French Defence Ministry is investigating a weekend report in the *SUNDAY TIMES* which claimed that Dassault technicians remained based in Argentina despite the French embargo on support for the air-launched Exocet missile system bought by Argentina.

It was the Exocet which sank the destroyer *Sheffield* and the container ship *Atlantic Conveyor*.

Mr Pattie said he was satisfied with the French denial that their embargo on support for Argentina was broken, but it was "always possible" that French technical assistance was given to the Argentinians without the French Government's knowledge.

A detachment of French Mirages flew to a British base probably RAF Wittering, to give pilots practice in air combat against the supersonic jet before their flight to the South Atlantic to reinforce the Sea Harriers.

A report in *LE MONDE* yesterday said French Navy Super Etendard aircraft based at Finistère in north-west France had carried out mock attacks on the British Task Force as it sailed towards the Falkland Islands.

Weapons tested

It said the exercises were at the Royal Navy's request and gave the warships experience in the method of attack and the performance of the Super-Etendard.

The mock raids allowed the British to calibrate their anti-aircraft defences and test electronic counter-measures.

British Aerospace officials have confirmed that the Task Force knew how to jam the Exocet missile's radar homing guidance. By the end of the campaign, the expenditure of all serviceable Exocets and the knowledge of how to stop them had virtually eliminated the missile threat.

STAMPS ISSUE AIDS FUND FOR FALKLANDS

D. Tel. 27.7.82
By Our Philatelic Correspondent

Special stamps are to be issued by the Falklands Islands and dependencies, including South Georgia, to help with the "re-building fund," the Crown Agents announced yesterday.

In each case a single stamp, featuring the Royal cypher and a map of the islands, will be issued of £1 face value plus an extra £1 surcharge to be given to the fund.

The designs have been produced by PAD Studio of London and the stamps are being printed by Format International Security Printers of South London.

PLEDGE FROM ARGENTINA

A petition signed by 3,000 young Roman Catholics in Buenos Aires and addressed to the Bishops' Conference of England and Wales was received in London yesterday.

It is a response to a request by young people who saw the Pope at Ninian Park, Cardiff, in June that he take to Argentina their commitment to work for world peace. The Argentinians pledged themselves to work for understanding and reconciliation between the two countries.

But although the French embargo on the delivery of Super-Etendard aircraft and Exocet missiles is still in force, concern persists that Argentina could get stocks of the air-launched missiles from other countries.

Phantom protection

It can only be a matter of time before Argentina can re-mount Exocet attacks, but by then the RAF will have Phantom fighters in the Falklands which will be able to detect and destroy the Super-Etendards long before they near their targets.

In addition, Nimrods armed with American Harpoon missiles will be able to threaten Argentine ships from a range of some 70 miles—twice the effective range of the Exocet system.

Britain is now developing its own sea-skimming missile, Sea Eagle for air launch from Buccaneers, Sea Harriers, and if necessary Nimrods and Tornados.

This missile promises to be considerably more effective than Exocet and will not be put off by decoys and electronic counter-measures. It should be cheaper than Exocet, which is now regarded as obsolete.

Britons inspect contracts

VALERIE ELLIOTT IN PARIS writes: British engineers were allowed to visit French factories assembling the Super-Etendard aircraft and inspect the contract between France and Argentina to supply the aircraft. It was disclosed yesterday in *LE MONDE*.

FALKLAND BILLETTS

D. Tel. 27.7.82

PLEDGE

By NICHOLAS COMFORT
Political Staff

THE Prime Minister yesterday assured Mr David Ennals, former Labour Social Services Secretary, that the Government was determined to do all it could to improve the living conditions of Servicemen in the "atrocious" conditions of the Falklands.

Mrs Thatcher said she had been "very disturbed" at Mr Ennals's claims, based on a letter from a member of 63 Squadron and supported by other personnel, that Servicemen guarding Stanley airfield were without proper accommodation, clothing and rations.

Not so grim

"However thorough our planning, it is always possible that things might go wrong and only the men actually out there can let us know whether arrangements are working," she said in a letter the former Labour minister.

But Mr Ennals said last night that while Mrs Thatcher assured him that conditions were now less grim, it had taken five weeks since the Argentine surrender to put matters right.

"There has been a lack of adequate planning or some serious administrative errors, and I intend to pursue these issues with the Ministry of Defence," he said.

Three meals a day

Mrs Thatcher said that all personnel on the islands had facilities to cook the rations provided and three hot meals a day should be available. There was sufficient protective clothing and bedding, including additional Arctic clothing for those in very exposed positions.

"In addition some 6,000 extra sleeping bags have been provided so that bags that get wet or damaged can be quickly replaced," she wrote.

Mrs Thatcher said that 500 of the 4,500 Servicemen on the Falklands were still in tents designed for severe conditions. They were mainly RAF personnel whose role was to man Rapier missile systems.

She said 333 Portakabins had arrived at Stanley by ship on Thursday to house some 3,000 men. Portable lavatory units had also been delivered and further canteen and other units were about to be shipped out.

Dr RUNCIE ANGERS TORIES

D. Teleg.
27.7.82

St Paul's peace sermon resented

By JAMES WIGHTMAN Political Correspondent

THE Prime Minister was privately unhappy and senior Conservative MPs were openly critical last night of the Falkland Islands service in St Paul's Cathedral yesterday, feeling that it was not triumphal enough.

Mrs Thatcher, who was accompanied by her husband Denis, was said to have told a colleague that she "did not much care" for the format of the service.

With many Tory MPs protesting that the occasion did not do due honour to the British Task Force which recovered the Falklands from Argentina, Mr Edward Du Cann, MP for Taunton and chairman of the Tory backbench 1922 Committee, said he would be writing a letter of complaint to Dr Runcie,

Archbishop of Canterbury.

Mr Du Cann added: "I was sad and disappointed that there was no mention during the service that the Falklands crisis was an example of Britain standing alone for international law, freedom and democracy."

Some MPs were saying that the Prime Minister should also protest to Dr Runcie, although there was no sign from 10 Downing Street of her being willing to do so.

But clearly Mrs Thatcher and some of her Cabinet colleagues felt that the service played down the British victory and gave too much consideration to the Argentinian enemy.

Mr Thatcher, who had lunch on the Westminster terrace after the service, was said by some MPs last night to have described the Prime Minister's reaction as being—"The boss was livid."

Such comments were denied on his behalf last night. So was considerable speculation that the Prime Minister had found the sermon by Dr Runcie, a World War II holder of the Military Cross, "a bit wet."

Both sides

He had spoken of people "mourning on both sides of this conflict" and of people in Britain remembering in their prayers "those who are bereaved in our own country and the relations of the young Argentinian soldiers who were killed."

Mrs Thatcher had been caught up in controversy about the service in its planning stage with reported differences between herself and the church authorities.

She had been dismayed at an early suggestion that the Lord's prayer should be recited in Spanish as well as English and that the Pope's Coventry sermon with its strictures on nuclear arms should be used. Both proposals were dropped.

Mr Julian Amery, Tory MP for Brighton Pavilion and a former Minister, said: "I was very shocked by the Order of Service. There were no martial hymns like 'Fight The Good Fight' and 'Onward Christian Soldiers,' and there were none of the great prayers.

"Peace and reconciliation should be part of it but not the whole story. There was no thanksgiving for the liberation of British subjects from the invaders.

"I thought it was a deliberate counter-attack against the mass of opinion of this country on the part of the pacifist, liberal wet establishment who were shocked we went to war and more shocked when we won."

Sir John Biggs-Davison, Conservative MP for Epping Forest and a Catholic, said: "I refused to go to St Paul's having seen the Order of Service.

"It is right to pray for the dead and for one's enemies. But it is wrong to fail to give thanks for the deliverance of our Falkland Islands people through the victory of our forces in a campaign which, according to Christian theology, could not have been more just.

"It was revolting for cringing clergy to misuse St Paul's to throw doubt upon the sacrifices of our fighting men."

Falklands service 'failed to honour armed forces'

SOUTH ATLANTIC FUND TOPS £10m

More than £10 million has been raised for the South Atlantic Fund, the Ministry of Defence announced yesterday. Donations totalling £1,500,000 have been authorised so far.

T. Sedg. 27.7.82

'War is sign of human failure...'

By GODFREY BARKER

THE Queen, the Royal Family, the Prime Minister, the Government, MPs and the great, the humble and the bereaved of the Armed Services went yesterday to St Paul's Cathedral for the Falkland Islands service.

But never did thanksgiving sound more sombre and grave, less triumphant and joyful. The service proved to be a stark commemoration of the recent short victorious war.

"War is a sign of human failure and everything we say and do in this service must be in that context," declared the Archbishop of Canterbury in stern keynote text.

"War has always been detestable... It is impossible to be a Christian and not long for peace. 'Blessed are the peace-makers, for they shall be called the Sons of God'."

Right at the start, as the processional organ music filling the vast dome turned out to be thunder-clouded and minor-key rather than noisy and triumphal, it was clear that this was not going to be a Thanksgiving for Victory.

Safe return

What it was, rather, was thanksgiving that it was all over. The theme announced in the Bidding Prayer of the Dean, the Very Rev. Alan Webster, was that "we thank God for the cessation of hostilities, for the courage of those who took part and for the safe return of so many."

The Archbishop's sermon, the Lessons and the prayers—particularly those of the pacifist Moderator of the Free Church Council, Dr Kenneth Greet—emphasised the horror of war in the late 20th century, and rebuked violence between states.

It was a service which made emphatically clear the Churches' preference for a negotiated settlement. Indeed, it was as appropriate to defeat as to victory.

It had, therefore, almost nothing in common with the sort of majestic Thanksgiving which might have honoured British naval victories in another age, or indeed have pleased Mrs Thatcher.

Martial hymns of the "Soldiers of Christ Arise" variety were conspicuous by their absence (not even "O God our Help in Ages Past" crept in).

Much cherished

As for the illusion, much cherished under Queen Victoria, that God might be on our side in a just war, that he was, indeed—

Lord of our far-flung battle-line,
Beneath whose awful hand

we hold

Dominion over palm and pine

—the Archbishop went out of his way to dispel it.

"Those who dare to interpret God's will must never claim him as an asset for one nation or group rather than another," he said.

"War springs from the love and loyalty which should be

offered to God being applied to some God-substitute, one of the most dangerous being nationalism."

By this point several members of the Cabinet were looking less than inspired. Irritation flickered on certain faces as the Archbishop denounced arms sales which "contributed so much to the insecurity of the world", and later again when he equated bereaved in Britain and in Argentina.

When he referred, towards the end, to "supporters of the conflict who continue to be belligerent in their attitudes", Sir Keith Joseph closed his eyes and other Ministers seemed to find more interest in gazing at the Press.

On the Services' side of the aisle, Rear Admiral Woodward stared impassively forward at the magnificent gold lectern for much of the sermon.

In contrast, however, the Dean of St Paul's sounded almost vehement as he intoned: "We pray for reconstruction in the Falkland Islands and... for reconciliation in the South Atlantic."

There were, however, moving moments—especially when the Last Post was sounded. Widows and parents of the dead wept as two trumpeters from the RAF band at Cranwell, Lincolnshire, played the tribute.

Baby's cry

At several points the Archbishop's stern words were punctuated by cries from a baby cradled in the arms of a young war widow, Mrs Eva Sweet, whose husband Phillip, a corporal of the Welsh Guards, died at Bluff Cove.

Several members of the Task Force took part. The Second Lesson, the Beatitudes, was read by Maj. David Cooper, Padre of 2 Para. Sentences of Remembrance were read in the authentic Tommy tones of one Corporal Horsfall and of Peace by Sq/Ldr Bob Iveson, a Harrier pilot.

Among the Non-Conformist participants, Mrs Rosalind Goodfellow of the United Reformed Church read the "they shall beat their swords into ploughshares" passage from Micah. Dr Greet prayed God "to create new structures of peace and a new atmosphere of cooperation."

This could have sounded like an excerpt from Mr Len Murray, or from an Acas negotiator. Mercifully, it came over in tones like a jovial and optimistic Rural Dean.

Small drama

Not all, however, as sober memory. In the front row the Princess of Wales, ravishing in blue and making her first appearance since the birth of Prince William, had a small drama when her necklace broke after she sneezed. She caught the pearls before they spread across the marble flags.

The Social Democrats stood out—Mr Roy Jenkins for being almost alone in not sporting a morning coat, Mrs Shirley Williams for being five minutes late.

With an hour's wait for the earliest arrivals until the Queen took her place, there was much pleasure to be had from watching the foibles of the great. Mr Heath and Lord Home played "Spot the Journalists" gazing at the Press benches.

Mr Callaghan, almost alone among VIPs, prayed on arrival, though Lord Hailsham, the Speaker, Mr Powell, Sir Geoffrey Howe, Mr Biffen and the Attorney General remembered to bow to the altar on departure.

Mr Jenkins failed to sing the National Anthem. Mr Foot, very pale and stuffed uncomfortably into his dickey, was silent almost throughout. Lord Hailsham sang magnificently, Mr Powell lustily.

So all our favourite politicians were being themselves and life was as normal. That, as much as anything, was what we were offering Thanks-giving for.

Falklands: the closest relationship

From Mr John Stonehouse

Sir, Mr Rex Hunt has said that he would prefer looser ties between the Falklands and the United Kingdom. As Mr Hunt is a British civil servant we can assume, in the absence of any denial, that his statement represents the direction the Government now intends to take. If so, the Government is likely to be grievously wrong.

When I was with Fred Lee as his deputy in the last year of the Colonial Office we were working overtime at constitutional conferences to off-load the remnants of Empire. Fiji, Basutoland, Bechuanaland, Swaziland, Mauritius and Barbados were all being prepared for independence which has turned out to be the best solution although, at the time, some officials were canvassing other solutions. The Falklands did not come into focus as the Foreign Office were already gently pushing the eventual surrender of sovereignty to Argentina.

For the smaller Caribbean states Fred Lee and I were persuaded to pursue the "looser ties" policy which Mr Hunt now suggests would be appropriate for the Falklands. A form of "associated state" was devised. This provided for internal self-government with Britain retaining responsibility for foreign policy and defence.

This "half-way house" of a policy never worked well as it leads to many contradictions; and it had to be scrapped. Britain learnt the lesson that the constitutional anomalies such as we see in the off-shore islands of Jersey, Guernsey, Sark and the Isle of Man are not easily replicated.

If a "looser ties" compromise is devised for the Falklands it will have built into it huge problems for future British governments. It would be unlikely to provide the stability which is so necessary if economic development, particularly of oil is to go ahead. It would also be a permanent invitation to Argentina to continue pressing its claim to sovereignty which the British Government has rightly rejected.

It would be better to go for a clean-cut solution. Independence has been suggested but the basic Falklands population of just over a thousand is much too small. If development led to a ten-fold increase in population it still could not be self-sustaining. The new migrants would mostly be

from Britain with close ties with the mother country, and they would not want to be cut off with independence. Independence is simply not viable as a solution and would not reduce the Argentine threat.

The solution which makes the most sense is the absorption of the Falklands into the United Kingdom as an Orkney and Shetland in the South Atlantic, with an MP in the House of Commons. Falklanders would have full British citizenship and parallel benefits with mainland Britons. This arrangement was worked out thirty years ago for Malta GC, which also suffered from vicious foreign attack, though not occupation, and it only fell through because the Maltese would not accept second-class social security payments for an interim period. Who can doubt that the Falklanders are as worthy candidates for UK membership as were the Maltese?

Distance is likely to be deployed as an argument against the idea of absorption but with a long runway at Port Stanley airfield and better shipping arrangements distance becomes less of a problem. The developments of mutton deep-freezing plants and of fisheries and, above all, of off-shore oil will stimulate new links.

We can learn from France. The French have demonstrated that far-flung bits of French sovereign territory with seats in the National Assembly and parity in all respects with the mainland is a workable, and indeed successful, proposition. I once visited Reunion in the south of the Indian Ocean and marvelled at the immense success of the absorption policy on that little speck of France.

An absorption policy for the Falklands — perhaps we should call it the re-union policy — will upset our enemies but they will be angry whatever we do. Our friends will admire our firmness and be glad that the South Atlantic war has helped us to get rid of our pusillanimity.

As the wishes of the Falklanders are held to be paramount will they be given the clear option of choosing to be an integrated part of the United Kingdom?

Yours sincerely,
JOHN STONEHOUSE,
157 Ashmore Road,
Maida Hill, W9.
July 26.

VERA LYNN SINGS AGAIN

FOR TROOPS

DAME VERA LYNN is to sing to the troops again — troops from the South Atlantic campaign at a Falklands Day celebration in Dorchester, Dorset, next month.

It is typical of the welcomes being extended to returning Task Force troops, the biggest Britain has seen since VE Day.

Behind the spectacular homecomings of warships, merchantmen, liners, and helicopter squadrons have been hundreds of smaller welcomes on the village greens and street corners and in the pubs and homes of Britain as local men returned from war.

It is a reflection of Britain's slimmed down, professional fighting forces that Servicemen now tend to live around the main military ports, training grounds, and establishments in the south of England.

Reception parties

The reception parties for returning troops have been concentrated there, in marked contrast to the welcomes organised in every corner of Britain as troops from the 1939-45 war, both conscripts and volunteers, returned home.

Yet although Britain's existence was not at stake during the Falklands conflict, the pattern of homecoming has often followed that of nearly 40 years ago.

One thoroughly modern arrival, however, was that of Bill Raines, 40, a helicopter technician and one of the last men to leave the aircraft carrier Hermes as he had to service helicopters for their flight back to the Yeovilton Fleet Air Arm base in Somerset.

He was offered a lift from the ship in a formation of Wessex helicopters. Over his hometown of Wimborne, Dorset, his helicopter peeled off and landed on the playing fields of Allenbourn middle school, where his three children are pupils.

Flag-waving children

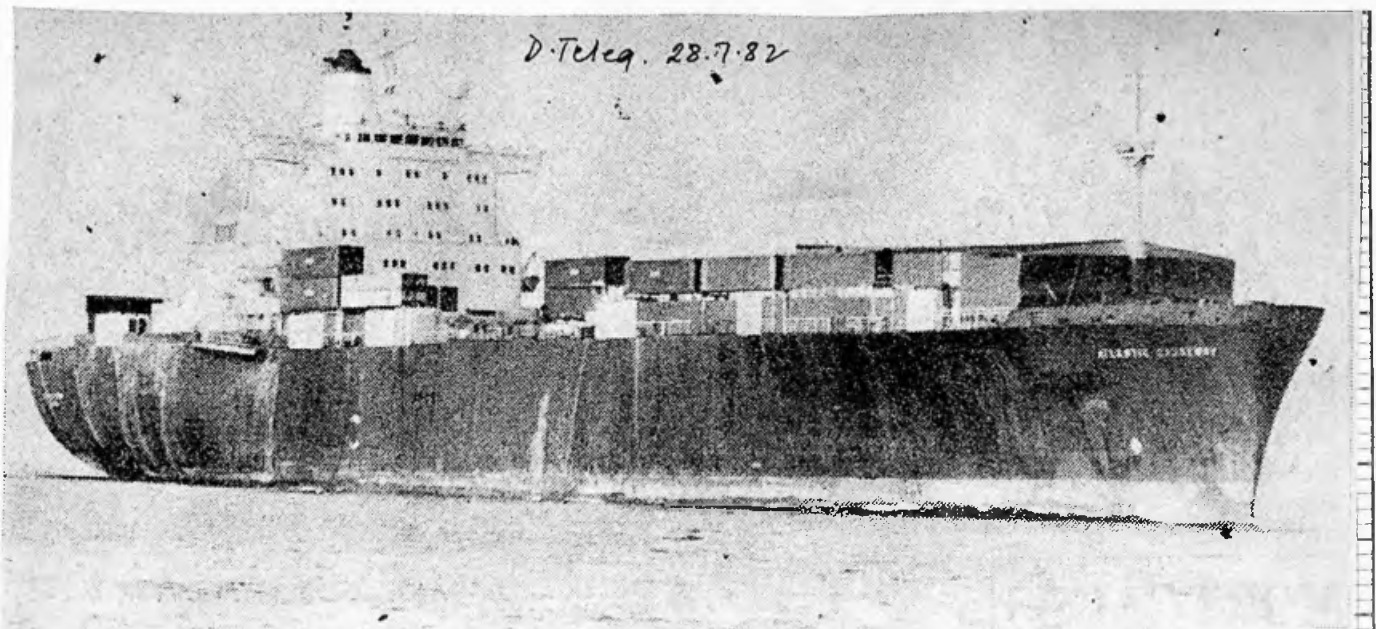
He found 700 flag-waving schoolchildren, his wife Sheila and the headmaster there to greet him as the school band struck up "For he's a jolly good fellow" and "Rule Britannia."

The headmaster Mr Jon Palethorpe, who organised the welcome, said: "It is something the children will remember for the rest of their lives. It is probably the first time a helicopter has landed in Wimborne."

In another "welcome home" Marine Peter Wilkin, 23, has been feted in Tonbridge, Kent, given beer on the house by landlords, and kept busy opening fetes, kissing babies, and selecting beauty queens.

There have been memorable welcomes, too, in the West Country, home of many sailors and Royal Marines; and in Wales a 22-year-old rating, David Jones, from the destroyer Brilliant, arrived home in Pencoed in a white Rolls-Royce hired by the local Mayor.

D-Teleg. 28.7.82



The Cunard container ship Atlantic Causeway, sister ship of the ill-fated Atlantic Conveyor, arriving at Devonport yesterday from the Falkland Islands.

RECRIMINATIONS AS D-Teleg. 28.7.82 FALKLANDERS TRY TO PLAN FUTURE

By CHARLES NEVIN in Port Stanley

SOME of the liberated townsfolk of Stanley have met to give their views on the past, present and future of the Falkland Islands.

Just over 100 out of the town's population of 800 attended a public meeting called by Mr Terry Peck, Legislative Councillor for Stanley, who acted as 'saboteur and guide to British forces during the campaign.

Mr Peck was forced to upbraid the islanders for apathy.

There was rather more recrimination than constructive thought for the future at the meeting.

He had begun the function by outlining motions and questions he intended putting at today's meeting of the islands' Legislative Council, the first since the invasion. These closely reflected many of the prevailing post-invasion and liberation moods and resentments among the islanders.

'In doldrums'

Mr Peck will move for example, that all Argentine property on the islands be confiscated by the Government. He will also ask if there is anything to stop all Spanish place-names on the islands being changed, and his promise to resign rather than have anything to do with negotiations with Argentina drew much applause.

He wants to know why no meeting of the Legislative Council was called after the invasion of South Georgia.

The first quarter of yesterday's meeting reflected a deep suspicion of and acrimony

towards the Foreign Office negotiations with Argentina and its actions and knowledge immediately before the invasion. Then Mr David Eynon, an engineer and diver, took the floor.

"I don't think this should be a court of inquiry," he said. "I want to talk about the future. That's what I came here for." There was applause. He was joined by Mr Neville Bennett, Stanley's Chief Fire Officer, who said: "We must have progress; we can't stay in the doldrums like we have for so many years."

It was not long, however, before another cause of resentment and division reared. Mr Peck will ask about Government employees who left the islands after the invasion and whether they will be paid for the time they were away.

There is feeling against about 10 teachers who left the islands.

Not easy

Mr Seamus Mahoney, one of the teachers who left, stood up to say: "As an OSAS person and one of the people who went away and came back. I would like to thank people for being so bloody honest.

One of the things I've noticed since I came back is that there is a lot of tension between people who stayed in Stanley and those who went away to Camp (the countryside).

"It's not an easy thing to do but we have got to get together. If you fight among yourselves you will not get anywhere." He too was applauded.

Mrs Margaret Davidson, a local hotelier, reflected wariness about the intentions of the Foreign Office and appealed to the Falkland Island Company, "Please open up this place a little bit."

Other concerns were about people wanting to settle in the islands and recruitment conducted by the Overseas Development Agency. The islanders want full control over immigration and Mr Peck wants to send nominees to help select prospective settlers in London.

Mined environs

On the constitutional future, it seemed clear that the islanders favour the closest posi-

tive ties with Britain, with a system such as that which obtains in the Channel Islands much touted.

But on the future development of the islands there was little apart from a suggestion by Mr Tony Chatter, a local shopkeeper, that Stanley and its mined environs should be abandoned in favour of a new capital at centrally-placed San Carlos Water, scene of the British landings.

"I was expecting a great deal more from you," said Mr Peck, disappointed in the attendance. "Especially after we've just gone through four months of war. Apathy has been the damn thing for too many years. It's time we did something and became much more positive."

But Mrs Kath Berntsen said: "We're not used to being asked. Normally something is done and then we are informed about afterwards."

"Times"
28.7.82

PATRIOTISM AT PRAYER

The annoyance with the Archbishop of Canterbury and the Dean of St Paul's which Conservative politicians are so freely venting springs surely from a misunderstanding. If a public celebration of the Falklands victory was required — an occasion on which to display pride in our fighting men, love of country, and conviction in the justice of our cause — then it was for the Government to lay it on. Such a production is not for the theatre of the Church, even the Established Church. When the Church commemorates a war its services will not necessarily negate those sentiments but they will place them in a wider frame of reference. The Church will be mindful of the souls of the dead, the comfort due to the bereaved, the universal fatherhood of God, the duty to be reconciled to one's enemies, war as the consequence of men's failure and sin as well as an instrument for the vindication of right in extremity and an occasion for individual acts of supreme courage.

Whether Monday's tailor-made service at St Paul's matched those requirements at all points is plainly a matter of disagreement. Per-

haps it was too fastidious in excluding from the hymn sheet all the old favourites which make use of martial metaphor. Perhaps too high a price was paid in pacifism to secure the participation of the Moderator of the Free Church Federal Council, Dr Kenneth Greet, desirable as that objective was. But the louder the patriots protest about the flavour of the occasion the more they betray their misunderstanding of its nature.

The chairman of the 1922 Committee complains that the service nowhere characterized (and therefore validated) the campaign as an example of Britain standing alone for international law, freedom and democracy, which are terms of the Government's choosing and so an inescapably political formulation. Another MP laments the omission of the word "victory" throughout, except in the first verse of the National Anthem, which defeated even the Dean's ingenuity.

That omission and the offence it caused call to mind that churchmen and statesmen have been through this wrestling match before. Archbishop William Temple (who had earlier been pounced on

for raising his voice against the so-called war guilt clause in the Versailles treaty, "which affixes to one group of belligerents in the Great War the whole guilt for its occurrence We have to ask not only who dropped the match but who strewed the ground with gunpowder") during the Second World War scrupulously refrained from offering private or public prayers for victory, unless with the condition "if it be Thy will". To Garbett at York, who did not share the scruple, he wrote that he had always tried to draw up prayers that did not "range us against our fellow-Christians in Germany or elsewhere If we pray as our Lord taught us, we are never praying against each other because we are always praying . . . that what God wants shall be done, and that we may be used for doing it". That is not the spirit of prayer that serves the purposes of the politician, either before or after victory, though Temple took heart from finding himself in agreement with Abraham Lincoln, "who seems to me to have led his people in war more Christianly than pretty well anybody in history".

French deny helping Argentines

Times 28.7.82

From Diana Geddes, Paris

A French technical team, including representatives of Dassault, makers of the Super Etendard aircraft, was in Argentina throughout the Falklands war, but it did not include any experts in Exocet missiles, the French Government inquiry into claims made by *The Sunday Times* has concluded.

A statement issued jointly by the Ministries of Defence and Foreign Affairs last night claimed that the findings showed that "the French Government totally fulfilled the obligations imposed on it by its solidarity with its British allies."

It continued: "The French

attitude (throughout the war) was without reticence. . . . It would be regrettable if erroneous and tendentious press allegations helped sow doubts at a time when the unity of the European states is an imperative necessity."

The Sunday Times claimed that a team of nine French technicians, based in Bahia Blanca, gave crucial help to the Argentine Navy in mounting the Exocet missiles onto the Super Etendards.

The statement confirmed that a nine-man technical team was sent to the Bahia Blanca naval base last November under a 1979

contract. A second team from the state-owned Aerospatiale company, who were to oversee the highly-complex operation of mounting the Exocet missiles onto the Super Etendards were due to on April 10. Their visit was cancelled on April 7.

The statement said no Exocet specialists were in Argentina.

The four operational Super Etendards at Bahia Blanca left for southern Argentina on April 19 and 20, the statement said. The first team remained behind. There were therefore no French technicians in Southern Argentina.

Times 28.7.82

Four Argentine generals suspended from duty

Buenos Aires (Reuter). — Four Argentine generals who were in the Falkland Islands during the conflict with Britain have been provisionally removed from their commands, the Army Commander-in-Chief, General Cristino Nicolaides, said on Monday.

"All the armies of the world make a fresh evaluation of the quality of their men and the duties they perform after a defeat, and we are doing just that", he said.

His comment came after the high command announced that several key unit commanders had been replaced, and would be assigned to new posts in the next few days.

General Nicolaides said that the changes were not designed to punish Army officers who took part in the conflict. He said the moves were the first in a series of measures aimed at making the Army more professional.

The four generals, including General Mario Benjamin Menéndez, former Military Governor of the Falklands, had been provisionally withdrawn from their commands in order to lessen anxiety and maintain organization and discipline in the Army, General Nicolaides said.

The command changes followed General Nicolaides' own announcement two weeks ago that a big shake-up would take place in the Army, in preparation for Argentina's planned transition to democracy in 1984.

The changes affected about 40 command positions, and officers from the rank of lieutenant-colonel upwards.

General Nicolaides said further command changes would be made by the end of the year. But he emphasized that the shift of personnel had nothing to do with an internal enquiry set up by the Army earlier this month to investigate the causes of Argentina's defeat in the Falklands.

The Army communiqué also emphasized that the changes "do not carry any implicit judgment of the behaviour or action of the senior officers involved".

● About 10,000 Peronists crowded in a stadium in Monday night for their first legal rally in more than six years, and shouted furious slogans against the military Government (AP reports). The meeting was called to commemorate the thirtieth anniversary of the death of Seora Eva Peron, but quickly turned into a demonstration against the armed forces.

"Murderers" they shouted, and then began chanting in unison: "Firing squads, firing squads, for all the militarists who sold out the nation". Another rhyming chorus vowed to make the armed forces pay "five-for-one" for the thousands of people who disappeared during the "dirty war" of the mid-1970s.

A ban against political party activities was lifted 10 days ago by President Bignone. The rally was organized by the Peronists' left-wing and youth factions, and was not backed by the organization's national directorate.

D. Tel. 28.7.82

Captain tells of 'green lights'

By Our Naval Correspondent

THE Government gave a series of "green lights" to Argentina before the Falklands invasion, the captain of the Royal Navy ice patrol vessel Endurance said yesterday.

Captain Nicholas Barber pointed out that the Government had ordered the withdrawal of Endurance, 3,600 tons, from the south Atlantic — a decision later reversed — and had decided not to build a new Royal Marine barracks at Port Stanley, while British scientists were also removed from South Georgia.

"They were all green lights, and perhaps an indication that this part of the world was not as important as we now know it to be," said Capt. Barker.

He also believed that there were several indications that the Argentines were set on invasion. There had been Hercules aircraft flights over South Georgia, there was evidence to suggest that the scrap metal merchants who landed on the island were in league with the Argentine navy and the Endurance's crew had been "cold lands passage. Capt. Barker is Argentina in January.

In Whitehall it is known that some of Capt. Barker's earlier reports on the situation were ignored—on the grounds that he was thought to be campaigning to have the ship kept in service.

Last Autumn, before Endurance sailed on what was to have been her final Falklands passage, Capt. Barker is believed to have come under very strong pressure from senior civil servants in the Defence Ministry to curb his attempts to save the ship and her role.

D. Tel. 28.7.82

£10,000 FOR FALKLANDS

WIDOWS

Daily Telegraph Reporter

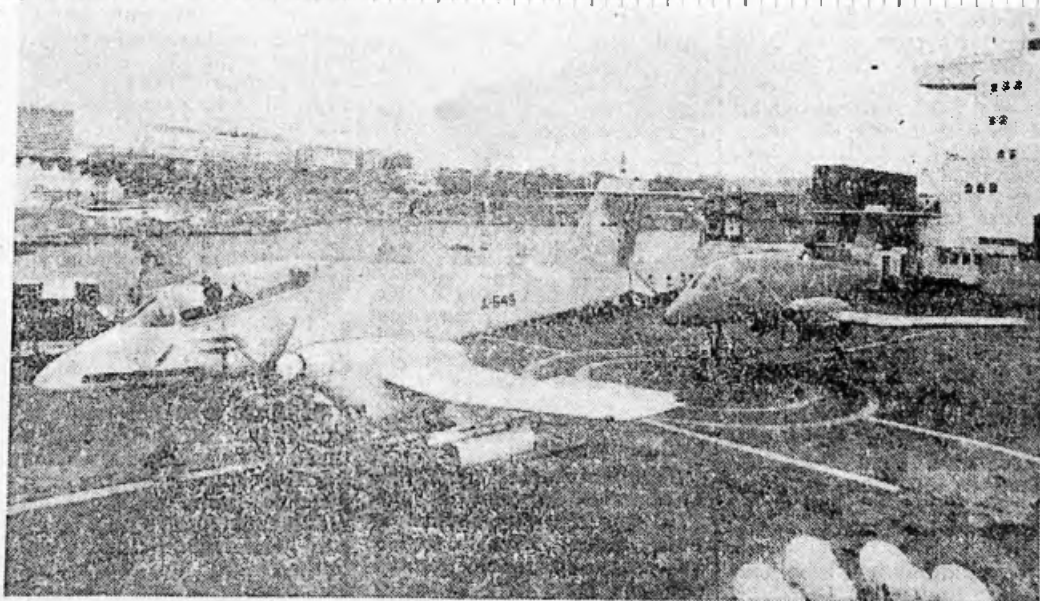
WIDOWS of men killed during the Falklands Islands campaign are to receive an immediate payment of at least £10,000 each from the South Atlantic Fund, its trustees announced yesterday.

An extra £1,000 will also be given for every child whose father died during the 10 weeks of fighting. The five trustees are also planning to give money to families of bachelors killed in the Falklands, as well as to the injured.

The trustees are compiling a list of widows. They estimate that about half of the 254 men who died were married.

Further payments will be made to the bereaved families once the fund has closed. So far it has raised more than £10 million.

Families of those killed or injured have already been told to ask the Forces charities for help if they find themselves in difficulties.



The container ship Atlantic Causeway back in Devonport yesterday from the South Atlantic with two captured Argentine Pucara aircraft on deck.

A SPECIAL SHIP

D. Telegram 28.7.82

THERE IS SOMETHING slightly absurd about anything so intrinsically unimportant as the building of a single container ship becoming the subject of Ministerial agonising and interventions from No 10. If the Government had been sensible it would have made up its mind weeks ago whether it was prepared to subsidise the construction of Atlantic Conveyor's replacement in a British yard. To get involved in undignified haggling over the odd million pounds with Cunard's Lord MATTHEWS (having apparently conceded the principle of subsidy) is unworthy and a waste of time.

The arguments for and against keeping Cunard's order in Britain are quite simple. In purely economic terms, if the Japanese and the Koreans will build the ship significantly cheaper than it can be built at, say, Swan Hunter, they should be allowed to do so. It makes little difference if, as British Shipbuilders claim, the labour on the ship would be virtually free at the prices the Far Eastern yards are quoting. If they wish to subsidise Cunard's operations, that is their business. If, on the other hand, they are also a lot more efficient, we should be prepared to recognise that comparative advantage in ship construction, as in some other things, has shifted East and we should not try to interfere unduly with the structural change which that should dictate.

The case for a British subsidy to build the ship on Tyneside is very nearly as straightforward, but it is largely political (and none the worse for that). Public emotions have been roused by the idea that foreigners should profit from the destruction of a British merchantman on active service for her country. It is felt that the sum of money required to match Korea's price is not vast and it will also help to keep 2,000 men in work for several years who would otherwise face the dole. It is further argued that the whole Falklands episode underlined how vital it is for Britain to retain a reasonably-sized shipbuilding industry if essential maritime interests are not to be threatened in the unforeseeable future. Quite simply, for the Government to stick too firmly to its free market principles over this genuine "special case" would be politically foolish. It is certainly not to be regarded as a U-turn, or any such nonsense. The money should be found to build Atlantic Conveyor's successor in Britain.

ALL EARTHLY THINGS ABOVE

D. Telegram 28.7.82

BEFORE THE SAD controversy over the Falklands commemoration service at St Paul's is consigned to history, one further reflection must be offered. In times not long past — vividly memorable to most of those who were born before the last great war — there could have been no dispute about the purposes of such an occasion. They would have been to express gratitude to God for having given us, as a nation, the grace to do our duty, for having permitted our efforts to be crowned with success at the cost of mercifully few casualties; to pray for the souls of those of our fighting men who died, to invoke God's blessing on those who mourned them and to dedicate ourselves, again as a nation, to the service of God. In all this there would have been not the smallest suggestion of national arrogance or contempt for our enemies, but our thoughts would in this particular act of worship have been specifically directed to our own people.

A similar sort of concentration on a particular community or institution is deemed perfectly proper, for instance, at the commemoration services of colleges and schools. The Dean and Chapter of St Paul's denied it to this nation last Monday for the simple reason that a section of the clerical establishment no longer believes in the nation, is suspicious of all tradition, and is at best ambivalent and evasive in its views about the legitimacy of armed force in the defence of right. In all these respects, the clergy concerned reflect, as their profession often does, a fashion in secular thought. That fashion has nothing whatever to do with the sentiments and convictions of the great majority of the British people. Even among the secular intelligentsia, it was put to a painful test, by the Falklands crisis, as the anguished ambiguity of much writing in the Press showed.

The country has emerged stronger, wiser and more honest from that experience. The fashions are changing for the better and the clergy will, no doubt, soon begin to reflect that improvement. The Falklands service and, in particular, the Archbishop's defensive but theologically almost impeccable sermon, marked this transition. It represented not complete national recovery, in the moral sense, but an advanced and quite hopeful stage in national convalescence.

Journalists tell of hostility

Times 28.7.82

Journalists covering the Falklands campaign refused, during talks with Rear-Admiral John Woodward, the task force commander, to be used as an extra weapon by releasing false information in news reports. Mr Brian Hanrahan, of the BBC, disclosed yesterday.

"It was not our intention to be used as a voice of disinformation, which I think was what he wanted to do with us", he told the Commons Select Committee on Defence, which is inquiring into the handling of the press and public information during the campaign.

"Admiral Woodward said it was his intention to cause as much confusion to the enemy as possible, and if there was any way he could use us as part of that attempt to confuse the enemy he intended to do so.

"We reached an agreement where he was entitled to stop us reporting things, but we were not prepared to report things that were incorrect."

He added that there was constant confusion about the role of censors, with facts being deleted from reports for no good operational reason.

Mr Michael Nicholson, an ITN reporter, said there was

enormous hostility between senior naval officers in HMS Hermes and the press. Admiral Woodward, he said, refused to speak to reporters after getting a "bad press" in the wake of his first interview, and he added: "By that time the Hermes captain Lyn Middleton Had long given up talking to us".

Mr Nicholson added that Mr Tony Moran, the Hermes's senior press officer, had helped "to create and foster suspicion on all sides" and other ministry press officers had "jokingly boasted that their motto was 'they shall not know'".

An extract from Mr Nicholson's diary told of an argument with another press officer who Mr Nicholson said had told him: "You must have been told you could not report bad news before you left. You knew when you came you were expected to do a 1940 propaganda job."

He said that the continued obstruction eventually led to reporters in the Hermes prefixing all their reports "censored", but that had been forbidden.

MPs laughed when he told how Mr Peter Archer, a Press Association correspondent, sent a Telex message to his editor-in-chief complaining

that his reports were being censored. "The word 'censored' was censored."

Another diary extract told how an officer said to Mr Nicholson: "You bastards are the lowest priority rating, at the bottom of the list, and that is where you will remain".

● The Navy's use of four freezer trawlers in the conflict because their construction includes the division of the whole hull into watertight compartments has led their owners to believe that the Government may decide to help them financially to keep the ships in commission (Ronald Kershaw writes).

● The Prime Minister has confirmed that about 500 troops in the Falkland Islands are still living in tents (our Political Reporter writes). More permanent accommodation was being prepared.

● The trustees of the £10m South Atlantic Fund have decided to give £10,000 to every woman widowed by the campaign and £1,000 for every child whose father died. The families of bachelors will also be helped.

Generals suspended, Page 5

Ministers seek to cool anger at St Paul's service

Times 28.7.82

By Philip Webster and Clifford Longley

The Government appeared anxious yesterday to cool the controversy over the Falkland Islands service at St Paul's Cathedral on Monday, which many Conservative MPs felt had been inappropriate to the nation's mood of gratitude at the liberation of the islanders.

Mrs Margaret Thatcher, who was thought to be unhappy about the service, was in fact not questioned about it during question time in the Commons, although it was made clear on her behalf that she was not critical of the sermon preached by the Archbishop of Canterbury, Dr Robert Runcie, which seemed to upset so many Tory MPs.

But Mr David Steel, the Liberal leader, attacked the "quite extraordinary Tory outrage".

Interviewed on ITN's *News at One* programme, Mr Steel said: "First of all, they have tried to hijack the military success for their party purposes. Now they seem to want to hijack the churches as well. Most people in this

country will think this is pretty revolting."

A more triumphal service would have been out of keeping, he said. The relatives of those who were killed in the conflict had found the service comforting. "I think that's the most important thing, not what politicians thought of it."

Mrs Shirley Williams, of the Social Democrats, congratulated the Archbishop for having the courage to state again the Christian gospel, however controversial or uncomfortable that might be. "It is a gospel of brotherhood and peace, not of nationalism. In no way did his sermon detract from his tribute to the courage and dedication of the men who served in the Falklands battle."

There were signs in government quarters yesterday that it hopes that the dispute over the service will quickly die; it believes that a lasting dispute with the church would not be helpful.

Dr Runcie made no public comment in reply to criticism of the service but from

Lambeth Palace came word that he was delighted with the fuss.

Sir John Biggs-Davison, one of the several Tory MPs who attacked the form the service took, called those who had designed it "cringing clerics".

The Very Rev Alan Webster, Dean of St Paul's, said that the critics had "totally misunderstood the role of the Christian Church".

The word "victory", which he had been criticized for leaving out of any prayer or hymn, took on a special meaning in a church such as St Paul's, dominated by a cross.

The dean added that he had supported the sending of the task force to the South Atlantic, as had the Archbishop and Cardinal Basil Hume.

The Archbishop, he said, could not be criticized for his remarks on warfare because he had first-hand experience of it, having won the Military Cross for rescuing men from a burning tank during the last war.

Cardinal Hume, according to a member of his staff, felt that Dr Runcie's sermon had been courageous and deeply Christian, "striking all the

right notes

Dr Kenneth Greet, the Secretary of the Methodist Conference, who had led prayers for peace and reconciliation, regretted that the controversy would upset the many mourners who attended the service and had drawn comfort from it.

The dean said that many relatives of the bereaved had said to him afterwards that they had been comforted by the service. When it was suggested to him by a radio interviewer that Mrs Thatcher was angry, he replied: "That's not what she said to me".

● A motion has been tabled for debate in the General Synod of the Church of England, supporting the form of the service, by Mr Christopher Whitmey, a member for Hereford Diocese.

The motion reads: "The church has to balance human emotions and exhilaration against God's standards of love for all mankind, and this synod believes the balance was achieved in all the Falklands service".

Mr Whitmey said yesterday that he was fully behind Dr Runcie. "I feel he had a difficult task to do and I felt he trod a very fine line in balancing the difficult issues that were present in the service. The church is not a pageant machine for the state."

Getting troops into decent accommodation

Everything would be done to provide the 500 soldiers at present living in tents on the Falkland Islands with hard cover as quickly as possible, Mr Peter Blaker, Minister of State for the Armed Forces, said during other exchanges.

Replying to a question from Mr Michael Latham (Melton, C) on progress of engineering and other reconstruction work on the Falkland Islands, he said: In conjunction with the Falkland Island's Public Works Department, the Royal Engineers have been undertaking the necessary "first aid" repairs to restore water and electricity supplies in Port Stanley.

Houses and roads have also been repaired and emergency work has been completed on the airfield. Although the main task of the Royal Engineers is to

Two carriers will always be operational

The Government's intention was to have two aircraft carriers operational in the fleet, with a third carrier on standby, Mr John Nott, Secretary of Defence, said during questions.

Mr Nott said he had informed the Australian Government that Britain wished to retain HMS Invincible and the Australian Defence Minister was communicating these wishes to his colleagues in the Australian Cabinet.

Mr Patrick Duffy (Sheffield, Attercliffe, Lab): Will he confirm that three carriers will be in service until Ark Royal becomes available in 1985? Has he estimated the effect of the announcement to retain Invincible on the planned capacity for Portsmouth dockyard, on the level not only among dockyard personnel but among naval personnel?

Mr Nott: I announced the other day that we would be publishing a White Paper in the autumn giving the results of our consideration of naval numbers and the size of the dockyards following our reassessment of the ships which need repair following the Falklands.

Our plan as it stands now is that there should be always two aircraft carriers operational, which means we would need a third in reserve so that when, in the 1990s one carrier is due for refit — Invincible would be due then, there would be two operational in the fleet.

Thanks to God and the forces

HOUSE OF LORDS

Viscount Trenchard, Minister of State for Defence Procurement, said in opening a debate in the Lords on the defence estimates that he went to St Paul's Cathedral yesterday to thank God and the forces for victory in a war of liberation, a war to uphold the rule of international law and a war to uphold the principle of self-determination.

While fully appreciating (he went on) the desirable idealism of those who advocate peace and the peace movement, I believe that in the world as it is there are no higher moral standards than those held by the men of our forces and the civilians who were prepared reluctantly to stand up to aggression in the only effective way ultimately left open to us and who were even prepared to make the final sacrifice to defend the cause of right. No adequate tribute can be paid to those killed and injured in this cause.

Not only did we do it (he said later), but in my opinion we could do it again in 1985 or in 1990 if, God forbid, we had to.

Despite the success of the forces in the Falklands there was still a fair degree of criticism and that might be healthy to a degree. At times he wondered whether as a nation they would ever stop tearing themselves to bits. So deeply ingrained was the belief that Britain was never prepared for war that on this occasion, when the forces were militarily prepared, some critics had not taken in that Britain won, that the forces did it and that in the main the equipment performed well.

Lord Peart, Leader of the Opposition peers, said the Government had a duty to examine its policies in the light of the Falklands campaign and the rôle it was seeking to play in the world. The future defence of the islands must be taken into account. Britain could not undertake a long-term defence of the Falklands without making cuts elsewhere.

Lord Mayhew (L) said ministers were committing the traditional crime of peacetime British governments in taking on too many defence commitments for the resources they were capable of mustering.

Because the Falklands operation was brilliantly successful it did not follow that it was an example for the future. In the first place it cost many lives and a great loss of material. In the

second place good luck played a big part. It came closer to failure than was comfortable. Above all, as the inquiry would show, the operation should never have been necessary.

The major lesson to be drawn from the Falklands was that Britain should direct all its diplomacy to ensure that it was never placed in a Falklands-type situation again.

Lord Kennet (SDP) said Britain should not obtain Trident, but should procure some other force less destructive, less accurate if need be, but which could be put into more boats with greater ability to maintain at least one boat on station after an overall reduction.

Lord Zuckerman said that if the Pershing II were ever used there would be eight minutes of travel



Trenchard: We did it and we could do it again.

time before some target on Soviet soil was struck. There would be no time for hot lines.

What worried him was that they were getting into a situation with some of these weapon systems where they were exchanging human for machine judgment. When what was at stake was the survival of humanity that was important. He preferred human judgment.

Lord Thorneycroft (C) said there was a group of people, including some Conservatives, who advocated withdrawing the Army from Europe. That would be criminal negligence.

Lord Chalfont (Ind) said there had to be new and original thinking about nuclear weapons and defence policy. Otherwise, inexorably and inevitably they would be left with a choice between two dangerous fallacies — that a nuclear war was thinkable and could be fought and won, and that the only way

to prevent a nuclear war was by unilateral disarmament, neutralism, nuclear-free zones and the constant surrender to international blackmail. They must not be left to the mercy of these two dangerous heresies.

Lord Carver (Ind) said that far from reducing Nato's conventional capability on the continent they should be doing all they could to increase it so that Nato could abandon its current suicidal dependence on nuclear weapons. Of what use would it be to escort convoys of ships across the Atlantic when there were no forces left to supply or reinforce and their cities were in ruins?

The minister should lighten his over-loaded vessel by throwing Trident overboard.

Lord Jenkins of Putney (Lab) said there was a good deal of cheap patriotism about. The true subversion was that of those who would suppress the voice of protest and allow humanity to stumble silent and gagged over the brink of what Lord Mountbatten called the nuclear abyss.

Lord Hill-Norton (Ind) said the number of operation vessels required was nearer to 55 than the 42 proposed. He proposed no increase in the Royal Navy — as well he might — but urged instead that the announced intention to slash the surface fleet by what was one-third and, after better thought, was still one-quarter, should be rejected and reversed.

Lord Shinwell said he yielded to no one in his admiration of those who took part in the Falklands operation. He wished there had been language of that sort at a function he attended yesterday when there was too much talk of peace, although that could hardly be regarded as objectionable, and the recent crisis in the Falklands was forgotten.

Lord Mottistone (C) said that the Secretary of State for Defence Mr Nott, had written an article in *The Times* today "After the Falklands, let's not go overboard on Navy spending", but it was Mr Nott who ought to go overboard. If that could possibly be arranged, a lot of problems would be solved.

I really do believe (he said) that Mr Nott is unsuitable in his whole approach to this defence business. He is insensitive. He does not seem to understand the main points of it. He made his own contribution to the Falklands war actually breaking out because of his policy on Endurance and what he said about the surface fleet a year ago.

The debate concluded.

Performance reports on defence weapons

Times 28.7.82

FALKLANDS

Within the next week or two the Ministry of Defence will be sending each British manufacturer of defence equipment a full report on how their equipment performed in the Falklands operation. Mr John Nott, Secretary of State for Defence, stated at question time in the Commons.

I am aware (he said) that our companies producing defence equipment are anxious as early possible for information on the manner in which their equipment performed.

Mr Nott was answering Sir Timothy Kitson (Richmond, Yorks, C) who asked if he was aware of the need to produce a report quickly on the equipment used by British forces in the Falklands.

Mr Nott said: We are thinking about a wider report but a lot of these matters are commercially confidential to the firms who produce the equipment. We are in the process of providing as much information as we can to assist British industry.

He added that the House of Commons Defence Committee could play a useful role and the department would provide as much information as they could to assist the committee on this subject.

Earlier the Secretary of State had recalled an undertaking to publish a White Paper on the conclusions of the Government's studies into the conflict in the South Atlantic and what these implied for the future.

Mr Alfred Dubs (Wandsworth, Battersea, South, Lab): Will he ensure that when the conclusions are published they will be as full and frank as possible?

Mr Nott: I will make the White Paper as full and frank as possible, although when it comes to equipment performance there would always have to be a number of highly classified aspects to it.

Sir Paul Bryan (Howden, C) asked if the White Paper would contain an assessment of the role of the Merchant Navy in the Falklands so that conclusions could be drawn about the size and composition of the future Merchant Navy.

Mr Nott: We will be considering as part of our studies the part played by the Merchant Navy, in particular the valuable way in which we were able to convert Merchant Navy ships for use in a military role.

I do not think we will be able to draw any particular conclusions about the size of the Merchant Navy fleet. I am in favour of the largest possible Merchant Navy for this country. But in the last resort the size does not lie within my control.

support the armed forces, they will continue to provide assistance to the Falkland Islands government wherever possible.

Mr Latham: The British people expect their troops to be out of tents and decently housed as soon as possible. Will he make sure every possible step is taken by the Ministry of Defence to bring the necessary logistics into being to get that done as soon as possible?

Mr Blaker: Yes, indeed. I can give that assurance. There are great difficulties facing our Royal Engineers in the Falkland Islands, especially as regards accommodation. There are three times as many troops in Port Stanley as civilians, and there are only 350 houses in the whole of Port Stanley. Most of our troops are already under hard cover of some kind, but there are 500 who are in tents at the airfield.

Unfortunately at the airfield there are no suitable hard buildings which they can use but they have to remain there to protect the airfield and look after the Harriers necessary for the defence of the Falklands Islands. But we will get on with the job as soon as we can.

Mr Richard Crawshaw (Liverpool, Toxteth, SDP): Has any consideration been given to the provision of temporary inflatable buildings, which are easily transportable and have proved effective?

Mr Blaker: We have had a look at that, but the weather problem of the Falklands leads us to believe that is not necessarily the best solution.

Mr George Foulkes (South Ayrshire, Lab): Why has the Government not pursued reconstruction with the same diligence that it pursued war? Is it not the case that this foreshadows the logistic difficulties of supplying any equipment to the islands without the assistance of the government of Argentina?

Mr Blaker: No. We need to pursue the logistic problems with the utmost speed, but they are very difficult. We have given first priority to getting the airfield opened and lengthened so we can get down the fast jets needed for the protection of the islands.

Sir Hugh Fraser (Stafford and Stone, C): The Falklands Public Works Department consists of one and a half persons. There is a case for sending something of a task force to see this work is done quickly and effectively. Surely there should be outside contractors brought in to get the airfield built as quickly as possible?

Mr Blaker: We have there the matting necessary to lengthen and strengthen the airfield. As for a task force, there are nearly 1,000 Royal Engineers there and that amounts to one.



Kitson: Asked for quick report

alone can launch an Exocet from the wing of an aircraft?

What is the British Government doing about the assurances they were given over help to the British cause?

Mr Nott: From my personal experience the French Government were extremely helpful to the Government throughout the Falklands crisis. They went out of their way to give us every kind of assistance as an ally.

I have noted the allegation in *The Sunday Times*. We have no independent evidence that these allegations are correct, but I understand that the French Government are holding an urgent inquiry into the allegations.

If they were to be true I believe the French Government would deplore it as much as ourselves.

Mr John Silkin, chief Opposition spokesman on defence and disarmament (Lewisham, Deptford, Lab): This is an important question and one that everybody in the House and country needs to be satisfied about. Can he indicate here and now that he will examine any evidence that Isobel Hilton gives him?

Mr Nott: The allegations are important but it must be for the French Government to investigate them. It is not as possible for us to investigate these matters as the French Government themselves to do so.

The French were good, staunch and extremely valuable allies during this conflict. If these allegations are proved correct, they will be as embarrassing to the French Government as they would of great concern to ourselves.

No independent evidence about Exocet

Times 28.7.82

The French had been good, staunch and extremely valuable allies during the South Atlantic conflict, Mr Nott Secretary of State for Defence, assured MPs during questions about a report in *The Sunday Times* that a team of French technicians helped to fit Exocet missiles to Argentine aircraft.

The question was raised by Mr Tam Dalyell (West Lothian, Lab) who recalled that he had earlier interrogated ministers about the activities of Aerospatiale, manufacturers of the missile.

He asked: Has the Secretary of State studied the report from Isobel Hilton in *The Sunday Times* that M Herve Colen and his team were in Argentina giving their expertise on the fusing technology and the computer technology which

D.T. 29.7.82 ARGENTINA REBUILDS AIR FORCE

By Our Buenos Aires Correspondent

Argentina is rebuilding its diminished air force, according to military sources. They said that following the Falklands conflict Argentina is buying 22 used Mirage IIIC aircraft from Israel as well as 10 Mirage Vs armed with Exocet-like AS-38 missiles bought from Peru at the height of the conflict.

Five AM-59 Exocets of the 10 originally bought from France were delivered in November, together with five Super Etendard aircraft bought by the Argentine Navy, the sources say. The remainder will be delivered as soon as France lifts its embargo on arms sales to Argentina.

ENGINE CHANGE D.T. 29.7.82 FOR INVINCIBLE

The aircraft carrier *Invincible* has become the first Royal Navy ship to be fitted with a new gas turbine main engine while still at sea.

The three-ton engine was installed in five days by 14 members of the ship's marine engineering department working round the clock while the *Invincible* was on patrol near Falklands. It was disclosed yesterday. The change took place within the past 11 days.

Zone rejected

Argentina rejected Britain's new protection zone around the Falklands yesterday and said round the clock while the *Invincible* was on patrol near Falklands. It was disclosed yesterday. The change took place within the past 11 days. Britain's attitude showed hostilities in the area were suspended but had not finally ceased.—Reuter.

Argentines must first learn

D. T. deq.

28.7.82

to tolerate each other

ARGENTINA's present ills were aggravated but not caused by the loss of the Falklands war. The plunge of the peso, spiralling inflation and political instability — all these and other problems were there before the imprudent "reassertion of sovereignty" which brought a brief wave of apparent national unity and euphoria. The pompously named "Process of National Reorganisation" was dying before April 2.

With the removal of Gen. Galtieri, the Scapegoat, the process is as good as dead, the junta a façade for disagreement within the demoralised armed services.

The sudden and unexpected surrender in Port Stanley was a severe blow to national morale. Dr Arnaldo Rascovsky, the internationally known psychologist, called the mood "a manic triumph, ending as always when it came into touch with the reality which sooner or later exposes the defeat hidden behind it." Depression in Buenos Aires was as deep as feelings can go in so mercurial a society and was worsened by defeat in the World Cup. Italy's victory was something of a compensation, the Germans being currently identified with "the enemy."

The emergence of a "transitional" government, charged with leading the country "back" to democracy (when did it really ever have it?) has not brought a change of heart. There will be no quick patching up of relations with Britain. The claim to the Falklands and Dependencies will be maintained by whatever means the present rulers think fit.

This does not mean an imminent new attack. There is something reasonable about President Bignone and his team—if he can hold on. The war strained inter-service relations and logistical capacity to breaking point. But the history of Anglo-Argentine mutual misinterpretation over the Falklands should warn both sides of the danger of coming to the wrong conclusion about each other's intentions. Frogmen are training in Mar Del Plata. The army is to be "modernised," perhaps even reorganised on a volunteer professional basis. Without unlikely national psychological readjustment this aspiration will go on.

★
WHILE the generals retain political power and a chronic itch to use it, there is unlikely to be more than the present *de facto* end to hostilities. Dr Aguirre Lanari, the new Foreign Minister, is less floridly hostile than Dr Costa Mendez, his formerly Anglophile predecessor. But he is much influenced by his spell as ambassador in Caracas: Latin America will be given foreground priority while, behind the scenes, there is a necessary, if unenthusiastic, rapprochement with Washington.

The extent of Argentina's diplomatic isolation is barely understood by the people who are the victims of so much folly. The West's line-up behind Britain staggered a nation which is only now realising that it lies far from the main centres of decision despite its dreams of a place in the sun. Moscow's discreet, self-interested pro-Argentine noises only confirmed a fervently Roman Catholic, anti-Communist people that they had nothing to expect from that quarter. Even the authentically

nationalistic Dr Costa Mendez did himself harm when he embraced Fidel Castro in Havana.

The currently fashionable stance is Latin-American "solidarity." It is a chestnut. Mrs Thatcher was right to say that Britain had not done irreparable harm to its relations with the rest of the region by attacking Argentina. Despite the common cultural and historical origins, the 20 republics are, like all countries, separate, selfish entities.

The support given to Buenos Aires by its neighbours and "brothers" was notably more rhetorical than real, while racial prejudice is rife in Argentina. Ernesto Sabato, one of its best-known authors, recently castigated his compatriots for their arrogance towards other Latin Americans. But will defeat in war have changed their hearts?

It was revealing—though at times a strain—to live through it among "enemies" who showed a remarkable maturity and overall kindness not only towards the large permanent British community but also to transient news gatherers whose job was often to expose the falsehoods of much official information.

It would, however, be a mistake to think that Argentina, the Falklands and the eventual sequel to it all, have no deeper implications for the West.

The key lies in the evolution now of the internal Argentine situation and its longer-term effect on the world power balance. The egregious Mr Zamyatin expressed Soviet hopes when he said that after the war in the South Atlantic, the peoples of Latin America and the rest of the

"Third World" would renege who their true friends were and would understand better the dangers threatening them from "the imperialists."

Folklore again — Russian style? Perhaps. But, to adapt a current

Argentine compensatory belief, failure in the Falklands at least put Argentina on the map.

Predictions for post-war Argentina are many. They range from wishful thinking that somehow democracy will be "restored" and that the present economic mess will, with a little technocracy, straighten itself out to dire forebodings of "civil war" and the return of "Leftist guerrillas."

Few have confidence that Gen. Bignone, the army's choice for president, only grudgingly accepted by the navy and air force, will be able to fulfil his assigned task of leading the country back to constitutional rule by early 1984. Initial fears that Gen. Nicolaidis, the new army Commander-in-Chief, is a fanatical Rightist, a sort of transatlantic Papadopoulos, seem so far to be misplaced.

So many years of dictatorship have left Argentina ill prepared to understand the simplest workings of democracy. Senor Raul Alfonsín, a Radical leader, who sees the dangers ahead, points out that Argentines have to learn that democracy is more than electing a president and a party to exercise total power — as Peron and the Peronists did. The practical exercise of democracy, allotting a role to opposition and minority opinion, is what Argentina has so sorely lacked in its brief periods of electoral freedom. The intolerance of parties and factions towards each other is not a good omen. The Peronists have so far shown no signs of allowing rivals in their own ranks to open their mouths.

★
THERE was something drab and depressing about the ceremonies to mark the 8th anniversary of Peron's death at La Chacarita cemetery. A retired general, with the suitable name of Fattigati, harangued an ill-dressed crowd of have-nots about the evils of the multi-nationals while members of the Peronist youth movement handed out leaflets reading: "British dogs out of Argentina, Jews out of Lebanon."

It was like a re-run of a bad old Argentine film. Somehow it symbolised one of the scenarios which nervous analysts are predicting: the fusion, yet again, of strongly nationalist elements in the armed forces with leaders of the still extant Peronist labour unions.

With or without an election, the coming to power of such a coalition would continue the unhappy

Cont →

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cycle of authoritarianism which began 50 years ago with the overthrow of Yrigoyen in the first of this century's many military coups.

Increasingly as history unfolds itself, militarism and Peronism are coming to be seen as different sides of the same coin: the ruthless exercise of power by demagogues with or without uniforms in the name of "progress," "justice," "independence" and other ideals which in Argentina have become the empty verbal bric-a-brac of corrupt tyrants.

'Restoration' of democracy will merely bring another tyrant to power in a land that has forgotten how to live with rivals, says
MICHAEL FIELD

Anguish caused by blackouts of reporting, MPs told

D-Teleg. 28.7.82

By ANTHONY LOOCH

COMPLAINTS about the way the Ministry of Defence in London dealt with journalists attached to the Falklands Task Force were made to MPs yesterday by two television reporters.

Brian Hanrahan of the BBC and Michael Nicholson of ITN appeared before the Commons Defence Select Committee, to which both submitted written memoranda.

Mr Hanrahan, who was on board the carrier Hermes, said that initially it was made "fairly clear" orders had been given for correspondents to accompany the force, but they had not been welcome. Eventually this reserve broke down, and relations between the journalists and members of the Forces became good.

'Not sensible'

"Co-operation with the Forces and the Ministry of Defence men on the spot was very good," he said. "There was always a great deal of help, but the civilian Press officers, who were the arms of London, were being given directions which even they thought were not particularly sensible.

"I had the feeling that these Press officers who were sent out were comparatively junior."

Mr Hanrahan said that on the way to the Falklands the Task Force commander, Rear-Admiral "Sandy" Woodward, said he wanted to keep the enemy guessing and that if he could use the Press for this he would.

The Press response was that while they would not obstruct his policy they did not intend to put out "disinformation."

After Mr Hanrahan complained about "nit-picking" by Ministry officials back in London, Mr Michael Mates (C,

Petersfield) asked if Mr Hanrahan could identify them.

He replied he could not because decisions were sent by signal, but they were the major problem for correspondents.

Facts deleted

He claimed there was "constant confusion" about the role of censors, with facts being deleted from reports for no good operational reason.

In his memorandum he said that "periodic blackouts" imposed on newsmen caused "great anguish" to relatives of Task Force personnel after the sinking of the destroyer Sheffield.

"There was a failure to understand what effect ham-fisted news control could have in the United Kingdom," he told the committee.

"I was told I could not give an order of magnitude for the Sheffield casualties on the first night, even though a rough idea was emerging, because nothing could be given until an accurate account was available.

"The periodic blackouts imposed from London caused—and I have considerable correspondence in the matter—great anguish."

In his memorandum he also complained of a "lack of willingness" to offer journalists facilities. "Everything from finding equipment to begging helicopter rides had to be done on an individual basis."

'Enormous hostility'

Mr Nicholson said there was "enormous hostility" between senior Naval officers of the Hermes and the Press although this broke down eventually.

He said Adml Woodward

refused to speak to reporters after getting a "bad Press," and he added that as relations got worse reporters relied on "bar talk and deep throats."

He had soon formed the impression senior officers and some politicians wanted the Press to be an arm of propaganda. There were countless occasions when the Press was stopped reporting action, including the fall of Port Stanley, the loss of Harriers, and the immediate aftermath of the attack on the Sheffield.

Continual obstruction eventually led to reporters in the Hermes prefixing their reports "Censored." But the Ministry of Defence and the Navy refused to allow this.

MPs laughed

MPs laughed when Mr Nicholson said that a Press Association correspondent, Peter Archer, sent a message complaining his reports were being censored and the word "censored" was censored.

Mr Nicholson also said that once a senior officer "accused us of being as good as Argentinian intelligence officers."

One lesson was that the Ministry of Defence should train civilian Press officers and give them authority when they were sent into the field.

D.T. 29.7.82

FALKLANDS EXIT PLANE DIVERTED

A Hercules aircraft bringing passengers and freight to Britain from the Falklands was diverted to Rio de Janeiro on Tuesday when it developed engine trouble.

A spokesman for the Defence Ministry in London said there had been no danger, but the pilot had thought it best to divert to the nearest airport. Another Hercules arrived in Rio last night to fly the passengers to Britain.

D.T. 29.7.82

Helicopters were key aid to wounded

By IAN GLOVER-JAMES

WHEN the Falklands crisis erupted, Surgeon-Cdre Godfrey Milton-Thompson, a senior Navy medical planner, reached for his files on Suez and the Korean war.

"The Korean war was the last time we actually used a hospital ship," he said. "The files were not much help. All that was a long time ago."

As Deputy Medical Director General (Naval), the Surgeon-Commodore is now piecing together a picture of casualties sustained during the Falklands fighting and studying how the Task Force medical operation coped with them.

What began with a degree of improvisation, the medical arms of the services ended with a casualty survival ratio that could match the best achieved in modern warfare.

Serious cases

Surgeon-Cdre Milton-Thompson is cautious of making the claim. The full statistics are not yet available. But other senior officers believe they will show less than 10 per cent. of casualties died of their injuries.

Casualty survival rates of more than 90 per cent. have been achieved in recent years by American medical teams in Vietnam and the Israelis in Middle East battles.

The key to success is the rapid movement of injured men to surgical facilities. Helicopters played a crucial role in achieving this on the Falklands.

"All serious cases must get to surgery within six hours," said Surgeon-Cdre Milton-Thompson. "This is critical. It affects the mortality rate very significantly."

The Falklands medical operation, like the Task Force itself, was thrown together hurriedly.

There is no modern defence provision for hospital ships.

But on the long voyage south, troops and medical teams drilled continuously and had achieved a high degree of efficiency by May 22, the date of the landing at San Carlos.

Royal Marines and paratroops adopted the American style "buddy care" system, where each man takes responsibility for emergency first aid to a battlefield partner and practises the role.

A three-stage medical back-up operated. The front line was of medical teams who accompanied troops into the thick of the fighting, gave emergency field treatment and summoned helicopters to airlift seriously injured.

The second stage was the field hospital established in a disused meat refrigeration plant at the San Carlos beach-head.

Finally, injured troops were airlifted to the main Task Force hospital ship, Uganda, which had complete operating facilities, intensive care units and a burns specialist.

D.T. 29.7.82

CHRISTMAS IN JULY PRELUDE TO FALKLANDS

Soldiers from 657 Squadron of the Army Air Corps at Oakington barracks, Cambs, celebrated Christmas five months early before they left for the Falkland Islands yesterday.

They sang carols round a Christmas tree at the Fort St George public house on Midsummer Common, Cambridge.

A few hours later the detachment set off for RAF Brize Norton, then took off for Ascension Island. An Army spokesman in Colchester said the group was due to spend six months in the Falklands.

D.T. 29.7.82

SHIPBUILDING AID IS NAME OF GAME

Daily Telegraph Reporter

CONTROVERSY over

whether the replacement for the Atlantic Conveyor should be built in Britain and how much Government subsidy should be provided highlights the attitudes in other European countries.

Atlantic Conveyor is one of five ships being ordered by the Atlantic Container Line which involves Cunard, three Swedish firms and a French firm.

Three orders are to be placed in Sweden with a value to Swedish yards of £150 million.

As a result of the deep crisis in the shipbuilding industry in the mid-1970s which resulted in the bankruptcy or near-bankruptcy of many major Swedish yards, a State-run consortium named "Swedeyard" now produces vessels at prices far below those which would be possible for private firms.

Huge subsidies

In an attempt to secure employment Swedeyard has received as much as 50 per cent. of the cost of building new vessels from the Government. The system has maintained labour forces and, although there is still over-capacity, kept orders flowing into Swedish yards.

Last year the consortium's losses were met entirely by the State under special credit systems set up to maintain what was once the world's second largest shipping producer with some 10 per cent. of world tonnage.

The French Government has an overriding commitment to its shipbuilding industry and a key priority is keeping French orders in the French shipyards.

National priority

The initiative was first taken in 1951 when M. Gaston Defferre, then Minister for Merchant Shipping and now Minister for the Interior, formulated the policy of national subsidies for the shipbuilding industry.

Since then successive administrations have continued to recognise the importance to France of a flourishing shipbuilding industry. Only a few months ago M. Louis Le Penec, Sea Minister, declared "The very existence of our shipbuilding industry is a means for our national independence."

D.T. 29.7.82

Ministry's inaccuracies 'astonishing'

By ANTHONY LOOCH
JOURNALISTS with the Falklands Task Force were astonished on return to London to see "how much wildly inaccurate information" generated by the Ministry of Defence had been published, MPs were told yesterday.

Max Hastings, of the Standard, said this to the Commons Select Committee on Defence, which is inquiring into the handling of public and Press information during the conflict.

In a written memorandum he attributed the inaccurate information partly to inter-Service rivalry.

"There was deep ill-feeling among the Task Force about the amount of publicity accorded to the 2nd Bn, Parachute Regt, while other units, which fought very gallant actions and suffered heavy casualties, went unmentioned," he said.

He also complained that many journalistic despatches cleared by operational staffs on the spot were altered by the Ministry of Defence in London.

"For instance, the commanding officers on the spot greatly valued any mention of their men by name, for the morale of families at home," he said.

"I have found since my return that they were even angrier than the correspondents to discover that the Ministry of Defence in London had deleted almost every name from despatches."

Coalite digs in on Times 29.7.82 Falklands

By Drew Johnston

Mr Ted Needham, chairman of Bolsover-based Coalite Group, the parent of the Falkland Islands Company, yesterday denied suggestions of negotiations to sell-off the South Atlantic subsidiary to the Government.

Speaking at the annual meeting in London, Mr Needham said, however, that the Falkland assets were greatly undervalued in the books at £4.5m.

The company is the biggest single employer in the dependency with 250 people engaged full-time in its sheep-farming and trading activities.

The first use of British Government funds to assist the beleaguered islands should be to replace the large numbers of sheep killed for food by the Argentinian invaders, he said.

With a 10-year lifespan, the wool-producing sheep could not have provided the South Americans with tender lamb chops unless they had been particularly careful in selecting their targets, he said.

Most of the sheep were killed by machine gun fire from helicopters, he added. Before the invasion the company owned about 300,000 animals on its 14m acres of grazing land, but lambs would now have to be imported from New Zealand or Scotland to re-stock the herds, he said.

On a suggestion from a shareholder that registration should be sought for a Falkland Islands wool brand name, Mr Needham agreed that further promotion of the wool, highly prized for its

whiteness and quality, could be worthwhile.

Falkland Islands wool is already sold by some branches of WH Smith as knitting wool, but demand has been falling off since the wool was put on sale two years ago, according to Mr Alan Lawrence, marketing services director of Keighley-based suppliers Hayfield Textiles.

Mr Lawrence said his company has been contemplating discontinuing production of the brand.

On the hardship suffered by employees in the Falklands, Mr Needham said reports suggested that the average loss in possessions and personal equipment for those living near Port Stanley, Fox Bay and Goose Green, amounted to about £5,000.

BRITONS AID D.T. 29.7.82 NEW EXOCET PROGRAMME

By Air-Cdre G. S. COOPER
Air Correspondent

BRITISH workers making parts for Exocet anti-ship missiles are helping to produce a new version of the weapon without knowing what it is for or who will use it.

The sea-skimming missiles are assembled by Aerospatiale of France. The new member of the Exocet family, about which little has been said, is the SM59—a development of the air-launched AM59 version for use by submarines.

The French Navy has decided to arm its attack and ballistic missile-launching nuclear submarines with the new missile. The concept is simple. Exocet AM59s are fitted with the wings folded into a watertight container and fired from the torpedo tubes of a submerged submarine.

The container is steered under water by the missile's navigation system and propelled by a separate rocket motor. When it emerges from the water, the canister shroud is ejected and the missile's own booster motor is ignited. The missile is guided by the submarine's detectors, then its own radar.

Every Exocet missile contains parts made by five British firms, although the number dropped to four recently when British Aerospace took over Sperry Gyro-scope.

But because the British firms only supply parts to other contractors in the consortium, they have no means of knowing which member of the Exocet family receives which numbered part.

France carries the ultimate responsibility for ensuring that Exocets are not exported to countries that might use the weapons against those who make them.

French denial

A report that French technicians helped fit Exocets to four operational Super Etendards in Argentina after the French embargo has been officially denied in Paris by the Ministries of Defence and Foreign Affairs.

A joint statement said no Exocet specialists were in Argentina and when four Super Etendard aircraft flew to a southern base on April 19 and 20, nine French aircraft technicians stayed behind. On April 7 a team of Exocet technicians was ordered not to go to Argentina.

Missile experts now regard Exocet as obsolescent. The Euromissile consortium has discussed development of a supersonic anti-ship weapon system to follow Exocet

Nato 'battles' helped Harrier pilots

Times 29.7.82

From Ian Murray, Brussels

British Harrier pilots fought mock battles with Belgian Mirage aircraft above West Germany at the height of the Falklands crisis, learning more about the fighting capabilities of the French fighter, which was widely used by Argentina.

The mock battles were part of regular training exercises among Nato members to test the relative strengths of different aircraft.

The Harriers were sent into battle in this way last November against West German F104s and Belgian Mirage Vs. Another exercise against the Mirage was arranged between May 17 and 19.

The Mirage V is similar to the Mirage 111 which is in service with the Argentine air force. Over the three days, the Harrier pilots were

able to seek out the Mirage's weaknesses and test its speed, manoeuvrability and handling capabilities.

NEW YORK: Argentina has told the United Nations Security Council that although hostilities in the South Atlantic have been suspended, a final end to the Falklands conflict has not been achieved (Zoriana Pysariwsky writes).

In a letter to the president of the Council, Senora Ruth Guevara Achaval the Argentine representative, said that the maintenance of the sea and air blockade around the Falklands was a measure of a patently belligerent nature designed to enable British military occupation and colonialist presence in the zone to be consolidated.

Genuine peace could be

attained only when the British Government abrogated the military and economic measures it had taken and agreed to negotiate a final settlement within the framework of the United Nations.

The aircraft carrier HMS Invincible has become the first Royal Navy ship to fitted with a new gas turbine main engine while still at sea. The three-ton engine was installed in five days while the invincible was on patrol near the Falklands, it was disclosed yesterday (the Press Association reports).

Economic measures against Argentina will continue until the Argentines end measures taken against the United Kingdom, Mr Francis Pym, Foreign Secretary, said in a written Commons reply yesterday.

Journalists tell of confusion

By a Staff Reporter

Journalists with the Falklands task force yesterday relived their own battles with the Royal Navy and the Ministry of Defence in their efforts to report the fighting.

Their general verdict on the hostility shown to them, the lack of ability judgment and discretion displayed by the ministry press officers and the long delays, unexplained cuts and alterations to stories, was that confusion rather than conspiracy was to blame.

Robert McGowan, of the *Daily Express* told the Commons Select Committee on Defence that the help he received from the Soviet Army when he was reporting the invasion of Afghanistan was "not a lot worse" than that given by the Ministry of Defence to journalists in the Falklands.

Mr McGowan, who covered campaigns in (Uganda, Vietnam, Afghanistan and Tanzania) conceded that he had a

good war. Transferred to the Canberra (which he was not allowed to call a troop ship, merely requisitioned transport") he received useful and detailed briefings with the army. He spent much time with the 3rd Parachute Regiment and round them helpful, "I regarded myself as a burden, they didn't".

Gareth Parry of *The Guardian* had been to wars for 20 years, and set out for this one at an hour's notice, arriving in HMS *Invincible* with no kit. The three journalists with him, including Jogn Witherow of *The Times*, had to borrow kit to cope with the severe weather.

Max Hastings *The Standard* was asked by Sir Timothy Kitson, Conservative MP for Richmond, about his now famous walk down the main street of Port Stanley on the day of surrender. He replied that an NCO had asked him where he was going, to which he replied,

"I'm a civilian", and walked on. Journalists had been furious about the blackout of news on the surrender (which none of them knew about) That had been due to a misunderstanding of an instruction from London.

Max Hastings took 13 reports of the surrender back with him to HMS *Fearless*, handed them over, "fortunately, with witnesses", and asked for them to go out at once. Seven hours later he was told he could transmit his report. His was the only one to get through.

Everyone on the Falklands, Mr Hastings said, was angry about the premature disclosure from London of a forthcoming attack on Goose Green, and of the unexploded bombs. That information could have come only from the Ministry of Defence, and it had reflected adversely on press relations in the Falklands.

SO MUCH IS OWED D.T. 29.7.82 BY SO FEW TO SO MANY, SAYS HUNT

By CHARLES NEVIN in Port Stanley

MR REX HUNT, resplendently familiar in cocked hat, ostrich plume, and full ceremonial uniform, was driven through Stanley in his equally famous red London taxi yesterday to open the first session of the Falklands Islands Legislative Council since the Argentine invasion.

It was the first time Mr Hunt had worn his uniform since he donned it in defiance of the Argentines as he was deported from the islands.

A driving blizzard subsided as Mr Hunt, then Governor now Civil Commissioner, completed his quarter-mile journey from Government House to the council chamber.

After receiving a general's salute, Mr Hunt entered the chamber, in the same building as the post office and the court house, to meet his councillors and Major-General David Thorne, the Military Commissioner, who was sworn in as a non-voting member.

Mr Hunt opened his address by paying tribute to the British Government and the Armed Services and Merchant Marine for the "magnificent campaign in the south Atlantic that led to the liberation of these islands and their dependencies in the incredibly short time of ten and a half weeks."

"If I may paraphrase Churchill's immortal words, never in the field of human conflict was so much owed by so few to so many," he added.

Annual remembrance

Mr Hunt then paid special tribute to the dead and wounded: "They may rest assured we shall remember them, and we accept it as our bounden duty to ensure that this sacrifice shall not have been in vain."

He confirmed that June 14 would henceforth be remembered annually in the islands, and announced that a memorial would be set up in Stanley.

"For the present, however," he said, "all our energies and efforts are concerned with getting back to normal. By this I do not mean returning to the way of life we had before April 2. I am not naive enough to think that possible, even if it were desirable."

The Civil Commissioner also had words for the resentment that exists in the islands against Government employees who left during the occupation, a

resentment redoubled by the overseas administrative supplement, a tax-free increment on island salaries to expatriates who come to work.

"I know there has been some argument about Government servants (and others) who left their posts during the occupation," said Mr Hunt. "This is a futile and sterile argument, and I hope people will look to the future, not the past."

All six councillors paid touching tributes to Britain and the Task Force. Then Mr Terry Peck, something of an enfant terrible, expressed concern about what he saw as the erosion of democracy by the Orders in Council appointing Mr Hunt and Gen. Thorne Civil and Military Commissioners.

Mr Hunt emphasised the Orders in Council were before liberation. A select committee was to review the constitution with a view to making it more democratic.

Mr Bill Goss, member for East Stanley, said now was not the time for constitutional argument.

CUNARD ^{D.T.} 29.7.82 TO BE BUILT IN BRITAIN

Price gap bridged by £15m subsidy

By ROLAND CRIBBEN *Business Correspondent*

THE replacement for the Cunard container ship Atlantic Conveyor which was sunk off the Falklands is to be built in Britain after all with the help of a complicated £15 million package of Government aid.

The 35,000-ton successor to the 14,946-ton Atlantic Conveyor will be built at British Shipbuilders' Swan Hunter yard at Tyneside and will help to safeguard thousands of jobs.

Agreement that the ship should be built in Britain was announced last night after the Government, in effect matched the £32 million

price quoted by South Korea.

The deal was agreed after two meetings between Lord Matthews, chairman of Cunard, and Mr Lamont, Industry Minister, yesterday.

It ends intensive efforts by the Government and calls to Cunard to show "patriotism."

Lord Matthews said afterwards that he "had to give a little" on the delivery date but added: "I have got what I was trying to achieve and that was the right price for the right job."

The vessel will not be delivered until August, 1984, eight months later than Cunard wanted.

Lord Matthews made it clear that even if the Far East yards came back with a better offer he would still go ahead with the British order. "The deal is done," he said.

Low interest

The Government aid involves assistance through the Shipbuilding Intervention Fund, credit at a highly favourable interest rate on extended payment terms and a contribution worth up to £4 million from the Ministry of Defence.

British Shipbuilders has cut its price, originally £48 million.

In return Cunard has agreed that the vessel will be designed to cope with emergencies similar to the Falklands crisis and be available for naval exercises.

Mr Lamont acknowledged that Lord Matthews had got a good deal and added "The country has got more work for British Shipbuilders.

"I think most people feel it would have been quite wrong if a replacement for a British ship which had been sunk and British lives lost in the Falklands battles had gone to foreign shipyards.

The Government is paying Cunard £10,500,000 compensation, based on resale value for the Atlantic Conveyor. Negotiations were advanced for an American company to buy the ship before it was brought out of "mothballs" to join the Falklands Task Force.

Cunard was in the market for a replacement for the 12-year-old vessel before it was requisitioned and the order would have gone to the Far East but for the Falklands events.

Help from suppliers

Lord Matthews said that the package agreed with the Government "equated" roughly with what we had from the Far East." He added: "If this had been offered in the first place we would not have to be here."

He said he had spoken to the Prime Minister last week but he felt that at the time Mrs Thatcher "was not of a mind to take it too seriously."

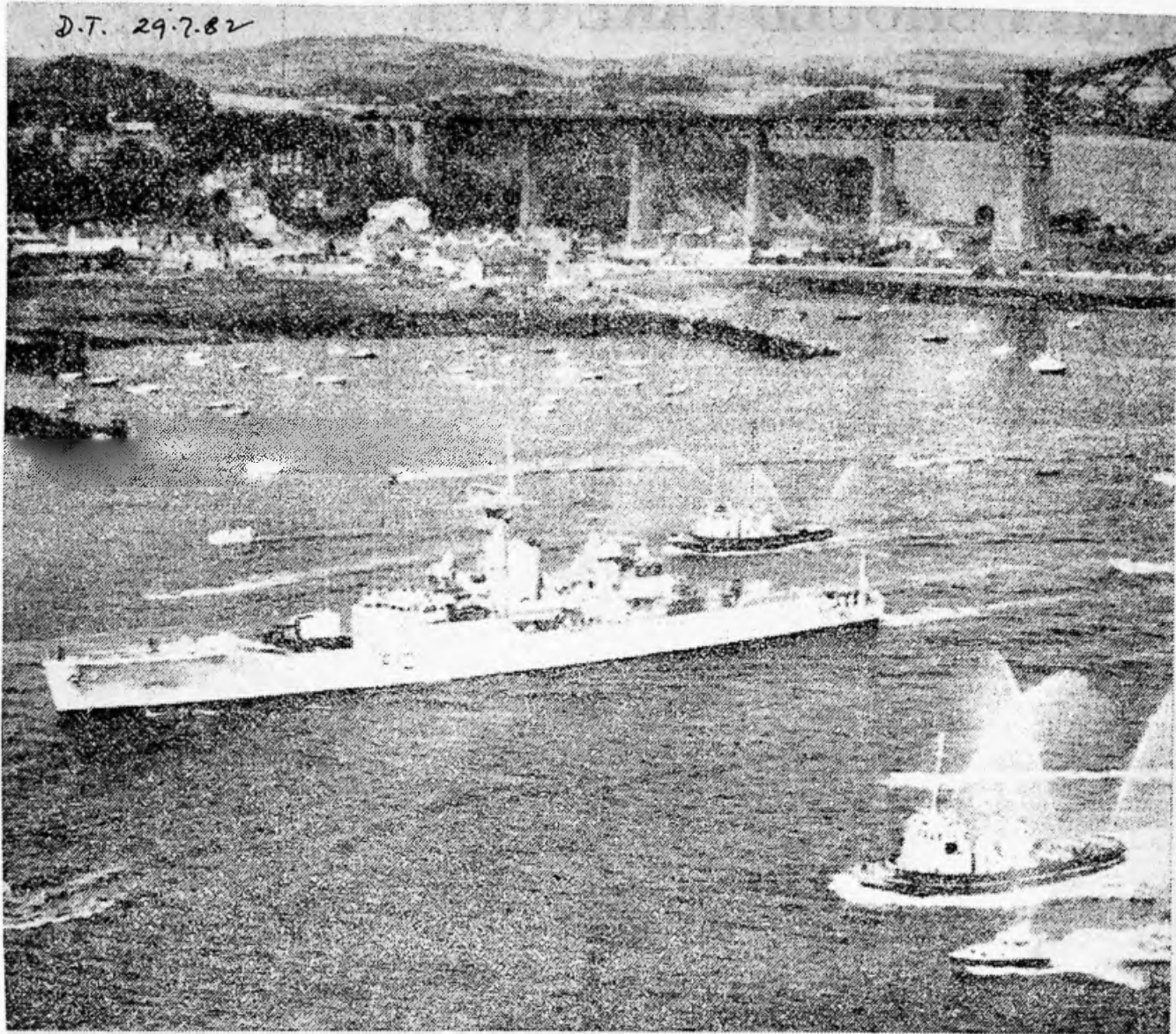
But over the last week the Prime Minister has ensured that the resources of the Industry Department and Defence Ministry have been marshalled to ensure that Cunard bought British.

British Shipbuilders had help from equipment suppliers in cutting its price to £40 million. Originally the price being quoted for materials by British suppliers was £29 million, just short of the all-in price being offered by South Korea.

The replacement is one of five vessels being ordered by the Atlantic Container Line in which Cunard has French and Swedish partners. Both France and Sweden are providing subsidies for vessels to be built by their yards.

Mr Robert Atkinson, chairman of British Shipbuilders, said the order was a "just reward" for the Swan Hunter workers who had worked round the clock to complete the carriers *Illustrious*, three months ahead of schedule during the Falklands crisis.

D.T. 29.7.82



The frigate Yarmouth being saluted by tugs as she sailed past the Forth Bridge yesterday on her way to her home base at Rosyth after serving with the Falklands Task Force. She narrowly missed being hit by an Exocet missile during the attack which sank the destroyer Sheffield.

Order for new *Times* 29.7.82 Atlantic Conveyor goes to Tyneside

By Edward Townsend, Industrial Correspondent

The replacement for the Atlantic Conveyor, the container ship sunk during the Falklands campaign, is to be built in Britain after a last-minute improvement in the Government's package of financial assistance.

The new ship, at least twice as big as the original, will be built at the Swan Hunter subsidiary of British Shipbuilders on Tyneside and provide work for about 1,000 men for the next two years.

Lord Matthews, chairman of Cunard, the ship's owner, declined to give details of the

deal, but said: "We have not had any benefit. British Shipbuilders are getting the order at a price roughly what I could have achieved in the Far East."

He had been under intense pressure from the Prime Minister and Cabinet ministers not to place the order with South Korea, whose tender was said by Cunard to be about £15m cheaper than British Shipbuilders' £45m.

Lord Matthews confirmed that the new ship would be British last night after several hours of talks, appeals from Mrs Margaret Thatcher to be patriotic and a warning from Mr Patrick Jenkin, the Secretary of State for Industry that Cunard would be very ill-advised to turn down the Government offer.

The deal is believed to include an increase in the £4m offer from the Ministry of Defence towards equipping the new ship with military features, a paring down of costs by British Shipbuilders suppliers, and possibly some adjustment to the £10m compensation paid to Cunard for the lost Atlantic Conveyor.

moved away from his rigid refusal to accept anything but the lowest tender.

Mr Robert Atkinson, chairman of British Shipbuilders, later praised Mrs Thatcher and the Government for their support. Against the fiercest competition from the Far East yet to be experienced by a shipyard in western Europe the winning of the order was a tribute to those who had worked to ensure that it came to the United Kingdom "and signals a vote of confidence in British Shipbuilders".

British Shipbuilders is believed to have cut its original tender by moves such as delaying progress payments during the ship's construction, but the major contribution to the deal had come from the Ministry of Defence.

The new ship is likely to be fitted with strengthened decks on which helicopters could land if it was requisitioned by a future government and possibly have provision for a Harrier take-off ramp similar to that on HMS Hermes.

Prince welcomes home Bluff Cove troops

Times 30.7.82

From Arthur Osman
Brize Norton

The landing at Bluff Cove which cost the Welsh Guards 38 dead and 19 wounded, the highest casualty figure for any unit in the Falklands, was said yesterday by Lieutenant-Colonel John Rickett commanding officer of the 1st Battalion, to have been "a justifiable risk".

Colonel Rickett, on his return from the South Atlantic, said the regiment held no bitterness, nor did they blame anyone. The casualties from the Prince of Wales and Third companies were in the Sir Galahad, which has now been sunk and declared an official war grave.

At RAF Brize Norton, Oxfordshire where the Prince of Wales, as Colonel of the Regiment, saluted and shook hands with the 450 survivors, Colonel Rickett was reminded that Major General Jeremy Moore, commander of the land forces, had agreed that mistakes had been made.

Colonel Rickett was asked if Bluff Cove was one of them, and he said: "No it was not a mistake at all. It was a very bold step and I am quite satisfied that if the decision had not been taken the resistance would have been very much stronger and the battle would have gone on a great deal longer".

Brigadier Anthony Wilson, CO of Five Brigade, to which the battalion belonged, who sat beside him, agreed that he had given the order for the Bluff Cove operation.

The press, anxious to learn at first hand of the campaign's most tragic incident, were told by Brigadier David Ramsbotham, director of publicity for the Army: "This is not the time and place to ask controversial operational military questions".

The battalion had arrived in four VC10 aircraft to a rapturous reception by several thousand relatives. The Welsh flag and language were much in evidence.

Those in the welcoming party in addition to the Prince included General Sir Edwin Bramall, whose last day it was as Chief of the General Staff, Admiral Sir Terence Lewin and Lieutenant-General Sir Frank Kit-



The Prince of Wales welcoming home survivors of the 1st Battalion, The Welsh Guards.

son, Commander-in-Chief of UK Land Forces.

Those of the men asked to discuss the dreadful events of June 8 declined to do so and the colonel agreed that they had been told to be cautious in what they said. Some of their relatives, however, were less reticent and considered there had been an element of "needless sacrifice" about the operation.

● An Argentine sailor was shot because he was thought to be about to sink his submarine, blocking the only usable jetty at Grytviken, South Georgia, Mr John Nott, Secretary of State for Defence, said yesterday (George Clark writes).

Mr Nott said, in a parliamentary written reply, that the damaged submarine Sante Fe developed a list as it was being moved across

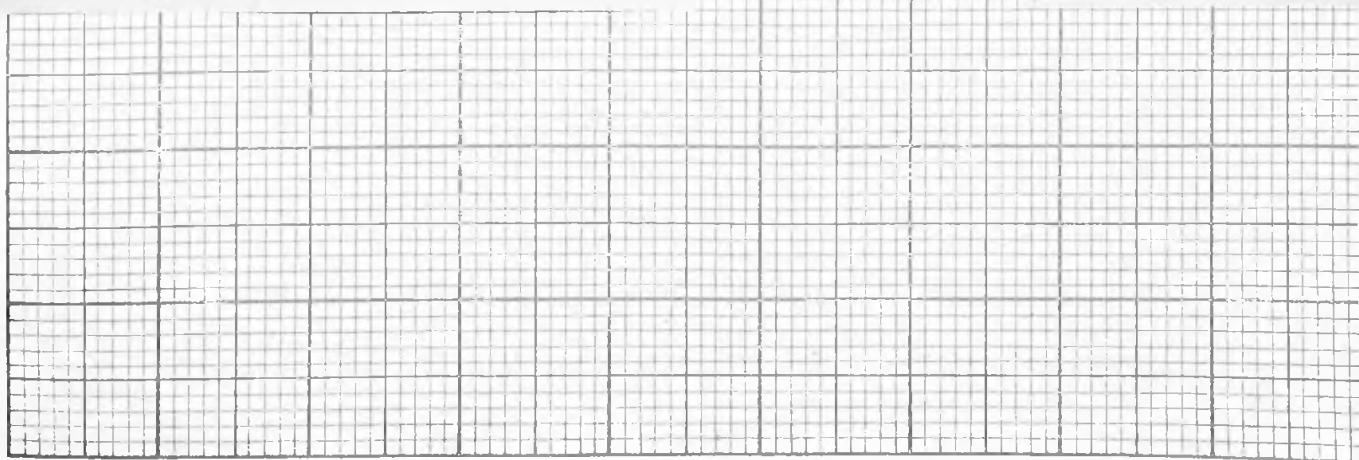
Grytviken Bay and the captain obtained permission from the Royal Marine guards on board to correct it. He instructed Suboficial Primero Felix Artuso to operate the necessary controls. "Unfortunately these controls had been misidentified and the guards believed that they operated the main vents which would scuttle the submarine," Mr Nott said.

Mr Nott said there would be no military or civil proceedings against anyone involved.

● Ships returning home from the South Atlantic yesterday were HMS Valiant, the nuclear submarine, to Faslane, near Glasgow, the Nordic Ferry, a cross-Channel freighter, to Southampton, and Hecla, a survey ship which became a hospital ship, to Devonport.



Linda Kitson, the war artist, who returned with the battalion, said she had made about 350 sketches. An official of the Imperial War Museum said some would be released on Tuesday. Miss Kitson said that many times she wished she could have been of more help rather than just standing and drawing.



Times 30.7.82 'Conveyor' delivery a matter of honour

By Edward Townsend, Industrial Correspondent

The Prime Minister appealed to the trade union movement's sense of honour yesterday to ensure that the replacement for the Atlantic Conveyor, now to be built in Britain, was delivered on time.

The ship, which will replace the 12-year-old vessel sunk by an Exocet missile during the Falklands campaign, is to be built on Tyneside after Mrs Margaret Thatcher's intervention in the negotiations between the owner, Cunard, and the state-owned British Shipbuilders.

She told MPs during her last question time appearance in the Commons before the summer recess: "It all depends on the delivery date, before the end of August, 1984. When the TUC came to see me they promised and pledged faithfully they would secure delivery by that time. It is a matter of honour that they do so."

British Shipbuilders secured the order, worth about £33m, only after the Ministry of Defence agreed to bridge the gap between the British and South Korean tenders

for the new ship by financing additional military features to be incorporated in the vessel.

The state corporation finally won the day only after Mrs Thatcher insisted that ways be found to beat the Far Eastern competition. She said: "British Shipbuilders reduced its price, but Cunard also took some increased cost upon itself. That was very good."

Mr Michael Foot, Leader of the Opposition, congratulated the Prime Minister on the "U-turn" she had taken on the issue and was greeted by Conservative jeers when he suggested that "it was appalling that there had to be a war to get some work into British shipyards".

Mrs Thatcher emphasized that the ship had been lost in unique circumstances, for which the Government has received the support of the whole House, and she believed very strongly that the replacement should be built at home.

Details of the deal which allowed Lord Matthews, the Cunard chairman, to accept the British tender, have not been disclosed. But it has become clear that the gap of about £10m between the BS and Korean quotes was made up largely by the Ministry of Defence.

The delivery date compares with a Korean date of early spring, in 1984.

Mr Robert Atkinson, chairman of British Shipbuilders, issued a message yesterday to the workers at the Swan Hunter shipyard at Wallsend, who will build the ship, urging them to "prove the trust" that the Government and Cunard had placed in them.

The ship must be not only the best in the Atlantic Container Lines Fleet, but also delivered on time and to cost.

The Koreans might be able to undercut by "ridiculous margins" but they could not better the country and the Tyne for a first-class ship.

D. Teleg. 30.7.82 NO ACTION ON PoW SHOT BY MARINE

By Our Defence Staff

There are no grounds for taking disciplinary action against any member of the British forces over the shooting of an Argentine prisoner on board the captured submarine, Santa Fe, at South Georgia in April, says a Defence Ministry report released yesterday.

The Argentine, Primero Felix Artuso, was helping to move the submarine, which had been damaged by a missile from a British helicopter and was blocking the jetty at Grytviken.

Artuso, obeying an order from the submarine's commander, went to move a lever to release compressed air, but one of the watching Marines thought he was trying to scuttle the boat. The Marine was too far away to intervene physically, so he shot Artuso with a pistol.

Carrier engine change *D. Teleg. 30.7.82* was a major feat

By DESMOND WETTERN Naval Correspondent

A MAIN engine change was completed for the first time in a major warship at sea when one of four Rolls Royce Olympus gas turbines was replaced in the carrier Invincible, off the Falklands.

A job of this magnitude would normally be done in a dockyard. It took 14 sailors—led by Chief Marine Engineering Mechanic Ray Bezani—five days to get the engine out from deep down in the ship and replace it with one of two spares carried on board.

The ship was designed so that the engines could be lifted out without cutting away part of the surrounding structure. But lifting the three-ton engine through several decks while the ship was rolling and pitching was a tricky, often hazardous task.

Since leaving Portsmouth in early April, the Invincible,

19,500 tons, has steamed 30,000 miles. The engine—a marine version of those used in Concorde—had exceeded its designed effective life.

Clearances around access hatches leading up from the engine room are limited to a few inches. To keep the ship as steady as possible while the engine was being hoisted and its replacement lowered, the ship steamed downwind with a following sea.

While work was in progress Marine Engineering Artificer Norman Boves with 10 engineering ratings carried out a 10-day overhaul of the ship's diesel generators, a job similar to "decoking" a car engine.

The task called for removal and replacement of 16 cylinder heads, each weighing 150lb, and two 570lb turbo-chargers. Once again, great care had to be taken to prevent damage occurring when the ship rolled.

All Falklanders are free to live in Britain *Times 30.7.82*

The Government saw no immediate need to introduce legislation to amend the Nationality Act, 1982, so as to make citizenship of the United Kingdom available to citizens of the Falkland Islands on the same basis as it is available under the Act to the citizens of Gibraltar, Lord Elton, Under-Secretary of State, Home Office, said in the House of Lords. Peers on both sides urged that such legislation be introduced.

He said the Home Secretary had made it clear in the Commons that no Falkland islander, whether he had the right of abode or not, would have any difficulty over admission to Britain.

Lord Boyd Carpenter (C): When a group of wealthy Argentinians during the conflict took advertising space in the press they attached considerable weight to the allegation that under the British Nationality Act Falkland Islanders were not given the fullest rights of citizenship.

Would it not be proper acknowledgment of the loyalty and devotion of these people in desperately trying conditions for parliament now to confer this on them? (Cheers).

Lord Elton: I do not think it is

proper to use legislation as an instrument of propaganda warfare.

Lord Bruce of Donnington, for the Opposition: The House gave a first reading to a bill to amend the Nationality Act in order to accomplish the exact purpose Lord Boyd-Carpenter has in mind. Will he make sure it receives a speedy passage through the House?

Lord Elton: It is for the House to decide on the speed of its passage through the House.

Later he added: About 1,500 Falkland islanders, the vast majority of the population, will automatically become British citizens at the beginning of next year. We are talking about the balance of about 400 who will have direct access to British soil if they wish to have it, and take up residence here.

£10m for Falklands

Mr Neil Marten, Minister for Overseas Development, announced in a written reply that he intended to make up to £10m available to meet the cost of rehabilitation work on the Falkland Islands. Parliamentary approval for this new service would be sought in a supplementary estimate for the overseas aid vote.

MID-AIR D. Teleg. 30.7.82 RENDEZVOUS FOR FUEL

By Maj-Gen Edward Fursdon
Defence Correspondent
in Port Stanley

FLIGHT - LIEUTENANT

Ernie Bishop, captain of my Hercules transport aircraft flying the 3,000-mile "air bridge" from Ascension Island to the Falkland Islands, notched up two first last Tuesday.

It was his first operational in-flight refuelling and his first landing at Stanley airfield.

Two refuellings are required during the 14-hour flight. This ensures that if the weather over Stanley is too bad for a landing or, as with the Hercules ahead of us, an engine fails, the aircraft has enough fuel to return safely to Ascension.

The technique demands intense concentration on behalf of the Hercules pilot, plus a high degree of professional skill and nerve. It also requires a high standard of teamwork and mutual confidence between him and the pilot of the Victor tanker.

Middle of nowhere

At the mid-air rendezvous in the middle of nowhere, high above the featureless expanse of the South Atlantic, our Victor tanker descended from 35,000ft behind us to appear just by the starboard wing.

It then moved ahead and stationed itself only 15 to 20ft above us, with its flexible fuel delivery hose trailing aft. The hose's maximum length is 80ft but the normal operating length is between 40 and 60ft. There is a large cone-shaped basket on its end.

The task of the Hercules pilot is to fly his aircraft gently forward so as to insert his rigid fuel-receiving probe, projecting from just above his cockpit, into the Victor's hose end. The connection is aided by the basket.

Fine adjustments

The pilot must concentrate on flying accurately, and safely. Because he cannot do this and watch both probe and basket at the same time, he relies on his co-pilot to "talk him in blind" over the intercom with the last fine adjustments.

A Victor has a minimum speed of 235 knots—faster than the Hercules's maximum.

The Hercules has to drop altitude all the time in order to gain the extra 20 knots of airspeed it requires to maintain the coupling.

The result of our 15 minutes of umbilical-cord-connected display of extremely close formation-flying was a drop in altitude from 24,500 feet to 9,000 feet, and the transfer of more than 11 tons of fuel.

PRINCE WELCOMES THE HEROES OF BLUFF COVE

D. Teleg.
30.7.82

By CON COUGHLIN

THE heroes of Bluff Cove, who suffered the heaviest losses of the Falklands campaign, returned home yesterday to a rousing reception from friends and families, and a personal greeting by the Prince of Wales.

The 1st Bn Welsh Guards, which lost 32 men when Argentine planes bombed their landing ship, Sir Galahad, in Bluff Cove as they prepared to disembark, flew into RAF Brize Norton, Oxfordshire.

The prince, celebrating his first wedding anniversary, shook hands with all the 350 guardsmen as they left four RAF VC 10s which flew them from Ascension Island.

The Prince, Colonel of the troops, who arrived earlier by helicopter, was greeted by the band of the Welsh Guards playing the Anniversary Waltz.

He took time off from his anniversary celebrations, then flew back to Kensington Palace to rejoin the Princess of Wales and their two-month-old son, Prince William.

He told one guardsman that Prince William was getting "angrier and noisier" by the day.

Relatives of the troops, many of whom had travelled from Wales, cheered and raised banners before lapsing into tears and laughter after they were reunited with their loved ones.

'Very sad'

After the Bluff Cove disaster, the Welsh Guards went on to play a major role in the liberation of the Falklands.

They took Sapper Hill, overlooking Port Stanley, from where they witnessed the final Argentine surrender.

Lt-Col Johnny Ricketts, the Commanding Officer, told a Press conference he did not hold anyone responsible for what happened at Bluff Cove.

"We all feel very sad about Galahad, but these things happen in war," he said.

He went ashore at Fitzroy Settlement the night before the Bluff Cove raid, and was on his way to visit a forward company when Sir Galahad was hit. He was called back to supervise the survivors.

Lt-Col Ricketts paid tribute to the skill and courage of helicopter pilots who carried out the rescue operation.

Brig. Tony Wilson, Commander of the 5th Brigade, said the daylight landing at Bluff Cove took place on his orders. It was a bold and necessary manoeuvre.

Air cover

When asked about the adequacy of air cover, Lieut-Col Ricketts declined to comment. Altogether, the Welsh Guards lost 42 men, with 87 injured.

Also returning with the Guards was war artist Miss Linda Kitson, 37.

"I am afraid I will never be able to portray exactly what these young men achieved in the most appalling conditions," she said.

SHIPS RETURN

'Tremendous job'

A huge crowd at Devonport welcomed the small survey vessel Hecla, 1,915 tons, which served as an ambulance ferry during the fighting.

Capt. Geoffrey Pope said: "They did a tremendously fine job."

At Southampton, the commandeered cross-Channel freighter Nordic Ferry, 6,455 tons, was welcomed home. The Townsend Thoresen ship transported troops and equipment into Bomb Alley.

Among the 39 officers and men was a Falkland Islander, Chief Cook Neville Halkett, 47, who lives in Oulton Broad, Suffolk.

He ran down the gangway to greet his wife, Carol, and sons Gavin, 14, and Russell, 11.

FALKLANDER HURT

By Our Staff Correspondent
in Port Stanley

A Falkland Islander was recovering in hospital in Port Stanley yesterday after being injured when cordite left over from the fighting near Fox Bay caught fire. Mr Eric Morrison was working on a grinding wheel in a wool shed and a spark is thought to have ignited the cordite.

REFUGEE POLES LEAVE ISLANDS TOMORROW

By CHARLES NEVIN
in Port Stanley

Nine Poles who fled martial law only to end up in the middle of the Falklands war are due to leave the islands for Britain tomorrow. They arrived in Stanley separately, jumping fishing vessels between January and March this year.

The Poles, who are leaving on the passenger ferry Norland, have been given permission to enter Britain for six months.

Also on board the Norland will be the 2nd Bn The Scots Guards—the last infantrymen who saw action left on the islands—and 66 islanders leaving for assisted holiday.

Why Nott is wrong *Times* 31.7.82 about the Navy

The Defence Secretary in his article in *The Times* earlier this week sought to justify Britain's present continental strategy at the expense of a maritime one. He also made it clear that the broad sweep of the defence policy changes announced last year would be carried through. I believe that on both counts he is wrong.

Mr Nott starts by apparently confining our maritime role to the North Atlantic and makes the remarkable claim that "Unusually in our history we now have our forces already deployed in the right place:" — that is to say 55,000 troops plus all their support in the central plains of Germany. I wish I had his omniscience.

First, he ignores the growing threat by the Warsaw Pact outside the Nato area. Casper Weinberger, the US Defence Secretary has spoken of "being ready to fight on short notice in a variety of places round the globe", while the Supreme Allied Commander Atlantic has warned this month of increasing Soviet submarine activity in the South Atlantic.

The Third World War might start on the central front as Mr Nott suggests. Or it might be in the Arctic wastes of Norway on Nato's Northern flank where we do not have pre-positioned troops but would send the Royal Marines in the event of tension. It could be almost anywhere else in the world with the Soviets probing and exploiting weakness or unwillingness to resist.

But, surely, to suggest that our troops and all their expensive supporting services are fixed at the present levels for all time, at a cost to us of several thousand million Deutsche marks a year, is preposterous. To refuse even to consider withdrawing to the United Kingdom any forces of their non-essential support because it would be expensive in the short term is akin to saying that you never close a factory because the redundancy and closure costs can be high and you ignore the long-term savings. I am certain the economist in John Nott rejects that approach.

New thought is needed, however. Francis Pym, when Defence Minister, floated the concept of "burden sharing" in December, 1979, so that each NATO country could concentrate and specialize on the things it does best. This philosophy was admirably enlarged by the Prime Minister at the NATO summit meeting on June 10 last when she said: "Our fortunes are affected by developments outside the NATO treaty area — as Afghanistan reminds us so vividly, our dependence on imported oil, supplies and raw materials means that we have a crucial interest in the maintenance of stability throughout the world . . . we need to devise a strategy which exploits the assets which we each possess."

I looked in vain at Mr Nott's article for reference to wider

interests or the global nature of the Soviet threat. Clearly, if Mr Pym and the Prime Minister are right, a very real asset we can still contribute to the alliance is the expertise of the Royal Navy and Royal Marines with their logistic support. They are essentially a Nato rapid deployment force. They have a crucial role in anti-submarine warfare in the North Atlantic. They can safeguard Britain's vital interests and her merchant shipping around the world with the flexibility given by a balanced self-contained force largely independent of foreign land bases.

On naval budgets and hardware Mr Nott does not tell the whole story. The navy does now account for about 29 per cent of the defence budget excluding Trident. By 1989 that figure will have dropped to 25 per cent, or even less. This four per cent drop is equal to nearly £600m a year or six new type 23 frigates. While I would certainly not rob the army and RAF to pay for a larger navy it is worth noting that naval cuts in the defence review were twice those of the Army and over seven times those of the Air Force. While 20,000 RN servicemen face redundancy over the next few years.

Mr Nott argues about his "enhancement of the Nimrod Mark II programme" and the "increasing of our nuclear submarine capability". In fact, only two additional Nimrod Mark II aircraft will become operational, equivalent to an extra half an aircraft on patrol at 1,000 miles range, while the planned nuclear hunter killer submarine programme, originally 20, has now been cut back to 17.

Mr Nott writes as if weapons are all important and ship platforms are of a lesser order. In fact, the two are one and the same to a large extent. For example it is no good spending millions of pounds on the Stingray torpedo if there is no helicopter, flight deck, hangar, maintenance facilities and communications on the platform.

However, all is not lost because of course the defence debate continues. But the "broad strategic decisions" Mr Nott produced last year included the sale of HMS Invincible, the scrapping of *Endurance*, the premature disposal of the assault ships *Intrepid* and *Fearless*, together with the destroyers *Bristol*, *Fife*, and *Glamorgan*, plus six frigates in the standby squadron. All these decisions have now been reversed. Thus the strategy is now looking more than a little frayed. I hope recent events will convince my colleagues that our commitment to the Alliance and our national interests can only be served together by not running down the unique maritime contribution we provide.

The author is MP for Ashford, Kent, and was dismissed as Parliamentary Under-Secretary for the Royal Navy in 1981.

Falklanders' fund 'well below target'

Times
31.7.82

By Rupert Morris

Although money has been pouring into the South Atlantic Fund for servicemen and their families, the Falkland islanders have had a disappointing response to their own appeal.

The Falklands Appeal, launched on June 10 with the object of raising £1m, has so far raised only £93,000, while the South Atlantic Fund, launched by Mr John Nott, Secretary of State for Defence, on May 26, has raised £10,800,000.

Major-General Alan Mills, honorary director of the Falklands Appeal, said yesterday: "I had hoped to raise £1m after I saw how much people were prepared to offer Freddie Laker, but it seems now that I was too optimistic."

"There has been considerable confusion about what the South Atlantic Fund can do, and it was not until early in June that the Ministry of Defence made it clear to us that the fund could not help the Falklands islanders."

"Even now we are getting cheques addressed to me personally but made out to the South Atlantic Fund. The fund have sent on to us money that is clearly intended for the islanders."

Yesterday the Falklands Appeal received news of its biggest gift to date, £250,000 of the £5m allocated for the Falklands by the State of Jersey.

The appeal is concentrating its efforts on the case of a woman aged 25 with cerebral palsy whose mother was killed in the fighting. About £15,000 a year will be needed to secure her a place in a Sue Ryder home in Camberley, Surrey.

Other intended beneficiaries include Mr Montana Short and his wife and infant son, who were in Chile when hostilities began. They have been flown to England.

The Falklands Appeal receives daily reports of islanders in need of financial help: some of the 72 households destroyed in Port Stanley, farmers whose peat has been mined and cattle lost, and people whose cars and belongings were wrecked.

Money for the Falklands Appeal should be sent to 12 Greycoat Place London, SW1, or paid direct into National Westminster Bank, account number 242 24030.

Cash gifts for the South Atlantic Fund should be sent to the Ministry of Defence, Archway Block South, Old Admiralty Building, London, SW1.

● An Argentine Pucara aircraft captured at Port Stanley will be on show at an air display in Yeovilton, Somerset, today. The aircraft, damaged during the British assault on the Falklands, will probably go to the Fleet Air Arm museum in Yeovilton.

Falklands victory parade

Times 31.7.82

The City of London is to organize a victory parade for 800 members of the Falklands Task Force in the autumn, the Prime Minister announced yesterday. A leading City institution is understood to have put up the funds for the occasion, which will include a march past and salute at the Mansion House, followed by lunch.

The City of London Corporation said yesterday that the idea had been put forward about a month ago.

The timing of the announcement will provide some consolation for those people who feel that Monday's memorial service at St Paul's paid insufficient tribute to the Task Force's achievement.

● The Prime Minister, in a written Commons answer yesterday, said that the Government reserved the right to claim compensation from Argentina for loss of life, injury and damage to property in the Falklands.

D. Teleq. 31.7.82

Falklands flying skills on display

By Our Defence Staff

THOUSANDS of people have the first opportunity today to see flying by some of the men and aircraft which fought in the Falklands.

The Royal Navy's Commando Helicopter base at Yeovilton, Somerset, is opening its gates to the public for its international air display.

Besides Sea Harriers, Sea King, Wessex, and Lynx helicopters, a captured Argentine Pucara ground-attack aircraft and a helicopter will be among aircraft on display.

The fortitude and endurance of Naval pilots in the Falklands has been highlighted by the release of details of flying operations from the carrier *Invincible*, 16,000 tons.

In three months the Sea King helicopters of 820 Squadron, in which Sub-Lt Prince Andrew is a pilot, flew 3,000 hours—equivalent to 18 months of normal peacetime flying.

2,000 flights

The eight Sea Harrier fighters of 801 Squadron made over 2,000 take-offs from the ship and the 27 Sea Harrier pilots, initially flying from *Invincible* and the carrier *Hermes*, 23,900 tons, averaged 33 sorties.

This is nearly twice the number of operational sorties flown by many 1939-45 War pilots in a year.

Lord Kilbracken, who flew Swordfish biplanes on wartime anti-submarine patrols, last month sought details in vain from Lord Trenchard, Minister for Defence Procurement, on the Fleet Air Arm's role in the Falklands. He said that in nearly four years' flying in the 1939-45 War he logged 67 sorties.

The Sea Kings, besides keeping watch for Argentine submarines, at least one of which they attacked, were also used extensively for moving men and equipment ashore and subsequently supported the advances on Goose Green and Port Stanley.

First kill to pilot from *Invincible*

By CHARLES NEVIN
in Port Stanley

ON MAY 1 at 19.15 GMT, Flight-Lieutenant Paul Barton, 31, made the first kill of the Falklands campaign. He shot down an Argentine Mirage fighter-bomber.

Flight-Lieutenant Barton, on exchange from the RAF with 801 Naval Air Squadron, was flying a Sea Harrier from *Invincible*. But, he says, there had been a mix-up.

The first kill was originally credited to another RAF pilot.

The details of the kill are told coolly and without bravado.

"We all felt very confident. We were told the task and it was meeting 200 Argentine aircraft with our 20. We had plenty of preparation. We had the relevant training, and it proved itself throughout the war.

Pair of Mirages

"On May 1—the first day of the conflict—we spent from dawn, when *Invincible* launched her first strike, and right through the day desperately trying to shoot down Argentine aircraft.

"At exactly 19.15 GMT my wing man and I engaged a pair of Mirages at medium level. We engaged them head on and during the combat I was able to position myself behind one.

"A Sidewinder missile was fired at a range of one mile. The Mirage burst into a ball of flame.

"I knew perfectly well the Mirages were armed with missiles. If I made a mistake they could shoot me down. I suppose I could have defended myself by running away, but it simply boils down to a question of 'him or me.'

"I don't shoot down a plane to make another Argentine pilot bite the dust. I shoot it down because it is one less threat to the British attempt to win back the islands.

"For a lot of the time I was terrified. The pressure was on 24 hours a day—a shroud of pressure. All the time, every day.

The worst time . . .

"The worst was the day when I sat in the cockpit for 8½ hours—four in the air; and 4½ hours waiting on the deck. At that sort of work rate you begin to slump a bit.

"You think: 'I'm going to go off and meet another fighter pilot at 15,000ft. Am I going to kill him or is he going to kill me?'

"Until it actually happens, you can't tell what the true reaction is going to be. Until they start firing things at you and you are an inch from possible death, you can't tell how you are going to react.

"But the system copes; the system copes remarkably well.

"Those Argentine pilots were bloody brave men. They had five to 10 minutes in the target area and then they had to go because if they didn't, they were out of fuel.

"The Harriers are painted a grey which looks almost black against the clouds. The Argentines called us 'The Black Death,' so we thought these guys are obviously very 'twitched' about us.

"We used an emergency frequency that any pilot will listen to and we would transmit: *La Muerta Negra* is coming to get you."

TASK FORCE IN VICTORY PARADE

By Our Political Staff

The Prime Minister yesterday mollified Conservative MPs offended by the tone of Monday's Falkland Islands service in St Paul's by announcing that there will, after all, be a victory parade as well.

She said that some 800 members of the Task Force would take part in a march past and salute at the Mansion House followed by a civic lunch.

Many Conservative MPs have been pressing since the recapture of the islands for such a parade. The announcement came in a written Commons answer to Miss Janet Fookes, Tory member for Plymouth Drake. D. Teleq. 31.7.82



After the Argentine surrender, a Commando in Port Stanley helps to clear houses of enemy troops . . . A symbolic figure of the Falklands war.

FALKLANDS

D. Teleg. 19.8.82

PAY-OUTS

UNDER WAY

By CHARLES NEVIN
in Port Stanley

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

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

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

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

'Generous' promise

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

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

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

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

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

'Going to lose'

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

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



Gun crew of the Sir Lancelot beside the 40mm Bofors gun "Suzi Blue" with which they shot down two Argentine Mirage jets. From left: Seamen Trevor Lewis, Chris Johns (behind), Colin Roy and Chief Petty Officer Graham Nicklin.

D. Teleg. 16.7.82 'WAR TROPHIES' AMNESTY ENDS

By A. J. McILROY
in Port Stanley

The two-week amnesty for Falkland Islanders to hand in "war trophies" discarded by the Argentine Army, ended yesterday.

Anyone found in possession of rifles, knives, other weaponry or vehicles — some Argentine jeeps have disappeared — will now be prosecuted.

D. Teleg. 18.8.82 NO BASE FOR RAF, SAYS BRAZIL

Brazil will not provide Britain with a staging base for flights to the Falklands, its Foreign Minister Senhor Ramiro Saraiva Guerreiro said yesterday.

Last week Brazil confirmed reports that some RAF transport planes had refuelled in Brazil but said the landings had been exceptional or emergency ones.—U.P.I.

D. Teleg. 16.7.82 A POLICE CHIEF FOR FALKLANDS

By Our
Scotland Yard Correspondent

Scotland Yard is sending a senior police officer to the Falkland Islands in response to a request through the Foreign Office. Supt. Walter Richards, 55, who was born in Port Stanley, is to leave today or tomorrow.

His duties will to help general organisation and arrangement of police matters for the islands. He will be promoted to chief superintendent. He and his wife, Thora, are both Falkland Islanders.

Falklands CO is First Sea Lord

Admiral Sir John Fieldhouse, aged 54, who was in overall command of the Falklands operation, becomes First Sea Lord and Chief of Naval Staff in December. He succeeds Admiral Sir Henry Leach, aged 58, who is promoted Admiral of the Fleet.

TV 'SPECIALS' ON FALKLANDS

By Our TV Staff

BBC Television is to screen eight half-hour "specials" on the Falklands conflict. Entitled "Task Force South: The Battle For The Falklands," these will be shown on Wednesdays and Thursdays after the Nine O'clock News, beginning on July 21.

ITV is to screen a 45-minute programme on the Falklands tomorrow at 10.50 pm. Later both BBC and ITV are to market video cassettes based on their Falklands coverage.

3 journalists 'prepared to face spy charges'

THREE British journalists imprisoned in Argentina for 77 days returned to Britain yesterday and said they were prepared to go back to fight "ludicrous" and "comical" spying charges against them.

Simon Winchester of the SUNDAY TIMES and Ian Mather and Tony Prime of the OBSERVER, arrived at Gatwick Airport from Ushuaia, Tierra del Fuego, where they had been held since April 13.

"We have given our words to go back," said Mr Mather, Defence Correspondent of the OBSERVER. "We are British and they trust us. I think we have an obligation to."

Mr Winchester said the newspapers had paid £12,000 in bail to secure their release and "it would be easy to write that off by not going back, but it's an important journalism test case."

Mr Mather said that legal advice and conversation with the judge suggested that the worst they faced would be a

suspended sentence on charges which carry a maximum sentence of eight years' imprisonment.

The journalists were arrested at the Rio Grande airport near the Ushuaia naval base in Tierra del Fuego where they were taking notes on military aircraft. Mr Winchester, who said he had asked passers-by about Argentine military aircraft at the airport, conceded that "with 20-20 hindsight" he would not have used his binoculars.

Mr Mather said that what they had done was "adventurous" but not "foolhardy." They had had permission from the Government to visit Tierra del Fuego; they had acted openly and believed what they had been doing was "legitimate journalism."

They said they had been treated "very well" while imprisoned. Mr Mather said that after the sinking of the cruiser General Belgrano privileges such as English books had been withdrawn. Mr Prime had been yanked off a telephone and pushed back into his cell after news of the sinking.

Central authority crumbling as Argentines get new President

By MICHAEL FIELD in Buenos Aires

GENERAL REYNALDO BIGNONE, 56, is due to be sworn in today as President of Argentina in a manner betraying the deep fissures in the ruling military establishment.

The ceremony will also show the decline of clear central authority in Argentina.

A call that has come from one wing of the Peronist labour movement would have been inconceivable only a week ago. Harshly criticising the military Government, it urges workers to attend a mass demonstration today in homage to Peron.

Increasingly critical

With the former military junta in disarray, Gen. Bignone is to take the oath at Government House, not, as his predecessors did, in the National Congress; and he is to be invested with authority only by Gen. Nicolaides, Army C-in-C.

Adml Anaya and Air Force Brigadier Lami Dozo are sticking to their decision not to endorse his appointment and to play no further political role in the military system of government set up in 1976.

Newspapers and radio stations are adopting an increasingly critical tone despite

existing strict self-censorship rules imposed during the war.

One paper said yesterday: "The process of national reorganisation is dead, buried under an incredible heap of tangles and controversies, choked by a chaos infinitely greater than that which usually precedes classic coups against constitutional government. The military regime itself is dead."

The incoming President has officially released the name of the 10 ministers who are to form his Cabinet, which will have the specific task of preparing the country for a return to constitutional civilian rule by early 1984. There will also be four junior ministers under the wing of the Presidency.

A last-minute attempt to patch up differences between the three Services failed on Tuesday night when the three commanders-in-chief held what was carefully described as a meeting of commanders, not the junta, to discuss the Army's proposal to appoint a civilian Vice-President.

The move failed because Adml Anaya, believed to be on the verge of retirement from his naval command, rejected the idea, and because only part of the Air Force favoured it.

The new Cabinet which includes Gen. Llamil Areston, a



Gen. Reynaldo Bignone.

rather colourless soldier once reputedly a hardliner but essentially a man who obeys orders, as Minister of the Interior, and Senor Hector Villaveiran, the first civilian to become Minister of Labour under the military, also brings back Dr Dagnino Pastore to the key portfolio of Economy.

Reputedly a good technician but also said by some to lack firmness, Senor Pastore was Economy Minister in 1969-70 and introduced the unpopular system of having one meatless day during the week.

He is thought to be something of an orthodox monetarist; was associated with Dr Martinez de Hoz, the Economy Minister now a scapegoat for all Argentina's economic ills; and seems unlikely to practise the kinds of policy which, demanded by politicians, would nevertheless almost inevitably greatly increase inflation.

Senor Aguirre Lanari, the new Foreign Minister, has ostensibly been chosen to develop the "Latin-Americanist" tendency in the Argentine Foreign Ministry.

The new President is expected to address the nation on radio and television tonight.



MR IAN McDONALD, the Defence Ministry spokesman who achieved overnight fame with his dead pan announcements on television on the Falklands conflict, putting on a different image last night when he attended a "thank you" reception given by Mrs Thatcher at No. 10 for 220 members of the Defence Ministry and Foreign Office who have been working on the Falklands operation.

At the end of the conflict Mr McDonald asked for a transfer from his job as Deputy Chief of Public Relations, but he said last night that he still had no news of a new post.

ISLANDERS TO BE PAID FOR LOSSES

By A. J. McILROY
in Port Stanley

THE huge task of paying compensation to Falkland Islanders for their losses gets underway today when claim forms will be issued at the Port Stanley police stations.

Military police, who now have civil powers, have been drafted in to help Const. Anton Livermore, the town's only policeman.

The claims will be processed through the islands Treasury to go to the British Government. The queue will be long. Apart from personal effects there have been more than 70 homes destroyed, thousands of sheep lost, vehicles damaged or missing and three Islanders were killed and some injured.

The Falkland Islanders were forced to accept Argentine pesos during the occupation and there are 1,700 million pesos now with the Treasury and the Islanders have asked for the money to be exchanged at a fair rate.

'Somewhat concerned'

They estimate this would be £85,000 at the rate of 20,000 pesos to £1. The application to exchange the money has been made to the British authorities through Maj. Ron Clark, Forces Paymaster, in Port Stanley.

Maj. Clark told me that compensation to the Islanders would almost certainly include payment for electricity, fuel, vehicles and accommodation so willingly given by them to the British forces.

"Officers and soldiers have been somewhat concerned that payment should be made," he said. "Of course the amounts have to be decided and the whole question of compensation is in the stage of being worked out."

"But it would be a smashing gesture to change their pesos into sterling. And it would be nice if the Islanders got, say, two pounds per night per soldier accommodated. It would be nice because the Islanders have not asked for any payment."

There is to be compensation, too, for personal effects lost by British troops in battle. And Maj. Clark thought that in the area of NAAFI and mess bills, and telegrams, although there can be no guarantees because these issues are still being worked out, the South Atlantic Fund of money raised in Britain could be of help.

Maj. Clark described the extraordinary problems of keeping the armed forces paid in the front line and the back-up. He said that he and fellow officers and men in the Royal Army Pay Corps, now looking after the remaining members of 5 Brigade and all of 5 Brigade on the islands, aimed to please.

GALLANT MEN SKETCHED BY FROZEN FINGERS

By A. J. McILROY in Port Stanley

AFTER SHE dived into a trench for cover, a Gurkha, showing typical gallantry, offered her his steel helmet. This was a moment in the battles fought in the Falkland Islands that Linda Kitson will never forget. It was a moment among many.

Miss Kitson, commissioned by the Imperial War Museum and the Fleet Air Arm as the official artist for the Falklands campaign, was more than 8,000 miles from her studio in Chelsea.



Linda Kitson.

Her previous commissions had been to sketch people at their work.

She said she had never wanted to draw soldiers in battle, but in building bridges and coping with relief work in natural disasters.

"This is what soldiers in Sweden do," she said. "I did not realise how in battle what you do as a soldier has to be just right. It is life or death."

"These boys in the Falklands were magnificent. Only British soldiers could have done what they did against such numbers and such defences."

"I am not a political animal. But I am against any government or régime that promotes aggression and oppression. My drawings show how the soldiers, sailors and airmen in the Task Force fought against this oppression."

Mixed reaction

Miss Kitson, 37, a vital person with dark hair cropped short and a robust manner, boarded the QE2 with the Gurkhas, Welsh and Scots Guards and found mixed reaction at first from the 3,000 troops.

"Some thought it a waste of time, but the others were happy to have me along and that eventually became the majority view."

She said she was advised to make a will and she was helped to become accustomed to the Service way of life as a woman alone among the fighting men.

Kitting out in combat gear and survival suit was a problem she had not expected. Her height is 5ft 3in, about the average for the Gurkhas, who had cleared out the stocks. Including the thermal underwear.

"I had to manage with a size or so too big," she said.

Battle scenes

Miss Kitson, a distant cousin of Lt-Gen. Sir Frank Kitson, Deputy C-in-C United Kingdom Land Forces, said she could no longer recall clearly all the scenes she had drawn—and she declined to show us the drawings at this stage.

She had been at Fitzroy, where she recorded the tragedy that befell the Welsh Guards on board the Sir Galahad and the Sir Tristram; she had recorded the battle scenes and the aftermath at Goose Green and Darwin.

And she had put down the "cold, wet and the misery" in the faces of the Guards who came down from Mount Tumbledown after the final battles.

She described her most worrying problem as keeping her hands from shivering in the biting cold as she drew and the problems of ink starting to run in the driving rain.

"One of my fears was that the men would think I could not keep up, that they would have to hold back or have someone to help me. Thankfully this was not the case."

If anything had happened to her, the drawings were to be sent back to Dr Noble Frankland at the Imperial War Museum.

Thatcher delays statement on Falkland inquiry

By Anthony Bevins, Political Correspondent

Mrs Margaret Thatcher is to make a Commons statement early next week, possibly on Tuesday, on the terms and composition of the official investigation into the events leading to the Falklands invasion.

The Prime Minister announcement had been expected this week, but her own views have been subjected to modification in the light of extensive consultation with opposition party leaders over the past week.

It had been said originally that she had given the matter most careful consideration before suggesting that there should be a review team of three, led by an historian, and that the "quick, thorough and fair" report should be placed into a post-1965 context.

One of the earliest changes in her thinking appears to have been the elimination of Lord Dacre, the historian and Conservative peer, as possible chairman.

It has also since been decided that the number of people involved should be increased from three to five, with possible representation for a privy councillor from either the Social Democratic or Liberal parties. At one point it was thought that there would be no MPs on the team, but this has also changed and both peers and MPs are now expected to be included.

The review team will have powers to call for papers and persons, even though it is being set up to report to the Prime Minister rather than Parliament. It is expected that it will include a former senior civil servant with high-level knowledge of the working of government.

The problem remains, however, that while Mrs Thatcher wants the review to go back to 1965, when Argentine demands resurfaced, Mr Michael Foot, the Leader of the Opposition, wants it to concentrate on the immediate period preceding the invasion.

Mrs Thatcher's terms of reference would envisage a report before the end of the year, while Mr Foot would want it to be delivered by October at the latest.

This difference of views has to be ironed out at a meeting between Mr Foot and Mrs Thatcher early next week, probably on Monday.

If there is no agreement, and Mr Foot feels strongly on the matter, then the Opposition might force a debate and a vote in the Commons in order to indicate dissatisfaction on a matter which should attract all-party agreement. That threat, which could blight the entire investigation, is thought to lie behind the delay in Mrs Thatcher's announcement, because she clearly wishes to obtain an agreed opinion.

Civilians in Argentine Government

From Christopher Thomas
Buenos Aires

The Argentine Army has chosen an almost entirely civilian Cabinet to pave the way for elections in March 1984. It seems broadly acceptable to the politicians, who are hurriedly drawing up fresh policy documents, and trying to resolve their leadership crises.

Many of the names are familiar in Argentina. The critically important Economy Ministry goes to Señor Jose Maria Dagnino Pastore, who held the same post several years ago, in the Government of Lieutenant-General Juan Carlos Onganía. He is a monetarist, making him the least acceptable individual to the trade unions.

It is significant, therefore, that President-designate Reynaldo Bignone has brought in as Labour Minister a man much trusted by the unions, doubtless in the hope that he will stem their demands for wage rises. He is Señor Hector Francisco Villaveiran, who was Under-Secretary of State for Labour from 1967 to 1970, and again from 1971 to 1973.

He is the first civilian to hold the post for six years. Before accepting the job, Señor Villaveiran told General Bignone of his strong objections to the abolition by the military of the unions' right to run their own social services. At the time of the military coup, the unions were enormously rich and powerful.

Another key post, that of Foreign Minister, has gone to Señor Juan Ramon Aguirre Lanari, who has no experience as a diplomat other than his brief tenure as Ambassador to Venezuela, which has just ended.

The only military member of the Cabinet, Major-General Llamil Reston, commander of the Fourth Army Corps in Mendoza, takes the post of Interior Minister. He is regarded as one of the hardliners of the Army, and his new job gives him control over parts of the secret police.

General Bignone is to be sworn in this morning, and is due to make a nationwide television speech tonight, in which many hope he will prove himself a relative moderate by indicating that hostilities in the South Atlantic have formally ended.

● **MONTEVIDEO:** A Group of 66 British servicemen, wounded during fighting in the Falklands were stranded in Uruguay yesterday, when their aircraft developed engine trouble during take-off from Montevideo airport (Reuter reports).

The wounded men arrived in the Uruguayan capital on a hospital ship on Tuesday, but an RAF VC10, which was due to fly them back to Britain, was unable to take off due to a fault in one of its four engines.

● **LONDON:** The BBC is hoping to retain the increases in its service to Latin America permitted by the Government during the Falklands conflict (Kenneth Gossling writes).

Broadcasting in Spanish was boosted from four to five-and-a-half hours a day, and proposals are being considered by the Foreign and Commonwealth Office to have the additional time placed on a more permanent basis.

Journalists want acquittal

By Richard Evans

The three British journalists held in an Argentine cell for 77 days on spying charges flew home yesterday and immediately spoke of returning to stand trial.

Simon Winchester, aged 37, of *The Sunday Times* and Ian Mather, aged 45, and Anthony Prime, aged 43, of *The Observer* were arrested on April 13 during the early days of the Falklands crisis and kept in the single cell at Ushuaia in southern Argentina. They were released on bail on Tuesday.

After a brief, private reunion with their families at Gatwick airport the journalists looking tired but happy, told of their months of imprisonment and how they were well treated. They vehemently denied the spying charges.

Mr Winchester clasped a red carnation in his passport — "No, it was not given to me by General Galtieri".

"We have signed a piece of paper which binds us to go back, and although one might say our newspapers have paid £12,000 bail and it would be easy to write that off by not going back, we see this as an important journalistic test case. We want to be proved innocent," he said.

The three journalists were arrested near Rio Grande airport, and Argentine authorities accused them of watching military movements.

But Mr Mather said: "We believe what we did was adventurous. We don't believe it was foolhardy. We were given permission by the press secretary."

Guatemala threatens Belize

Times 1.7.82 From Paul Ellman, Guatemala City

Stricken by mounting internal problems, Guatemala's military regime has served notice that it no longer recognizes the independence of neighbouring Belize, which is protected by British troops.

The new hard line was announced in a communiqué issued here late on Tuesday, at the end of talks between General Efraín Ríos Montt, the Guatemalan President, and his Salvadorean counterpart, Dr Alvaro Magaña Borja.

It came as the deadline set by General Ríos Montt for left-wing guerrillas to surrender under the protection of his Government's amnesty programme expired, with little evidence that it had succeeded.

The communiqué said that the so-called Heads of Agreement, signed by Britain and Guatemala on March 11 last year, were no longer valid, because of Britain's alleged failure to respect the terms.

The accord provided for Guatemalan recognition of the independence of Belize, which was granted last September, in exchange for guarantees of access to the Atlantic.

The communiqué said that

Guatemala had reassumed its "freedom of action" with regard to its "search for the satisfaction of its rights over that territory through means recognized by international law".

Although the Guatemalans are not expected to launch a military action against Belize, the new policy would appear to have dashed hopes in Whitehall that the British garrison could be withdrawn from the former colony by the end of this year.

To guarantee Belize's independence, Britain has committed some 1,500 troops, supported by RAF Harriers and Rapier missiles to its defence. A Royal Navy warship is kept permanently on station in the Caribbean

The latest effort to drum up nationalist feelings over Belize, which Guatemala has long claimed as part of its territory, was seen here as part of preparations by General Ríos Montt's regime for a sharp escalation of the war against the guerrillas.

The President had already warned his countrymen that they face a "black July" if the amnesty offered to insurgents produces no result. By the time the offer expired

yesterday, less than 120 of the estimated 6,000 hard-core guerrillas had surrendered. About 650 collaborators had also taken advantage of the offer.

The Government was expected yesterday to declare marshal law across the entire country. Political sources in the capital said that a curfew would be imposed in rural areas.

Among measures likely to be announced in the days ahead is the creation of "zones of exception" to give the army a free hand in areas the guerrillas are operating. General Ríos Montt, a self-proclaimed born-again Christian, has also moved to tighten Government control over the press.

The resurrection of the Belize dispute comes at a time when Britain is badly placed to maintain contacts with the Guatemalan Government. Although diplomatic relations were formally severed last year, a British diplomat, Mr Christopher Wilkes, was stationed in Guatemala under the umbrella of the Swiss Embassy. However, because of local feeling over the Falklands dispute, Mr Wilkes was recalled in May.

St Paul's service for Falklands

Times
1.7.82

By Clifford Longley, Religious Affairs Correspondent

The Prime Minister is expected to tell the House of Commons today that a national "Service of Thanksgiving" to mark the end of the Falklands conflict will be held in St Paul's Cathedral on Monday, July 26.

Mrs Thatcher and the Cabinet will attend, though with arrangements designed to make it as non-political as possible. It is also understood there has been no question of combining it with a big military victory parade through the capital, as some Conservative MPs are said to have been urging privately.

A meeting to discuss preliminary arrangements reportedly took place yesterday under the chairmanship of the Dean of St Paul's, the Very Rev Alan Webster. The Ministry of Defence are believed to have put the idea to him a fortnight ago and private soundings have been made since then to discover what kind of event would be most appropriate.

The Queen and other Members of the Royal Family

will take part, though it is not yet known whether Prince Andrew will have returned from the South Atlantic. Some of the readings during the service will be undertaken by servicemen from the task force.

The outline of the service already seems clear, with two proposals in particular symbolising the basic approach. The Lords' Prayer would be read both in English and in Spanish, as a gesture towards the people of Argentina. And the Order of Service would contain the Pope's address on war and peace delivered at Coventry a month ago. His image of "a cathedral of peace" is thought to be particularly appropriate to this service in St Paul's.

The main address would be delivered by the Archbishop of Canterbury, Dr Robert Runcie. Cardinal Hume has also been invited by the Dean to take part, but the nature of his contribution would be left to him to decide.

Another tentative proposal is for St Paul's to be lined by

uniformed representatives of the three services, and the services to be allotted about 1,000 places in the congregation. Another 500 would be reserved for the next of kin of those who died, and the same number for members of the general public.

The Church of Scotland and the Free Churches are also reportedly being asked to share the conduct of the service. Dr Kenneth Greet, a Moderator of the Free Church Federal Council, was a leading public critic of the sending of the task force and it is expected that the content of the service will be designed to take account of the difference of opinion in the nation which his participation would represent.

● The Prime Minister threw a "thank you" party at 10 Downing Street yesterday evening for the 200 or so "back room boys" who ran the Falkland Islands war from Whitehall (the Press Association reports).

Falklands reports, page 6



Journalists home: Ian Mather (left), Simon Winchester and Tony Prime, at Gatwick after 77 days in custody in Argentina. Report, back page.

Times
1-7-82

C. Gordon Tether Financial joker in Falklands pack

The political processes that led to the Argentine invasion of the Falklands have been so well charted that it is doubtful whether the projected inquiry can throw much additional light on them. What it could do, however, is to show how far the shape of these processes was influenced by the proddings of internationally-oriented business interests which saw the continuation of the islands' existing constitutional status as a serious obstacle to their plans for the region. And no service it could perform would be more valuable than that.

It is clear that the British authorities allowed the Falklands controversy to get away on the wrong foot by failing to get to grips with the attempts made at the United Nations in the mid-1960s to portray the matter as just another post-war decolonization problem, though possessing an "Argentine dimension". Thus Britain stood more or less idly by when the General Assembly passed a resolution, by a vote of 94 in favour and none against, which required her to take urgent steps after due consultation with Argentina, to end colonialism in the Falklands.

By the early 1970s this defeatist attitude had begun to find expression in a willingness in London to accept that, if the sovereignty of the islands could not be lightly given away, it was at least "negotiable". But the really big change in the British approach — the development that evidently convinced the Argentines that the moment had arrived to start turning on the heat — took place after Labour came to power in 1974.

Hard on the heels of the publication in mid-1976 of the Shackleton report on the economic outlook for the Falklands — a survey based on the assumption that the constitutional status would continue unchanged — the late Mr Anthony Crosland, then Foreign Secretary, unveiled "a new British initiative". Having asserted that the economy of the islands was stagnant and would remain bleak in the absence of "a framework of political and economic cooperation with Argentina", he announced that a British mission would be visiting the islands and Buenos Aires for discussions.

Needless to say, Argentina was more than pleased but the "new initiative" cut no ice at all with the islanders. They made it clear that, if throwing in their lot with Argentina was the price of economic progress, they preferred to leave things as they were. This, however, did not stop

Whitehall embarking on a full-scale repeat of this exercise within a year of the Tories coming to power in 1979, including new ministerial visits to the islands and Argentina.

The scene, Mr Nicholas Ridley, the then Foreign Office man in charge of policy for the area, subsequently explained in the House of Commons, was precisely the same as before. The argument with Argentina was causing "continuing uncertainty, emigration and economic stagnation in the islands".

The need was "to preserve the way of life of the islanders while releasing the potential of the islands' economy and maritime resources at present being

blighted by the dispute". The response of the Falklanders was the same as before.

The crucial question, inevitably, is: why was this policy pursued in such unrelenting fashion by both Labour and Tory governments in face of determined resistance from the islanders? In a comment on the Crosland initiative in mid-1977, the bulletin of the Overseas Trade Research Council had no hesitation in asserting that Britain and Argentina were conniving at a policy aimed at breaking down the will of the islanders to remain British.

One can easily see why this appealed to Argentina. But why on earth should British governments have felt so strongly about it? The idea that they were acutely worried about the state of the Falklands economy does not hold water. It has not been doing all that badly and, as the Shackleton report showed, all the improvements that are really needed could be achieved without getting involved with Argentina.

Mr Ridley pointed to the direction in which, I suspect, the answer to the mystery is to be found during Commons exchanges on his 1980 re-run. It had not, he said, "proved possible to exploit the potential of the islands in terms of fisheries and off-shore oil because of the dead hand of the disputes with Argentina", and then added: "We are seeking to find a solution to make this possible."

Where would the pressure that resulted in successive British governments coming to attach overriding importance to resolving this "problem" emanate from other than the internationally-oriented business community? If the inquiry bears this out, the Falklands story will have ringed around in no uncertain fashion and need to keep a much closer watch in future on what it is up to in our corridors of political power.

And now the battle to win a share of military spending

Times 1.7.82

Will the Falklands be the justification Mrs Thatcher needs to increase defence spending significantly? Or will the Treasury's push for government spending cuts prevail?

While the official statements have been on the side of financial prudence the City view is that the Government has been surprisingly willing to provide money for equipment. For the Ministry of Defence's 61 listed suppliers, and their commercial interests, the questions are vital. Over the coming weeks they will be viewing film of the battle action, interviewing the service chiefs, trying to find what worked, what did not, and above all, trying to win more orders.

British Aerospace seems likely to score well with the Harrier, both in the United Kingdom and on export orders. Plessey's strength on under-water radar and electronic systems will give it hope of benefiting if the lobby to increase spending on the Navy prevails. Work on a British version of the all-too successful Exocet, made by the French Aerospatiale, is being undertaken by British Aerospace and GEC. Will it get greater priority? And what about Trident—will the resources be better spent on British fighting systems?

"Defence is in the news. The Falkland Islands conflict has turned attention to possible reassessment of Britain's military capabilities. While these lessons will be far-reaching, they are as yet less than clear, and we believe that they will be matched in importance by longer term financial discussions now in progress at the MoD." Thus W Greenwell & Co, the stockbrokers, one of whose specialities is the electronics and electricals sector, summarized the City's view, in its latest *Defence Review*.

The size of the increases planned on equipment spending - up from £4,885m in 1980/81 to £5,352m last year and £6,545 for 1982/83 - was the only surprise in the delayed Defence White Paper. But this was a pre-

Last week's defence White Paper — prepared before the Falklands crisis — announced a planned £1,200m boost to spending on equipment. Another White Paper, scheduled for the autumn, is expected to demonstrate clearly the lessons learned from the costly South Atlantic conflict. Sally White looks at the buoyant defence sector, and the companies which may benefit from new and replacement orders.

But the dialogue between industry and the forces has not gone far yet beyond the ordering of spares and component replacements.

The strength of investment interest in defence stocks continues - it is one of Britain's few growth industries. The index of electronics and electrical shares, a good guide, although the sector includes telecommunications, has risen from less than 1,000 last September to 1,455. Its level in 1978 was around 440.

Engineering companies are also among the major suppliers. But the excitement centres around the higher technological developments rather than the metal-bashers. "Lower cost platforms for higher cost equipment" is the jargon in industry for describing the trend. The analogy is drawn with computers, where it is the software rather than the hardware which is attracting investor attention.

It is not just in commercial

industry that the money spent on people is shrinking. The percentage spent on British service personnel is expected to be down to 37.8 for 1982/3, against 44.5 in 1977/8, although the membership of regular forces has risen from 320,700 in 1978 and is expected to be 321,300 by 1983, after soaring to 333,800 in 1981.

The Falklands crisis arrived in the middle of a campaign by the Government to cut back on some of the profits that have made defence stocks so popular. Mrs Thatcher has been trying to obtain better value for money. The cost per unit of equipment (ship or aircraft) has risen 6 to 10 per cent faster than prices generally over the past 25 years. While part of this rise is because of the increased technology incorporated — compare a Sea Wolf missile with a Second World War gun — there is no doubt that MoD has been the sort of customer companies like.

That is one reason investors have chased up the price earnings ratio on the electrical sector to more than 18 times, while engineering sits just below 9 times, brewers are just above 8

times and even health and household products are on a lesser level at 15.

The MoD has been aware of the problem. Yet reluctance to agree fixed-price contracts because of concern at excess company profits has brought equal problems. British Aerospace indicated earlier this year that the Sea Eagle air-to-surface missile

system could end up costing 8 per cent more than necessary, for this reason.

It seems likely that interwoven tightly with the talks on what the MoD will order post-Falklands will be discussions on cost controls. Several of the areas are listed by Greenwell's review. These include increased export sales to lengthen production runs (defence sales are 2.5 per cent of total British exports), more inducements to efficiency in design and production, less government interference with long-term project planning, more inter-country cooperation, some industry reorganization. An inquiry is already underway on profit formulae.

A change in the formula would put more pressure on the contractors. Greenwell points to the GEC Marconi Sting Ray lightweight torpedo as an example of what can happen when a contract is switched from a cost-plus-profits to a fixed price basis.

"The common accusation was that there was no incentive for GEC to complete it rapidly, and the company had other more pressing priorities. The contract was switched from a cost plus to a fixed price basis in 1979 and the pace of the programme rapidly accelerated; it was recently announced that a number of Sting Rays had been delivered to the forces for use in the Falklands six months ahead of schedule."

Who will take over Ferranti is usually the only piece of industrial re-organization among defence contractors discussed in the City. In just a few days the half of Ferranti shares sold to the major investment institutions by the National Enterprise Board are freed from the resale restrictions. GEC or Racal are always being tipped to buy these shares.

Co-operation between companies is being encouraged already by the MoD. Pressure brought British Aerospace and GEC's Marconi together on the Skynet 4 satellite contract. The industry is also organizing its own joint ventures — the P 110, a new fighter



aircraft, is being funded by a consortium which includes British Aerospace, Rolls-Royce, Marconi and Ferranti.

These companies are also doing their best to achieve economies of scale on the manufacture by seeking overseas markets. So far no European partners have appeared, but the Middle East is a possibility.

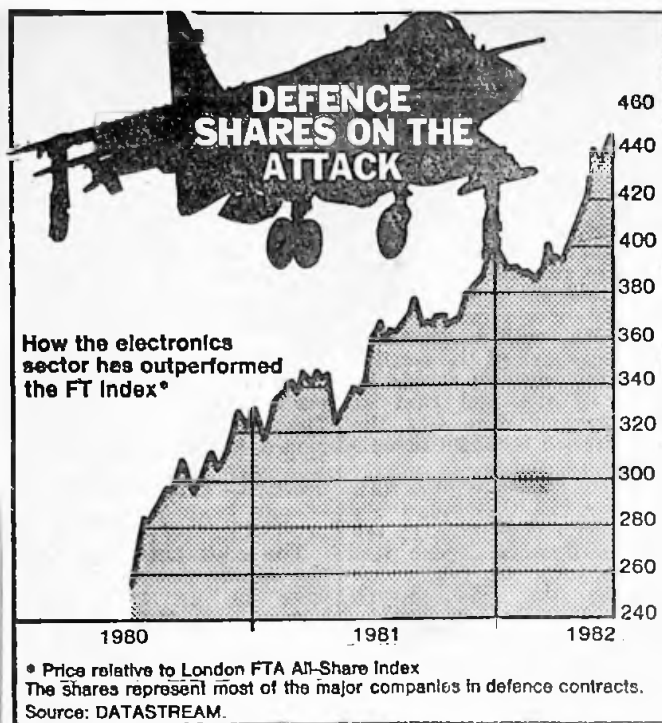
So, even without the benefits of any orders resulting from the Falklands, the technology sector of defence



has been growing, and working to protect itself from the Government's efforts to cut costs.

Little overall increase in expenditure is seen by the City; at 6 per cent of GDP defence spending in this country is already ahead of other European countries.

"It is unlikely that an overall increase in defence expenditure, covering all sections of the armed forces, will happen", says Grieson, Grant, in its defence review.



SPENDING ON EQUIPMENT

	1978/9	1979/80	1980/1	1981/2	1982/3
Percentage of total expenditure	40	39.7	43.7	43.6	46.4
£m	£m	£m	£m	£m	£m
Expenditure	2,984	3,640	4,885	5,352	6,545
Sea	878	1,110	1,153	1,680	1,913
Land	601	740	904	1,030	1,285
Air	1,214	1,427	2,059	2,137	2,795
Other	291	363	410	505	551

Source: statement on Defence Estimates 1982

Equipment lost or damaged in Falklands

Equipment	Suppliers	Replacement and repair costs (£m)
2 Type 42 destroyers	Cammell Laird, Swan Hunter, Vickers, Vosper, British Aerospace missiles	360.0
2 Type 22 frigates	Yarrow	320.0
6 Sea Harriers	British Aerospace	36.0
2 RAF Harriers	British Aerospace	10.0
2 Chinook helicopters	Boeing	9.0
4 Sea King helicopters	Westland	10.0
4 Gazelle helicopters	Westland	1.2
2 Wessex helicopters	Westland	4.0
1 Commando helicopters	Westland	2.5

Company	Market capitalization (£m)	Products	Share price 1982 High/Low	Market capitalization (£m)	Products	Share price 1982 High/Low
		1980/81: 13 per cent of sales go to MoD.		Thorn EMI	694 Search-water radar and thermal imaging. Received £5m to £10m from MoD in 1980/81	485-395
Lucas	156	Aircraft electrical equipment, control systems, combustion equipment, electrical components. Supplied MoD with between £25 and £50m of equipment in 1980/81: currently 4 per cent of sales to MoD.	239-170	United Scientific	193 Fighting vehicles and electro-optics.	403-284
				Vickers	120 Naval equipment, missile components and armoured vehicles. Received between £10m and £25m from MoD in 1980-81.	173-128
Muirhead	12	Servo components, shaft encoders for control systems for ship stabilizers and fire control systems. Precision components, including for Tornado, Sea King, Sea Dart, Sea Wolf and Rapier.	156-108	Vinten	48 Reconnaissance systems.	303-199
				Westland	76 Helicopters. Received over £100m from the MoD in 1980/81.	131-92
				Yarrow	15 Yards were nationalized, but maritime consultancy was retained. Design work on submarines. Received between £5m and £10m from MoD in 1980/81.	385-280
Plessey	1,103	Radio and radar systems, aerospace and sonar equipment. Paid more than £100m by MoD in 1980/81.	476-343			
Racal	1,189	Radio, radar and electronic warfare systems, jamming and anti-jamming systems. Received between £50m and £100m from MoD in 1980/81.	458-343			
Smiths	174	Flight control systems, cockpit instrumentation, engine control equipment. Paid more than £10m by MoD in 1980/81: 7 per cent of sales go to MoD.	373-324			

There are other companies who supply the Ministry of Defence, but are not as closely associated in the eyes of investors with the defence sector. British Leyland, for example, received between £50m and £100m from the MoD in the last financial year, Vauxhall Motors received between £25m and £50m; British Electronic Tracton, Cable & Wireless, Dickinson Robinson Group and Dunlop were all in the £10m to £25m bracket. Suppliers on a smaller scale include Courtaulds, Vantona, Chloride Group, Flight Refuelling and Ropner.

BRITISH ARMAMENTS COMPANIES: WHO THEY ARE AND WHAT THEY SUPPLY

Company	Market capitalization (£m)	Products	Share Price 1982 High/Low
Bowthorpe	104	Manufacturer of specialized connector equipment and cable accessories, with 35 per cent of sales to defence and aerospace.	295-178
British Aerospace	446	All fixed-wing military aircraft made in the UK. Wide range of missiles — Sea Dart, Seawolf, Sea Eagle, Sea Skua, and Rapier. Recently acquired Sperry Gyro-scope, which will extend activities into radar and undersea warfare. Paid more than £200m by MoD in 1980/81.	227-170
Cambridge Electronic	52	Sonar equipment, connectors and detection equipment.	153-90
Dowty	273	Fuel systems, undercarriages for aircraft sonar buoys, hydraulic equipment and instrumentation. Tornado is the major manufacturing project, but has large involvement with Harrier and Jaguar. Paid between £25m and £50m by MoD in 1980/81.	142-111
Ferranti	311	Radar, inertial guidance systems, laser range finders. Paid more than £100m by MoD in 1980/81.	795-620
GEC	5,180	Radio, radar and torpedoes. Paid more than £100m by MoD in	964-792

ISLANDERS ATTEND D.T. 2.7.82 FALKLAND FUNERAL OF LONE GURKHA

By A. J. McILROY in Port Stanley

A LONE Gurkha, L/Cpl Buddha Prasad Limbu, 24, has been buried in the local cemetery at Darwin, a settlement in the Falkland Islands.

People travelled by tractor and Land-Rover from Darwin and other areas around the East Falklands to attend the service.

FARMERS URGED TO GIVE SHEEP FOR FALKLANDS

D.T. 2.7.82
By Our Melbourne
Correspondent

An appeal for sheep for the Falklands has been launched by the Australian Wool Breeders Association. It aims to help the islanders with livestock or cash.

A second Australian appeal for the families of Servicemen killed or wounded hopes to raise £500,000.

The Returned Services League has already been given a government grant of £150,000 and is appealing to its members and the public.

DELAY IN FLYING WOUNDED HOME

A group of British Servicemen wounded in the Falklands left Montevideo for home in an RAF ambulance plane yesterday after a two-day delay. The original aircraft due to fly them back developed engine trouble and could not take off.

A total of 513 casualties have so far been evacuated via Montevideo. The hospital ships are expected to make one or two more trips to ferry wounded to Uruguay.—Reuter.

PENSIONS REVOKED

Argentina had stopped paying pensions to former employees of its railways now living in Britain and representations through the Swiss Government for a change of heart had had no effect, Mr Onslow, Minister of State at the Foreign Office, said yesterday. About 150 Argentines in Britain were affected.

L/Cpl. Limbu, a member of the 1st Bn., 7th Gurkha Rifles, lost his life in the dangerous work of clearing Argentine trenches of mines and live ammunition.

In the words of Mr Eric Goss, farm manager at Darwin for the Falkland Islands Co, and Col David Hunt, spokesman for Brig Tony Wilson, in command of 5 Brigade, "his sacrifice will not be forgotten."

"It could have been a child whose life was lost. The men who are clearing mines laid so indiscriminately by the Argentine garrison and who are clearing trenches are deserving of the highest praise."

'Popular and amusing'

The Gurkha was described by his fellow soldiers as "popular and with a great sense of humour."

Lt Jeremy McTeague said to me: "I was standing just a few yards away. He was digging to clear the trench and the grenade went off. He was the company signaller and a very nice man."

The dangerous situation over the mines continues to plague the Army and Major Guy Lucas, of the Royal Engineers, has arrived to help in the work. "We need his expertise," said Mr Mike Peters, Ministry of Defence senior Press officer in Port Stanley.

One man had found a trail of anti-personnel mines leading from his back door to a garden shed. There were still thousands of mines and the particular problem of detecting plastic mines was the speciality of Major Lucas.

Confused time

These are confused islands and there are contrasts. While tribute was being paid to the Gurkha soldier, mothers in Port Stanley remonstrated with soldiers because a play area had been commandeered for troops.

The pressing problems of accommodation for the soldiers are exacerbated by the lack of facilities in a town whose population at most has been no higher than 800.

The trouble occurred when the Army's master baker was trying to find a flat piece of clear ground to build his

ENTERTAINERS HEAD FOR THE CANBERRA

By Our Arts Staff

The first group of artists sent to entertain British troops returning from the Falklands is due to leave London for Ascension Island today. There they will join the Canberra, 44,804 tons, on her seven-day voyage back to Britain.

Advised of the availability of flights yesterday by the Ministry of Defence, Combined Services Entertainments have put together a show comprising two speciality acts, a girl vocalist and musicians.

Meanwhile many stars and companies have already agreed to take part at the London Coliseum on July 18 in the British Theatre's National Salute to the Falklands Task Force.

The Prince of Wales is to attend a gala which is being televised live for ITV by London Weekend Television and is expected to raise over £500,000 for the South Atlantic Fund. Tickets cost from £10 to £200 with boxes going to the highest bidders.

QUIT CALL TO COUNCIL MEMBERS

By A. J. McILROY
in Port Stanley

THE Falkland Islands' Ruling Council met yesterday for the first time since the return of Mr Rex Hunt, the former Governor and now called the Civil Administrator, amid a substantial body of local opinion that all members should resign.

Though a minority view there are enough making this point for it to be difficult for the council to get the community together in rebuilding in the aftermath of the campaign.

Mr Hunt told the council that it was not the case that he or the council could be accused or blamed for not being prepared for the invasion.

The main business of the historic meeting was the setting up of committees to manage the return to civilian norm and the rebuilding of the country.

But nerves are on edge. The islanders have endured the Argentine occupation and, in Port Stanley, the weeks of interdiction by the British armed forces whose naval bombardments and Harrier strikes were sustained to unnerve the garrison and weaken its will to resist.

They find themselves still surrounded by thousands of soldiers. Mr Desmond King, owner of the Upland Goose Hotel, in Port Stanley commented: "These we are glad to see but they must understand how difficult it is for the people here to adjust to the changes there must be."

'Never be forgotten'

"The sacrifices of those who gave their lives will never be forgotten. Mrs Thatcher and President Reagan put it well when they said the Falklands campaign was not over 'a piece of real estate' but was the democratic world's response to a dictator who tried to take something that was not his own by force."

"The islanders like to feel that those who went through it in the civilian population played their part, too."

The Army is helping with plans to bring about the return of the local paper the PENGUIN NEWS. The first edition will tell the story of the campaign.

It was stressed that the Army, although outnumbering the islanders, would not impose itself on the civilian population. Editorial rights would be strictly kept by the local newspaper and radio station editors.

bakery. Everyone in the islands make their own bread but the Army is expecting to produce some 4,000 loaves a day.

Once the mothers had made their point the officer in command withdrew politely, with one soldier remarking: "It is our first retreat in the Falklands War."

Until the planned garrison is built for the estimated 4,500 Marines, soldiers and airmen who will deter any future Argentine military ambitions towards the Falklands, the accommodation problems will remain. There are bound to be tensions between the men and local population.

Meanwhile Foreign Office representatives have found there are people who are less than happy to see them. I was present when one such representative was told "It was because your predecessors and the Foreign Office at home gave the impression Britain wasn't interested in these islands that Galtieri invaded us."

Real ale welcome for D.T. 2.7.82 battle casualties

MILITARY casualties of the battle for the Falklands are being greeted on arrival at the R A F hospital in Wroughton, near Swindon, with a clean pair of underpants, a tin of talc and a pint of real ale.

They are also receiving toothbrushes, towels, shoes, socks and holdalls from the Swindon branch of the Royal Naval Association.

The plight of the first arrivals, who were stretchered into the hospital clutching a dustbin liner containing their few pitiful possessions, had alarmed the Association.

So far about 400 wounded, some severely, have been brought into the hospital near Brize Norton before being sent home or onto other hospitals for treatment for burns or other ailments.

Mr Geoffrey Francis, welfare officer of the Royal Naval Association's Swindon branch, said yesterday: "The first arrivals were dispirited and had nothing but what they were wearing.

'No shoes'

"Some had to wash their own underpants so they could wear them again while others had no shoes to wear. Something must have gone wrong.

"It didn't matter to us which arm of the Services they were with. We went into action to provide a few comforts and the response from shops and manufacturers has been magnificent. They nearly all insist that no publicity be given to their charitable reaction.

"Most of the army men who had been wounded had had their uniforms cut away by doctors on the Uganda or one of the other hospital ships. They arrived in borrowed clothing.

Medics praised

"You could not tell a Welsh Guardsman, except for his height, from a matelot, though they had nothing but praise for the medical staff who had looked after them and in many cases, saved their lives."

Now though the wounded are receiving a basic set of clothing the Royal Association is maintaining its interest in their well-being and supplying the "little luxuries" like a bar of soap and hair shampoo to help them feel human again.

Parents and wives arriving in Swindon to visit the wounded are met on arrival and free accommodation is provided for those needing to stay overnight.

'Fantastic job'

For the victims colour television and portable radios have been laid on and one of the first requirements of the casualties, a pint of beer, is being provided.

Economy job D.T. 2.7.82 a 'Mission Impossible'

By Our Staff Correspondent
in Buenos Aires

SENOR Alvaro Alsogaray, a former economy minister, one of the few prominent Argentines to condemn the occupation of the Falklands when it happened, yesterday said he regretted that Senor Danigno Pastore had accepted the post of Economy Minister.

Senor Pastore had been given a "mission impossible," he said.

"In my opinion, this crisis cannot be resolved with palliatives or by simply 'administering' it until elections as in 1956 and 1970; fundamental measures to transform the social and economic scene in the country have to be taken.

"What possibility does the Economy Minister have to carry out such a task? On whom could he rely for support?"

"The armed forces, as a government — not as military men — have shown so far that they do not understand economic problems and as for the political forces and even some businessmen, they are taking a totally opposite position from him as is proved by the programme issued by the multi-party alliance," said Senor Alsogaray.

"This means the minister will have no support at all for a real attempt to clean up the economy. On the contrary, from almost every angle, particularly from the politicians, it will be demanded of him to adopt measures which can only make the disaster greater."

4 AIRLINES D.T. 2.7.82 QUIT ARGENTINA

By MICHAEL FIELD
in Buenos Aires

FOUR European airlines have ended services to Argentina yesterday. Their operating permits were cancelled by Buenos Aires on May 23 in reprisal against the boycott of Argentina imposed by the EEC.

British Caledonian cancelled its flights to Buenos Aires on April 2, the day of the invasion. The companies now affected are Air France, KLM, Lufthansa and SAS. Aerolineas Argentina, the Argentine flag carrier, has cancelled 10 of its weekly flights to Europe and the United States. The main part of its fleet lies idle at Ezeiza Airport near Buenos Aires.

CUNARD CREWS PAY RESPECTS TO 12 DEAD

Crews of 30 Cunard ships throughout the world held hour-long services yesterday as 2,000 people gathered in Liverpool's Anglican cathedral to honour the dead from the merchant ship, Atlantic Conveyor.

Seamen stopped work to offer prayers as the service at the cathedral began. Survivors from the container vessel, sunk in May, joined MPs and representatives of the armed forces to pay their last respects to the 12 men who died.

In the congregation was retired Lt-Cdr William North, brother of the Conveyor's captain, Ian North, who was among the dead. Atlantic Conveyor was based at Liverpool.

SIX WEEKS OF REPAIRS FOR CANBERRA

By Our Shipping Correspondent

The P & O liner Canberra, 45,000 tons, took such a battering off the Falkland Islands that it will take six weeks to repair and renovate her after her return to Southampton on July 11.

Though straddled by bombs and showered by shrapnel, Britain's second-largest passenger liner suffered no structural damage. The ship has been on war service for three months.

She was among ships that came in for repeated air attacks during the San Carlos landings

Shooting of P-o-W in sub D.T. 2.7.82 'an accident'

THE shooting of an Argentine prisoner-of-war aboard the captured submarine Santa Fe after the retaking of South Georgia on April 25 was an "unfortunate accident," a board of inquiry has reported to London.

Government lawyers are still studying the bulky report and statements by witnesses, but it was understood yesterday that the Board had recommended that the Marine who shot the prisoner should not face a court-martial.

Whitehall sources said that the submarine, damaged by missiles fired by Royal Navy helicopters, was being moved from the jetty at Grytviiken when the shooting occurred.

Orders to shoot

On the conning tower was the submarine's commander, under the orders of a Royal Navy lieutenant. Each Argentine aboard was guarded by an armed Marine, with orders to shoot if he tried to sabotage or scupper the vessel.

An order by the lieutenant for more air to be blown into the ballast tanks was passed down in Spanish to Sub-Officer Primer F. Arthuso, who moved to turn the controls and was shot with three rounds in two seconds by a Marine who believed he was trying to sink the submarine.

The board of inquiry, set up immediately under Article 121 of the Geneva Convention, regretted the "breakdown in communication," and said the incident was an "unfortunate accident."

No blame was attached to the Marine sentry who was obeying orders and believed the lives of all on board were being imperilled by the prisoner, said the sources.

'Entirely new process' may have started in Argentina

D. Teleg.

2.7.82

By MICHAEL FIELD in Buenos Aires

MANY Argentines believe the swearing-in yesterday of Gen. Bignone as their President could be the start of an entirely new process.

They believe this because of the uncertainty and doubt caused by divisions among the military.

Gen. Bignone's proclaimed role is to restore democracy by early 1984; and the new Presidency is supposed to close the chapter in Argentine history that began in March, 1976, when the then united Armed Forces overthrew the elected President, Maria Estela Peron.

The general, who is 54, was sworn in yesterday on the seventh anniversary of the death of Juan Domingo Peron, and he became the seventh president of the military regime in a brief ceremony at Government House, Buenos Aires.

Admiral's presence

Gen. Cristino Nicolaides, Army C-in-C, presided without the Naval and Air Force members of the Argentine junta taking part.

Admiral Anaya, the Naval commander and junta member, was present only as an invited guest and personal friend of Gen.

Bignone. Air Force Brig. Lami Dozo, the third junta member, was inspecting Air Force bases in the north of the country.

On Wednesday Brig. Lami Dozo said in Cordoba, "The Air Force does not want one of the Armed Forces to dominate the others. It wants power shared among them."

He confirmed that plans to appoint a civilian Vice-President were frustrated by the Navy. He also said the junta should still be responsible for Argentina's foreign relations.

In the formal minutes of yesterday's ceremony, when the grave-faced, silver-haired Gen. Bignone received the blue-and-white Presidential sash and wand of office, it was recorded that the new President was "designated by the C-in-C of the Army."

During the inauguration there was a small incident on the other side of the Plaza de Mayo when a bearded young man shouted at soldiers: "Sons of bitches! Bastards! Cowards! Soon we'll be rid of you."

Gen. Bignone has what the English-language **BUENOS AIRES HERALD** yesterday called a "frighteningly narrow power base," meaning he would need

to build an alliance with political moderates.

"The days when a military President could rely on little more than the Armed Forces or part of them, the financial sector, and precious little else are over," the paper said.

Sources close to the new Economy Minister, Senor Danigno Pastore, say his first objective will be to achieve a \$4,500 million (£2,000 million) annual surplus in Argentina's current account balance as the minimum necessary to meet interest payments on the country's \$38,000 million (£22,000 million) foreign debt.

Among measures expected is a drastic devaluation of the peso by at least 35 per cent. or even 50 per cent. Senor Danigno Pastore is expected to present his plans on television on Monday night.

Peronist evils recalled

The influential paper **LA PRENSA** chose yesterday's Presidential inauguration to recall the "intolerable situation" under the Peronist regime that led to the military coup of March 24, 1976.

On that day the conservative newspaper told how the Peronist trade unions, disposing of enormous funds, destroyed the separation of powers in the State; created widespread corruption, revealed in constant and unpunished scandals and contempt for administrative hierarchies; and replaced honest, capable officials with people whose language and behaviour were those of the dregs of society.

The newspaper pointed with alarm at some of the demands now being made by the political parties. These include restoration of trade-union social security systems, which it is thought, could bring back the old practices.

War damages D.T. 2.7.82 claim possible

THE Government was carefully considering whether to include compensation for the Falklands aggression in any agreement reached with the Argentine government, Lord BELSTEAD, Foreign Office Minister, told the Lords last night.

He added that there was no immediate prospect of an agreement being reached.

The Minister was replying to Lord KENNET (Soc. Dem.), who said Mrs Thatcher had told the Commons that the Government was not going to ask for damages from Argentina.

Lord BELSTEAD said: "Words to that effect were spoken by the Prime Minister in a debate some weeks ago. The context was a little different and I think it is reasonable and right that this question should be asked up to date. As best as I can, I have now given the answer."

● Independent Television News has rejected an offer by the BBC to produce a joint video cassette of the Falklands operation in aid of the South Atlantic Fund (Kenneth Gosling writes). Instead, each organization will make its own.

Times 2.7.82

FALKLANDS 'PROVED QUALITY OF OUR MEN AND EQUIPMENT'

D. Teleg.
2.7.82

By WILLIAM WEEKES and ANTHONY LOOCH
Parliamentary Staff

MR NOTT, Defence Secretary, told the Commons yesterday that the battle for the Falklands had amply proved the quality of British men and equipment on sea, land and in the air.

He announced during a debate on the Defence White Paper orders to replace losses sustained during the conflict, starting with new Sea Harriers.

The Defence Secretary also said he would be having another look at the use of civil resources in wartime as part of the studies on the Falklands operation.

There were cheers when he confirmed that the ice survey ship, *Endurance*, would continue in service and would be redeployed in the South Atlantic after a major refit.

Mr Nott praised the "invaluable service" of the carrier *Invincible* in the Falklands conflict, and said the Government had taken up the offer of the Australian Prime Minister to discuss the sale of the ship.

Yard closure stays

There was disappointment among backbenchers — particularly those with constituencies in the vicinity of the Medway towns — when the Defence Secretary said he must confirm previous plans for the closure of Chatham Dockyard and Naval base by April, 1984.

Mr Nott said repair work to damaged Task Force ships would be undertaken as a matter of urgency. He announced that no further compulsory redundancy notices would be issued at Portsmouth before January 1 next year and that the 100 redundancy notices already issued before April 2 would be withdrawn for the time being.

"We should be in a position by early in the New Year to announce a firm plan concerning the rate of manpower reduction at Portsmouth."

Gallantry praised

Mr Nott praised the gallantry of the forces in the Falklands, and was generous in his tribute to the many military and civilian personnel who provided support for the Task Force.

The crisis showed that flexibility and adaptability and the imaginative use of national resources were crucial to the success of the British operation.

The lessons to be learned from the South Atlantic con-

flikt would necessarily take time to study, and the Government would be wrong to rush forward with any preliminary statement of their conclusions.

"I will publish a White Paper on these conclusions and what they imply for the future towards the end of the year."

Turning to Nato, Mr Nott said the nuclear and conventional forces of the Soviet Union and Warsaw Pact remained the main threat to the security of the United Kingdom.

A reduction in Britain's commitment to the central front would weaken our security.

Mr JOHN SILKIN, Shadow Defence Secretary, said the Defence White Paper was totally out of date and totally irrelevant.

"The Defence Secretary, had he wished, could have said he was going to spend a few months looking at the lessons to be learned and would bring these Defence estimates up to date."

N-weapons queried

The Opposition had no confidence in Mr Nott or his policies. The Royal Navy had sailed half-way round the world in order to resolve a conflict which, with foresight, could have been avoided.

"The fleet consisted of men carrying redundancy notices, on board ships bearing 'for sale' notices."

A crisis like the Falklands crisis could arise anywhere at any time. The moment one destroyed one's surface fleet capability, one destroyed the possibility of being able to act.

Millions of people all over the world were rightly querying the use of nuclear weapons. They had come to the conclusion that there ought to be a freeze on their use, and that their numbers should be reduced as rapidly as possible.

"This is certainly something we ought to be talking over with our allies, and something we ought to be considering as part of the review of our policy."

Mr ALAN CLARK (C. Plymouth Sutton) said the debate had come in the aftermath of

a brilliantly successful war, "and those who gave their lives in this conflict have died for us by their sacrifice."

"The esteem with which our services are held throughout the world, not least in the Soviet Union, has advanced immeasurably."

Speed 'happier'

Mr KEITH SPEED (C., Ashford), who lost his job as Navy Minister after opposing cuts in the fleet, said the Government was on the right lines but there was a long way to go.

"I am not happy, but I am happier than I was."

"I hope when the Minister draws his full conclusions and brings out his Defence paper at the end of the year he will go further down this path, and he may get me with him in the division lobbies."

He challenged the wisdom of going ahead with the closure of Chatham, fearing the effect it would have on the hunter-killer submarine refitting programme.

For the Opposition, Dr OONAGH MACDONALD said Mr Nott's White Paper had been proved inadequate and out of date. "For that reason we expect Mr Nott shortly to depart and to be replaced by someone who can bring some fresh thinking to this subject."

Winding up for the Government, Mr JERRY WIGGIN paid tribute to the dockyard workers and reminded MPs that the Army in Northern Ireland was not forgotten, though "the spotlight has been focused elsewhere recently."

The debate was adjourned until Tuesday.

Argentine general takes oath glumly

From Christopher Thomas
Buenos Aires

The forty-first President of Argentina, resplendent in dress uniform, glumly took the oath yesterday, swearing to God that he would submit to the nation's and the Almighty's retribution if he failed in patriotism and loyalty.

Brigadier Basilio Lami Dozo, Commander-in-Chief of the Air Force, boycotted the solemn, three-minute ceremony, in protest at the Army's imposition of retired General Reynaldo Bignone as head of state. In the past few days, the Army had to revise hurriedly all the relevant legal statutes so that General Bignone could be sworn in by the Army alone.

Despite threatening to stay away, Admiral Jorge Anaya, Commander-in-Chief of the Navy, turned up at the presidential palace, but stood quietly in the background and took no part in the proceedings.

General Cristino Nicolaides, the cheerless Army Commander, read out the oath in which General Bignone committed himself to "the basic objectives fixed by the statutes of the process of national reorganization, and of the national constitution".

The reference to the constitution was somewhat ironic, since it has effectively been a dead letter since the state of siege was imposed when the military took power six years ago. When it was all over, General Nicolaides placed a blue and white sash on the new President's shoulders. He is the seventh in six years.

The new Cabinet will be sworn in formally today, at the Presidential palace. The Army, now running the country alone, concedes that the new Government is transitional. Civilian rule has been promised by March, 1984, at the latest.

Brigadier Lami Dozo told reporters during a tour of air bases across the country: "The Air Force does not want one of the armed forces to dominate the others. It wants a sharing of power".

Argentina's most famous dictator, General Juan Domingo Perón, died eight years ago to the day of President Bignone's accession. He lies in Chacarita cemetery in Buenos Aires, where there was a peaceful commemorative rally yesterday morning. Tribute was also paid to the fallen in the Falklands.



Army's day: General Bignone, the new Argentine President, receiving the sash of office from General Nicolaides, Army Commander. Report, page 6.

Napalm found also at Stanley airfield

Times 2.7.82 By Richard Evans

A bomb disposal expert, who served in the Falklands revealed yesterday that Argentine supplies of napalm were discovered at Port Stanley as well as Goose Green — and some were probably used against British troops.

Flight Lieutenant Alan Swan, aged 39, who commanded an RAF bomb disposal team of 11 men, said they found three 500lb containers of the lethal jellied petrol on Stanley's airfield in addition to the 20 tonnes of napalm which they blew up at Goose Green.

"I personally did not see it used but I am told it was used against 2 Para (the 2nd Battalion the Parachute Regiment) at Goose Green. That is an unconfirmed fact", he said.

Flight Lieutenant Swan, who lives at Stamford, Lincolnshire, told how, together with Flight Sergeant Derek "Doc" Knights, he used two twigs to defuse a 1,000lb bomb outside the front door of brigade headquarters at Darwin.

He and his colleagues slept in a room next to two unexploded bombs at the temporary hospital established at Ajax Bay, in order



Flight Lieutenant Swan: Slept beside bombs.

to give confidence to medical staff working near by.

Although there was a chance the bombs had timing devices and could have exploded at any time, the disposal officers and medical staff did not leave the building.

The two unexploded bombs were in a cluster of six dropped during an Argentine air attack. One killed five men and wounded 26 others in a near by mess area.

"If all the bombs had gone off there would have been about 200 people dead at the hospital," Flight Lieutenant Swan said.

Cricket and polo as usual for Anglos

From Our Own Correspondent
Buenos Aires

Life goes on normally at the exotic Hurlingham Club, the bastion of the prosperous Anglo-Argentine community. As the customers talk of polo, cricket and tennis, or play a gentle game of backgammon, it seems that the war might never have happened.

Some have had to make complicated arrangements to move money between Britain and Argentina, but all have devised systems to their own satisfaction. They are an immutable people, secure in their shared identity as a quietly privileged class.

They went through an uncertain time in the early days of the crisis; beneath the carefully-calculated outward calm they were deeply afraid for their lives, their property and the advantages that one, two or three generations of material accumulation had given them.

Hardly any of the permanent residents fled, though Britons on short-term contracts went almost without exception. The only thing that has changed about the Anglo-Argentines is that they are perhaps more Argentine than they were. When the chips were down they chose General Galtieri rather than Mrs Thatcher.

British business interests had their ability to move money out of the country restricted, and the sale and purchase of British interests was and is subject to official approval.

About 80 British-owned companies still have residency inspectors on their premises, to ensure that money is not moved abroad except for vital imports. But, on the whole, managers are left alone to do their jobs. Most companies have tried to keep quiet, and hope for the best.

The English Tower, a beautiful clock tower built and donated by the British community in Argentina in the early years of the century, has been renamed Air Force Tower. Apart from that, and the Swiss flag now hanging outside what used to be the British Embassy, there are no further anti-British manifestations.

As far as the people are concerned, this was a battle between governments, not peoples. They are hurt and angry, it is true, but their wrath is against their own government for getting it wrong, for betraying them.

Heath rounds on Thatcher over Falkland inquiry

Times
2.7.82

By Julian Haviland, Political Editor

Mr Edward Heath yesterday raised the strongest objections to the Government's plans for an inquiry into the invasion of the Falkland Islands which would examine the actions of previous governments including that led by him.

In a television interview last night he asserted a "very important constitutional point" that one government did not have access to the papers of another.

"It is so open to abuse", he said. "One administration can go rummaging through all the papers of another administration and then use them for its own perverse purposes."

Interviewed on ITN's *News at Ten*, the former Conservative Prime Minister, who had previously complained bitterly in the Commons that Mrs Margaret Thatcher had not consulted him, said there were vital matters he had not yet raised.

What sort of inquiry would there be? How would it get its right of access to previous governments' papers? The composition of the inquiry had also to be acceptable to those who were going to be affected by it.

Asked by his interviewer, Mr Alastair Burnet if these were the terms on which he would cooperate, Mr Heath replied that there was a further one — they had got to have an explanation of why the inquiry had to cover more than the period of the present administration.

Mrs Thatcher had said "very hastily" in the Commons that it was something to do with the intelligence services. But he wondered what relationship the intelligence service in 1970, when he became Prime Minister, had to the events of 1979-82 which were the present administration's responsibility.

"I must confess it is very difficult to see it", Mr Heath went on, "The question at issue is: 'How did the Falklands Islands come to be invaded by the Argentine Government? That is a matter affecting today's people with responsibility.'"

He had no objection to his own government's papers on Argentina being "thrown open" but, he added: "I am

determined to preserve the constitutional position that no Prime Minister, however powerful, has the right to direct an inquiry to go to another Prime Minister's administration."

In the Commons Mr Heath rebuked the Prime Minister in tones of the gravest indignation which provoked equal sternness in reply.

Mrs Thatcher, answering questions, had told the House that she hoped to make an announcement next week about a "very full, totally full" inquiry, an inquiry to which she readily agreed early in April, soon after the invasion, in response to demands from the Opposition.

The announcement had been delayed while she sought the agreement of the leaders of all the Opposition parties on its membership and scope.

It is a mark of the coolness between Mrs Thatcher and Mr Heath that she has never spoken to him about the inquiry, which would cover his period of office.

In the Commons, Mr Heath asked "by what constitutional right she presumes to institute an inquiry into the policies and management of previous administrations". What consultations had there been with previous heads of administrations?

Did Mrs Thatcher recognize that "those of us who have experienced the treatment of a previous administration by herself and her advisers can have no confidence whatever in inquiries set up without consultation or consideration of the previous heads of administration."

Labour backbenchers who wish to bring home to the Government full responsibility for the failure to forestall the Falklands invasion share the suspicions they detected in Mr Heath: that ministers wish to distribute any blame as widely as possible.

The wider meaning of Mr Heath's words was that he believes the Prime Minister to be constantly at fault, not to say disloyal to him, in regularly belittling the achievements of his administration, of which she was a senior member.

Prince swops jokes with wounded

Times
2.7.82

Men wounded in the Falklands conflict were visited by the Prince of Wales at Queen Elizabeth Military Hospital, Woolwich, yesterday.

The Prince chatted with the injured men about their experiences, joked with them and even signed the plaster on one wounded man's leg.

Among those he spoke to were survivors from the burnt out landing ship Sir Galahad, and soldiers involved in the fighting at Goose Green. Some had suffered head wounds, and severe burns; others had limbs amputated.

He spent 20 minutes talking to men in the day ward before moving off to talk to another 27 injured men in intensive care wards and burns units.

● **ROSYTH:** The first Scottish-based sailors came home from the South Atlantic yesterday when the crew of the frigate HMS Plymouth returned to Rosyth.

The Plymouth was attacked by six Argentine Mirage aircraft in San Carlos Bay at dusk on June 8 and was hit by four 1,000 lb bombs which failed to explode. An aircraft cannon shell struck a depth charge in the after part of the ship causing an explosion and fire, which took two hours to bring under control,

but she still managed to bring down three of the Mirage.

The Plymouth herself is due back in Rosyth in two weeks.

● **LIVERPOOL:** Crews of 30 Cunard ships throughout the world held hour-long services yesterday as 2,000 people gathered to honour the dead from the British merchant ship Atlantic Conveyor sunk in the South Atlantic in May.

On board tiny coasters and giant tankers men halted work to offer prayers as the service at Liverpool's Anglican Cathedral began. Survivors from the container vessel joined MPs and representatives of the Armed Forces at the cathedral to pay their last respects to the 12 men who lost their lives.

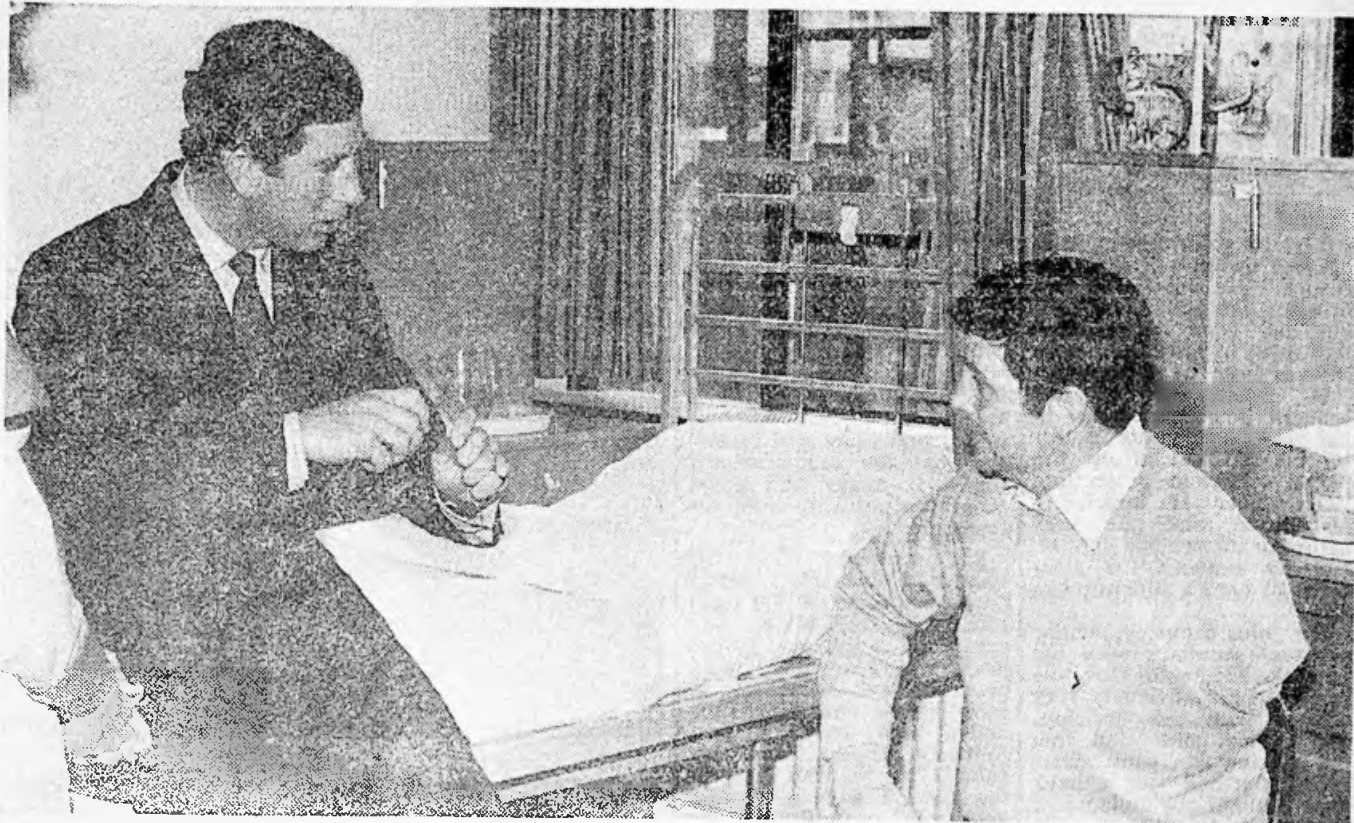
Also in the congregation was retired Lt Commander Bill North, brother of Captain Ian North who was among the dead.

● **PORT STANLEY:** Compensation claims from Falkland Islanders for stolen goods and damage to property during the Argentine occupation of the Islands amount to £127,000 officials said and further claims could be expected (Reuter reports).

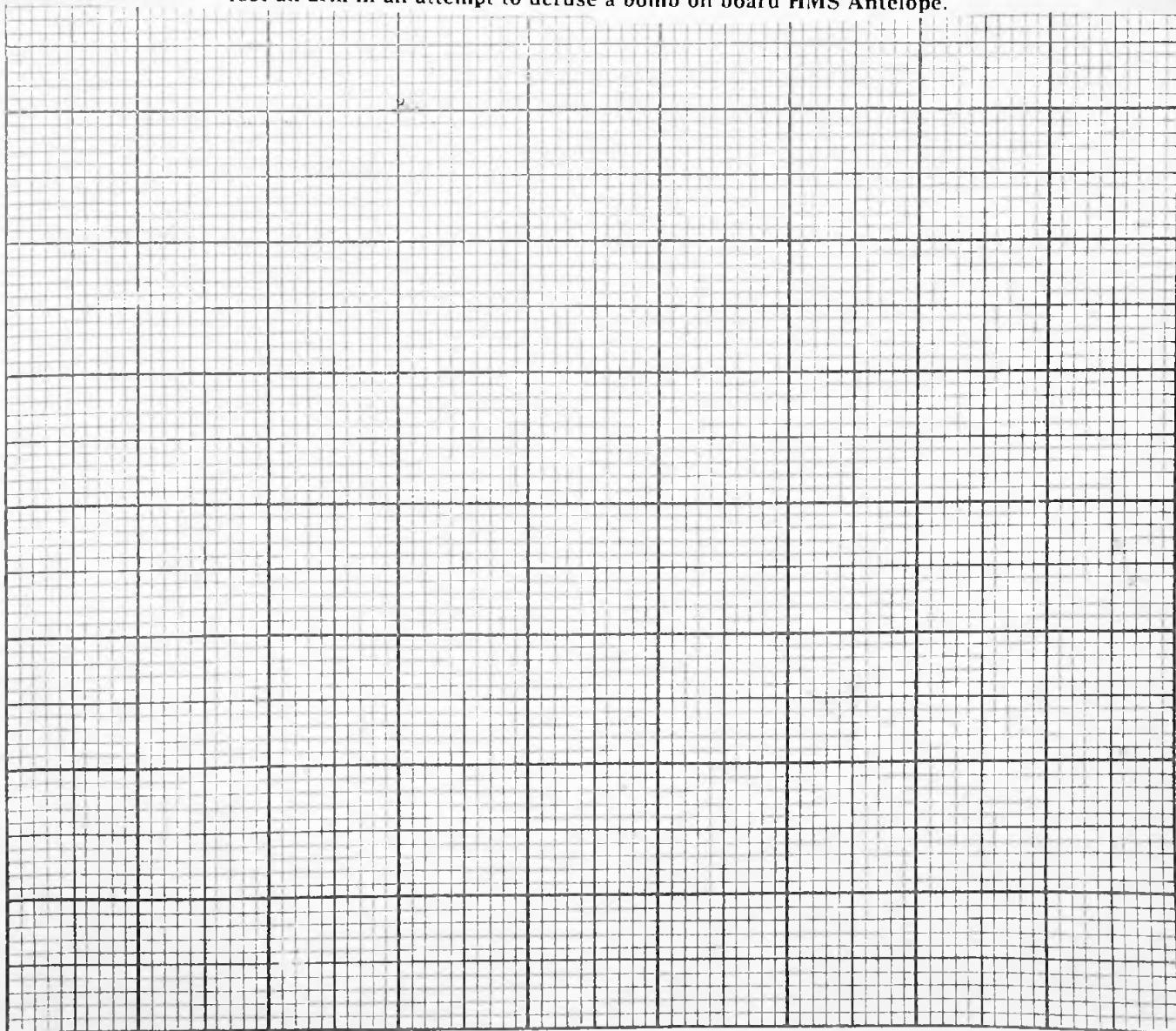
Many items recovered from Argentine soldiers were due to be handed back today.

Times 2.7.82

Falklands heroes tell their tales



Hospital visit: Prince Charles talking to Royal Engineer Warrant Officer John Phillips, of Gravesend, who lost an arm in an attempt to defuse a bomb on board HMS Antelope.



Thatcher to consult ex-Prime Ministers

FALKLANDS

Indicating he had not so far been consulted about the setting up of an inquiry into the Falkland Islands invasion, Mr Edward Heath, the former Conservative Prime Minister, asked Mrs Thatcher, the Prime Minister, in the Commons by what constitutional right she presumed to institute an inquiry into the policies and management of previous administrations.

He said he had no objection to the record of his administration being examined, but he had not been asked to authorize the release of papers.

Mrs Thatcher replied that she would be consulting previous Prime Ministers — Mr Heath had pointed out that five were still alive — to ask if they would agree to the papers connected with their administrations being put at the disposal of the inquiry. She would be astonished if there would be any difficulty.

Exchanges about the Falklands began when Mr Alan Clark (Plymouth, Sutton, C) asked: Has the Prime Minister seen the report in *The Times* today (Thursday) that there is "no question" of a parade by returning units of the task force prior to the thanksgiving service in St Paul's Cathedral, as has been our tradition on such occasions in the past and also that the form of the service is to contain passages in Spanish as a gesture to the people of the Argentine?

Will she congratulate the Lord Mayor of Plymouth who is having a proper victory parade? The service in St Andrew's Church will be in the old form of the English language. (Cheers)

Mrs Thatcher: I confirm that there will be a service of thanksgiving for the liberation of the Falkland Islands and in remembrance of those who fell in

the campaign, in St Paul's Cathedral on Monday, July 26.

As a considerable number of the task force will still be in the Falklands area in the South Atlantic at that time, we thought that would be a better form of thanksgiving than a victory parade.

Nevertheless, there can be victory parades in other parts of the country. I congratulate the Lord Mayor of Plymouth in the initiative that he has taken.

Whether there will be a final victory parade or not has not yet been decided. It will have to be delayed for some time.

With regard to the report in *The Times*, the order of service has not yet been decided. I can understand the parts of that report which gave rise to his concern and I share that concern. I hope there is no truth in it. (renewed cheers)

Mr David Winnick (Walsall, North, Lab): As Lord Carrington resigned as a matter of honour with two of his colleagues, it is interesting that the head of Government on February 3 said that there were sufficient forces in the Falklands to deter any possible form of aggression from the Argentine.

Does she take the view that anyone else in her administration can take the blame for the error and misjudgment of the Falklands, which was a costly error in blood and money to this country, so long as she can keep her job? (Conservative protests)

Mrs Thatcher: I have already replied. I think that the task force and the Government's decisions, supported by the House of Commons in the main and by the people, to recover the Falkland Islands were well taken, were excellently taken. The Islands have been liberated.

I believe that the inquiry will show that anything could have been put down there in the Falkland Islands would not have been sufficient to deter an

invasion, but could only have led to many casualties without other ships or facilities properly to pick up these soldiers or sailors.

However, I have already seen the leaders of the Opposition parties and I hope next week to be in a position to make an announcement about a full, very full, totally full inquiry.

Mr Anthony Durant (Reading, North, C): Has she read the report in *The Times* today that Guatemala does not recognize the independence of Belize and will she ensure the independence of that little state?

Mrs Thatcher: Belize is fully independent. At the moment we have a garrison there and we have a number of Harrier aircraft there and they are staying there, at any rate for the time being.

Mr Edward Heath (Bexley, Sidcup, C): Returning to the reply she has just given that she intends to make a statement next week on the inquiry into the whole question of the Falkland Islands, if the reports which have appeared in the press are correct that she wishes to institute an inquiry which pre-dates the recent incidents, then there are five former Prime Ministers alive who have an equal right to take part in the decision about an inquiry in fact, just as equal a right as the leaders of the Opposition parties in this House.

I also ask by what constitutional right she presumes to institute an inquiry into the policies and management of previous administrations? (Loud Conservative protests and some Labour cheers and laughter).

What is more, what consultations have taken place with the previous heads of administrations? As far as I am concerned there have been none.

I have no objection to the record of my administration being examined, but I have not been asked to give authority for the release of papers from 1970

to 1974, which are still covered by the 30-year rule.

Does she recognize that those of us who have experienced the treatment of a previous administration by herself and her advisers can have no confidence whatever in inquiries set up without consultation or consideration of the previous heads of administrations? (Loud Labour cheers and more Conservative protests).

Mrs Thatcher: With regard to going back over the records of previous administrations, it is necessary in order to adjudge the intelligence and defence assessments, to adjudge these by the side of previous intelligence messages and defence assessments.

I am sure Mr Heath will not wish to prejudice the judgment made by a very distinguished Foreign Secretary in any way by withholding documents.

With regard to permission to consult Cabinet papers, I am advised I do not necessarily have to ask for that. (Some cries of "Oh"). Nevertheless, I have made it known that it would by my intention to ask each and every previous Prime Minister if he would agree as a matter of courtesy, whatever the constitutional position — (loud Labour

interruptions) — to ask each and every Prime Minister if the appropriate Cabinet minutes and Cabinet committees can be looked at by those involved, and they themselves have the right to look at anything in which they personally were involved.

I shall, therefore, be consulting previous Prime Ministers — (Labour cries of "Ah") — about whether they will agree to the papers connected with their administrations being put at the disposal of the inquiry. That would be the right way to proceed. I shall be astonished if there would be any difficulty.

During questions on next week's business, Mr John Stokes (Halesowen and Stourbridge, C) asked: In view of what the Prime Minister said earlier about the national thanksgiving at St Paul's for our victory in the Falklands campaign, can we have a statement about it next week?

Is the report in *The Times* correct, that the service will take into account the views of those who opposed the expedition? Is that not absurd?

Mr John Biffen, Lord President of Council and Leader of the House: There is nothing I can usefully add to what the Prime Minister said

Ships, aircraft and artillery among new equipment

DEFENCE

One of the lessons learned from the Falklands conflict was the importance of the role of the helicopter and consequently the Government would be placing new orders to replace those lost and to strengthen reserves, Mr John Nott, Secretary of State for Defence, announced in opening a debate calling for the approval of the Statement on Defence Estimates 1982.

Experience during operations in the South Atlantic had demonstrated the helicopter had a vital support role in the land battle. It was difficult to see a situation in which there could ever be too many helicopters available to the forces.

I intend to authorise immediately (he said) the placing of new orders for helicopters to replace losses during operations and also to strengthen our reserve holdings where necessary. We recently ordered five Sea Kings; this order will be increased to 16, eight in the anti-submarine warfare role and eight in the commando role.

In addition (he continued) we shall purchase three Lynx and up to five Gazelle and we shall replace all three Chinooks lost in the Atlantic Conveyor. These and other equipment orders which I am announcing today will of course be subject to satisfactory terms of contract, including price.

He confirmed that HMS Endurance would continue in service and after a refit would continue to be deployed in the South Atlantic.

He also announced that the introduction of the Challenger in the mid-1980s would permit two additional armoured regiments, the 10th and 11th, to be formed and also the provision of a full complement of Chieftain tanks as a war maintenance reserve.

Determination to resist aggression would have strengthened the whole deterrence strategy of the West.

Following the Falklands crises he also intended to place orders for new Sea Harriers. All seven lost would be replaced out of the existing programme rather than out of replacements funds would come orders for a further seven Sea Harriers making an immediate new order of 14 for British Aerospace.

The performance of the Victor tanker during the conflict had proved outstanding and six Vulcans and four Hercules were being converted to the tanker role. Increased resources would be devoted to in-flight refuelling as a major force multiplier which would be particularly valuable to the UK air defence region, extending ability to maintain combat air patrols over the North Atlantic for long periods. The first VC10 tanker for the RAF had made its maiden flight a few days ago.

As part of the studies of the Falklands campaign the Government would be looking again at such use of civil resources in wartime. The Ministry of Defence did not claim a monopoly on good ideas and he hoped organisations and individuals would bring forward suggestions.

It would cost more in the short and medium term to bring back forces from BAOR, house them, create training areas in the UK and all the necessary support and infrastructure, than it did to maintain forces in Germany. Nor could the UK afford to disband

elements of the Army. The planned size of 135,000 for the Army was the minimum needed to meet peacetime and wartime commitments.

He had requested the General Staff to study the role of the infantry in the 1990s because he was anxious that all defence planning, particularly in the procurement field with its long lead times, should look forward to concepts of operations a decade from now when electronic and missile technology would have taken another leap forward.

As part of the reorganisation of BAOR into three larger and more powerful in-place divisions, a non-mechanised infantry battalion and a Field Howitzer 70 artillery regiment would be relocated to the UK.

The Government was looking at a new mix of vehicles for the mechanised infantry in the 1990s, including the MCV 80, as well as derivative and alternative vehicles.

On current plans a number of naval Wessex 5 helicopters might become surplus to requirements as new Sea King 4s were delivered to the Royal Navy over the next few years. These plans would need to be reconsidered in the light of the Falklands experience but if they were confirmed, he would like to examine the use of one squadron of Wessex 5 in the United Kingdom in support of the predominantly TA reinforcing division.

They would examine whether, if this proved possible, they might be flown by pilots of the Royal Auxiliary Air Force, thereby giving the RAF reserves a flying role again.

It was intended to provide for the United Kingdom a much improved and resilient air defence system, with the introduction of the air defence variant of the Tornado greatly enhanced by air-to-air refuelling, the entry into service of the Nimrod airborne early warning aircraft, and the modernization of the United Kingdom air defence ground environment.

The virtues of the existing Harrier GR3 had been amply demonstrated in operations in the South Atlantic. The decision to retain the V/STOL capability to the turn of the century by the acquisition of the GR5 Harrier with much increased range and payload had been fully vindicated. He expected orders for some initial production items to be placed by the end of this year.

In the past few weeks they had been fitting Harpoon to the Nimrod maritime reconnaissance fleet. The Harpoon, coupled with the Nimrod MR2s Searchwater radar, would enable surface ships to be identified and attacked at ranges of the order of 70 miles, more than double the range of Exocet.

The decision to purchase the Sea Eagle anti-ship missile for use by the Buccaneer, Sea Harrier and possibly the Tornado was unaffected, but they would retain Harpoon on the Nimrods for the time being.

They were equipping some with Sub-Harpoon, giving them an anti-ship missile capability, as well as a new underwater guided weapon, the heavyweight torpedo, to which they had allocated substantial funds in the past year.

Over the next few months (he continued) we shall be considering ship replacement orders following the Falklands operation, but in the meantime I have decided to order within the

already planned programme another Type 22 ASW frigate — the ninth of its class.

It will not be easy in the next few years to sustain frigate numbers because of the losses suffered in hostilities. But we shall press ahead as rapidly as we can with the current construction programme, bringing forward all existing plans as fast as possible.

I also intend to retain the County Class destroyers Fife and Glamorgan and the Type 82 destroyer Bristol which were planned for early disposal in the mid-1980s.

Looking to the future, I am glad to inform the House that I have recently endorsed the general configuration for the Type 23 frigate and we are now ready to undertake detailed development work. We shall shortly be placing a design contract with Yarrow Shipbuilders Ltd. I hope the first order will be in 1984.

Our aim is eventually to achieve an order rate of three new Type 23s per year, and this is provided for in our forward financial plan.

The Type 23, he continued, would be a general purpose frigate. It would be equipped with the most advanced hull-mounted sonar as well as the latest towed array for detecting submarines.

Its armaments would include two separate trackers for the Sea Wolf point defence missile system incorporating the latest improvements now under development, an anti-ship missile capability, self-defence torpedo capability against submarine attack, and a light gun.

For quietness to maximize detection ranges on her sonar her main propulsion would be diesel electric, supplemented by two of the new Spey marine gas turbines for high speed boost.

No further compulsory redundancy notices would be issued at Portsmouth before January 1, 1983, and the 180 redundancy notices issued before April 2 would for the time being be withdrawn. It should be possible early in the new year to announce a firm plan concerning the rate of manpower reduction at Portsmouth. The planned expansion of Devonport and Rosyth would continue.

Chatham had a nuclear submarine refitting load to complete, but while there had been a review of the future nuclear work load in the light of the proven importance of the SSN fleet, he must regretfully confirm the previous plans for the closure.

With its long endurance, speed and modern sonars the SSN, the hunter-killer nuclear submarine, was a vital part of Britain's armoury for dealing with the threat from Soviet submarine and surface fleets.

Four SSNs were under construction and it was planned to order another — SSN 17 — later this financial year, with a further order — SSN 18 — following in 1983-84 to meet the aim of achieving a force level of 17 later in the decade. If resources permitted it was hoped to place an order for SSN 19 before work started on the Trident submarines.

To complement the nuclear-powered submarine fleet a successor was needed to the highly successful Oberon class of conventionally-powered boats. Quieter than the SSNs, they were particularly difficult to detect and were in many ways superior to an SSN in shallower waters.



Nott: UK to have much improved air defences

Work on the new Type 2400 class was well advanced. They were going out to tender today for the first of this new class with a view to placing an order next year.

The Government had taken up the Australian Prime Minister's offer of discussions about HMS Invincible. He hoped to make a full statement in due course.

As an interim measure a maritime search radar, modified significantly to give it a new airborne early warning role, was being fitted in Sea King helicopters for deployment in the South Atlantic to respond to immediate AEW needs. For the longer term urgent studies were being conducted into the overall need for ship-borne AEW.

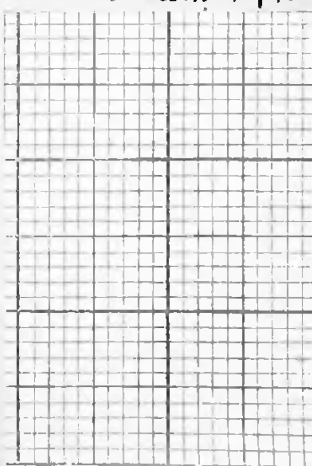
Repair work to the damaged ships would be undertaken as a matter of urgency. Catching up with the normal programme of repairs, dockings and maintenance periods disrupted by the Falklands crisis would be equally important.

Gibraltar dockyard might take some of the less complex work arising from the South Atlantic operation, but there were no plans to reverse the decision for it to close next year.

The manpower plans of the Royal Navy would also need to be reviewed in the context of decisions on ships and equipment and the consequential effect on naval shore posts. This review would take a little time to complete as it must take account, too, of in depth studies on the Falklands campaign.

Mr John Silkin, chief Opposition spokesman on defence and disarmament (Lewisham, Deptford, Lab) said the defence statement was about as relevant as a punctured balloon.

A cut in the active fleet had been proposed but such an expedition as the Falklands needed to be protected by a surface fleet. A crisis like this could happen anywhere in the world at any time. The moment that capability was destroyed, the possibility of being able to act was destroyed. *Went to pto*



Had Mr Nott really learned that lesson? He probably would not be in his position in two years or 18 months from now, but if he was and should he want to mount that expedition to the Falklands again, he could not and he knew he could not. That should have been the main lesson he had learned.

The Secretary of State's policy was wrong. The policy as defined in the White Paper did not make a suitable or appropriate framework for the defence of the United Kingdom.

The Royal Navy had sailed halfway round the world in order to resolve a conflict which with foresight could have been avoided. The fleet had consisted of men carrying redundancy cards on board ships bearing for sale notices.

That fleet (he said) liberated the islands and it kept the Secretary of State in a job for which he has shown himself to be totally unfit. We have no confidence in his policy and we have no confidence in him.

Mr Alan Clarke (Plymouth, Sutton, C) said he suspected the fundamental problems which existed before the Falklands crisis, that requirements and resources did not match up, still existed and might even have been aggravated. The estimate of £16,400m on defence for 1984-85 was likely to be far short of the real figure, which he estimated would be around £18,000m.

The maritime role was the one the UK could best discharge in her alignment in Nato.

Mr Richard Crawshaw (Liverpool, Toxteth, SDP) moved an amendment to the Government motion, which fully supported the United Kingdom's membership of Nato; recognized that this involved both a commitment to detente through negotiations for multilateral arms control and disarmament and to deterrence through conventional and nuclear forces; declined to approve the Government's decision to purchase Trident missiles but, despite the present economic difficulties, believed that the Nato commitment to an annual increase of 3 per cent in defence expenditure should be maintained.

He said it was no good talking about defending this country unless people were prepared to spend money on conventional defence. If the Falklands operation had taught them anything it was that a scientific approach to all aspects of warfare had to be carried through to its extremes.

Mr Julian Critchley (Aldershot, C) said the Falklands expedition was a one-off and should not lead them to restate and rethink the fundamentals of their defence attitude and policy which, he thought, were, before the Falklands, on the right lines.

In *The Times* today Mr Charles Douglas-Home, the new editor, had advocated that Britain should withdraw from Europe and be a maritime power. The important thing about a military presence in central Europe was not reserves but forces in being. If they were ready and available to defend they deterred.

It was no good relying on reserves, however well trained and equipped. The decision to move them into Europe in a situation of crisis would always be postponed because of the reaction of the other side.

Mr Douglas Jay (Wandsworth, Battersea North, Lab) said the Falklands campaign had proved yet again that in all probable circumstances the prime necessity for Britain's defence and much of its foreign policy was close and practical relations with the United States.

Mr Keith Speed, former Under-Secretary of Defence for the Royal Navy (Ashford, C), said the first conclusion to be drawn from the Falklands crisis was 'the need for the closest possible cooperation with the Merchant Navy and its role in emergencies.

We must learn from this (he said), as the Israelis have learned, the vital necessity of keeping bang up-to-date with our electronic counter measures. This is particularly true when one is dealing with missiles of the Exocet variety.

Miss Oonagh McDonald, an Opposition spokesman on defence and disarmament (Thurrock, Lab), said the White Paper, produced before the Falklands operation and so unable to take account of all the political, technical and military lessons to be learnt from it, showed the dependence of the Government's defence policy upon the deployment of nuclear weapons.

The Government refused to acknowledge that its decision to take Trident made it impossible to fulfil the other aims of defence, not perhaps in the immediate future but in the years to come.

Mr Jerry Wiggin, Under Secretary of State for the Armed Forces, said it was untrue that there was a rundown of the Navy. In real terms the Government was spending £500m more on the conventional Navy, a fact that seemed to be totally ignored by the critics of the Government.

The long term aim was to sustain a force level of about 50 destroyers and frigates and make good the losses in the South Atlantic with money additional to that required to meet the 3 per cent a year real growth commitment to Nato.

The debate was adjourned.

Heath attack brings

D.T.
2.7.82

'Exocet' jibe

By PETER PRYKE Parliamentary Correspondent

MR HEATH, the former Conservative Prime Minister, electrified the Commons yesterday with a stinging personal attack on Mrs Thatcher and her proposals for the inquiry into the events which led to the Argentine invasion of the Falklands.

He complained that he had not been consulted about the plan to examine the policies of the previous government towards the Falklands.

As MPs gasped, he went on to say he had no confidence in the proposed inquiry, in view of the way Mrs Thatcher herself had treated former Administrations in the past.

Some Conservative MPs were obviously appalled and there were shouts of "Disgraceful." In contrast there was unrestrained delight on the Labour benches, where Mr Heath's attack on the Prime Minister was greeted with a cry of "Exocet."

'Equal right ...'

Mr Heath rose after Mrs THATCHER had again stressed that the inquiry would go much further than the immediate events before the invasion, making clear that contacts between the Argentines and previous British governments would also come under the microscope.

She added that she hoped to be able to make a statement about a "totally full" inquiry next week.

Mr HEATH said that if it was true that the Prime Minister wished to have an inquiry which predated the immediate events, then there were five Prime Ministers alive who had an equal right to take part in the decisions about the form of inquiry.

"By what constitutional right does she presume to institute an inquiry into the policies and management of previous administrations?" he asked.

Mrs THATCHER replied it was necessary to go back over previous Administrations if intelligence and defence assessments were to be judged.

"I shall be consulting pre-

vious Prime Ministers about whether they will agree to the papers connected with their Administration being put at the disposal of the inquiry."

Amid Conservative cheers, she concluded: "I would be astonished if there were any difficulties."

restated its sovereignty claim to the Falklands.

That would cover the Governments led by Mr Heath, Mr Callaghan, and Sir Harold Wilson.

Mr Heath rose to speak yesterday after Mrs Thatcher restated her belief that the inquiry should go much further than the immediate events before the invasion, and made it clear again that contacts between the Argentines and previous British Governments would also be investigated.

Mr Heath said if it was true that the Prime Minister wished to have an inquiry which predated the immediate events, there were five Prime Ministers alive who had an equal right to take part in the decisions about the form of the inquiry.

Labour MPs roared in pleasure as Mr Heath asked: "By what constitutional right does she presume to institute an inquiry into the policies and management of previous administrations?"

"What is more, what consultations have taken place with the heads of previous administrations? As far as I am concerned, there have been none."

"I have no objection to the record of my administration being examined. But I have not been asked to give my authority for the release of papers from 1970-74, which are still covered by the 30-year rule (a time lag on Cabinet papers being made public)."

'No confidence'

"I should also like to ask her whether she recognises those of us who have experienced the treatment of previous administrations by herself and her advisers, can have no confidence whatever in inquiries set up without consultations or consideration with previous heads of administrations."

The Prime Minister replied that it was necessary to go back over previous administrations if intelligence and defence assessments were to be judged by the side of similar information from earlier years.

"I am sure you would not wish to prejudice judgment on a very distinguished Foreign Secretary (Lord Carrington, who resigned over the invasion) in any way by withholding that."

Shooting of Argentine prisoner an accident

Times 2.7.82 By Nicholas Timmins

The shooting of an Argentine prisoner of war on the submarine Santa Fe after the retaking of South Georgia during the Falklands campaign was an "unfortunate accident", the board of inquiry into the death has concluded.

The Argentine prisoner on the vessel, believed to be a petty officer, was shot as he obeyed an order in Spanish to blow more air into the submarine's ballast tanks. The Royal Marine guarding him apparently thought he was attempting to scuttle the submarine and shot him.

The inquiry report is still being studied by the Attorney-General and decisions on prosecutions have yet to be taken. Whitehall sources yesterday, however, confirmed a Press Association report that the inquiry is understood to have recommended that the marine should not be court-martialled.

The inquiry is understood to have explained that the submarine was being moved from the jetty at Grytviken, under orders from a Royal Navy Lieutenant, but with the Argentine commander on board and members of its crew operating essential controls.

Each member of the skeleton crew was guarded by a marine, with orders to shoot if there was any attempt to scuttle or sabotage the ves-

Although the Prime Minister said she would consult previous Prime Ministers about whether they would agree to make their papers available, it was stated later that she would not include them in talks about the form of the inquiry.

Mrs Thatcher was said to have been shaken and saddened by Mr Heath's outburst, and to be puzzled about his motives.

The former Prime Minister's critics were saying that they believed seven years of resentment towards the woman who ousted him as Tory leader had welled up and burst out.

But Mr Heath did have supporters among MPs who felt that the Prime Minister could have avoided the row, a rare chance for Labour to enjoy Government discomfiture, if she had consulted Mr Heath.

Outside the Chamber, Mr Heath said: "It is a disgraceful way to proceed. It is not constitutional."

Mr eHath denied last night that he was actuated by "pique." Vital issues of principle were at stake, he said.

Speaking on Independent Television News, he said: "We have learned from long experience that one Government does not have access to the papers of another because it is open to abuse."

"If on administration can go rummaging through the papers of another for its own purposes, there will never be any confidential discussions between Ministers and their officials or between Ministers themselves in Cabinet. The whole system will break down."

He laid down his terms for co-operating with the inquiry. It must be established and agreed what sort of inquiry it would be, how it got its legal rights, and who its members would be.

Foreshadowing further interventions in the matter he said: "These are matters I have not yet raised."

He also wanted explained why Mrs Thatcher wished to look at what happened under previous administrations, including his own. He could see no need for it.

sel, which had already been damaged by missiles in an attack by two British helicopters.

As the vessel moved away, the British lieutenant in charge became worried about its stability and ordered more air to be blown into the ballast tanks. An order to do so was passed down in Spanish to the crew member near those controls, who moved to turn them. He was shot by his marine guard, who apparently believed he was trying to sink the submarine, endangering all on board.

The inquiry is understood to have attached no blame to the marine or anyone else for the breakdown in communication.

The Ministry of Defence yesterday would only say that the findings of the inquiry were confidential and that the question of whether charges should be brought was still being considered. Ministry sources indicated that the names of those involved would not be released.

Nott pledges build-up of

D.T.

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defences

THE Defence Secretary, Mr Nott, told the Commons yesterday of his plans for replacing all the ships and aircraft lost in the Falklands conflict and gave details of a major strengthening of the country's defence capability.

On top of the replacements, the Government intends to order another Type 22 anti-submarine frigate at a cost of £135 million. Detailed development of the Type 23 frigate will go ahead, with the aim of placing the first order in 1984 followed by the construction of three new vessels a year.

Four hunter-killer submarines like those which successfully bottled up the Argentine Navy are being built; another is to be ordered this year and yet another in 1985-84. The planned total by the end of the decade will be 17.

Mr Nott also announced an initial £226 million programme for building new Sea Harriers and helicopters which will more than replace the Falklands losses.

He confirmed "with regret" the decision to close down Chatham naval dockyard by April, 1984, but said the re-

dundancy notices already issued at Portsmouth dockyard were being withdrawn temporarily and no more would be issued before next January.

The new Type 23 frigate will incorporate the combat-proven Sea Wolf missile defence system, and the cost for each vessel will be around £90 million — about £20 million more than previously estimated because the ships will also have the most-advanced sonar devices.

They will be equipped to carry the new Sea King helicopter replacement, developed in conjunction with Italy.

Mr Nott told MPs that tenders went out yesterday for the first boat of the new Type 2400 class of conventional submarines.

28 'kills'

Twenty-eight of Britain's 32 Sea Harriers were deployed into the South Atlantic, Mr Nott said, where they made 28 confirmed "kills" without losing a single aircraft in air combat.

Replacement for the seven Sea Harriers lost, plus a new order for an extra seven, are to be made at once.

Sea King helicopters, specially modified with an airborne early warning capability, are

now to be deployed to the South Atlantic.

Following the outstanding success of helicopters in the South Atlantic, the recent order for five Sea King helicopters is being increased to 16.

In addition, a further Lynx and up to five Gazelle helicopters are to be bought—and all those lost in the South Atlantic will be replaced, including the three Chinooks lost when the Atlantic Conveyor went down.

The RAF is to get 60 AV8B advanced Harrier aircraft, and the British element of the fifth batch of Tornados has just been authorised.

This will complete the RAF's order for 220 GR1 aircraft and will carry its F2 Tornado air defence variant order up to 70.

Invincible hope

Mr Nott, who was opening a debate on the defence estimates, refused to be drawn on the fate of the aircraft carrier Invincible, planned to be sold for £175 million to Australia, beyond saying that Britain has taken up the Australian offer of discussions on the deal and "I hope to make a statement in due course."

But Mr Nott confirmed that the Falklands patrol ship, Endurance, due to be sold under his defence review would continue in service, and would be

redeployed in the South Atlantic after a refit.

In addition, the County class destroyers Fife and Glamorgan—the latter damaged by a shore-based Exocet missile before troops took Port Stanley—and the Type 82 destroyer Bristol have been reprieved.

These were planned for early disposal by the mid-1980s, as were the assault ships Fearless and Intrepid, which were saved in March from the Nott cut-backs, and played a vital role in the San Carlos landings.

Mr Nott said the Victor air-to-air tanker force will be augmented by the conversion of six Vulcan bombers and four Hercules transport planes to this role, in addition to the new fleet of VC-10 tankers now being built, the first of which made its maiden flight a few days ago. These aircraft will enable interceptor aircraft to patrol for much longer periods.

Another gain for the RAF out of the Falklands conflict has been the fitting of American-built Harpoon anti-ship missiles to Nimrod "eye in the sky" maritime patrol jets.

This missile, coupled with the aircraft's MR2 Searchwater radar, will enable surface ships to be identified and attacked at ranges of around 70 miles—twice that of the Exocet missiles which proved so deadly in the South Atlantic.

TORY WELCOME

Major new orders

OUR POLITICAL STAFF writes: The announcement by Mr Nott of major new equipment orders to boost Britain's defences was warmly welcomed by Conservative MPs, who repeatedly cheered his Commons speech.

Although Mr John Silkin, Labour's defence spokesman, said the Opposition had no confidence either in Mr Nott or the

Defence White Paper, there were many Labour MPs also who considered that the re-equipment decisions were correct.

Labour's main reservations continue to focus on the decision to develop the advanced version of the Trident nuclear submarine missile system.

In what was seen as a particularly significant speech, Mr Keith Speed, the former Navy Minister, who was dismissed by Mrs Thatcher for opposing cuts in the Fleet, said he was "much more optimistic" than he was a year ago about the Navy's future effectiveness.

But Mr Speed voiced "profound concern" over the dockyard closures, particularly Chatham, which he said could imperil the force of hunter-killer nuclear submarines.

Frank Johnson in the Commons

Times 2.7.82 Galtieri, Sid and Ray— now Heath has a go

With Galtieri fallen, and Weighell and Buckton locked in inter-service rivalry over who should rule British Rail after the NUR's humiliation, the world strategic situation, though complex, was favourable to Mrs Thatcher yesterday.

The time during which she has been a successful Prime Minister was now approaching a matter of weeks, which was considerably longer than most of her living predecessors in the office had achieved. Finally, Mr Edward Heath could stand it no longer. He staged an elaborate attack on her during Prime Minister's question time. He lay in wait below the gangway as Mrs Thatcher answered questions from Mr Foot, among others, on the threatened Aslef strike.

Rejecting calls for a further independent inquiry into the dispute, she said that the dispute had already been examined by everyone. That did not satisfy Mr Foot, presumably because the case had not gone before *Senor Perez de Cuellar* or, choosing at random an even more exotic arbitrator, Lord Wedderburn. Mr Foot rose and discerned "a glimmer of light" if only the Government would initiate "fresh discussions".

Contentedly, Mr Foot and Mrs Thatcher clashed with one another over whether the light was still on. Meanwhile, the rest of us discerned a glimmer of dark: Mr Heath, below the gangway, getting ready to intervene.

But still he was content to wait. The Tory backbench ideologist of the Falklands campaign, Mr Alan Clark, asked a question about a report in *The Times* that there was "no question" of a parade by returning units of the task force prior to the thanksgiving service in St Paul's Cathedral "and also that the form of the service is to contain passages in Spanish as a gesture to the people of Argentina?" (It is safe to assume that Mr Clark is not, in principle, against gestures to the people of Argentina provided they are sufficiently rude.)

He went on to ask her to congratulate the Lord Mayor of Plymouth, in which city Mr Clark's constituency is to be found, on "having a proper victory parade." Across the floor, Dr David Owen, whose constituency is also in

Plymouth, nodded vigorous agreement. The head of Dr Owen's rival, Mr Roy Jenkins, remained immobile, as it has done to its cost throughout the Falklands adventure.

Mrs Thatcher confirmed that there would be a Falklands thanksgiving service. She congratulated the Mayor of Plymouth. She added that a final victory parade would be decided later. She manifestly knew nothing about whichever extreme ecumenicist in the C of E had thought up the idea of the Spanish prayer. One could see her eyes glaze over at this further confirmation that the Wets are everywhere.

With all this talk of victory and victory parades, Mr Heath's nerve finally snapped. He has not yet got over her last victory, which was in 1975 and happened to have been over himself. So he rose. He began to ramble about the proposed inquiry in the Falklands episode. If it was true that it would pre-date recent incidents, "then there are five former Prime Ministers alive who have an equal right to take part in the decision about the inquiry — in fact, just as equal a right as the leaders of the Opposition parties in this House".

Labour Members oooed and aaahed with delight. Mrs Thatcher started taking notes. Mr Biffen, the Leader of the House, an early anti-Heathite when it was still unsafe (i.e. when he was still at large as Prime Minister) laughed. On and on went Mr Heath. "... by what constitutional right? ... what consultations ... As far as I am concerned, none..."

"I have no objection to the record of my administration being examined..." In that case, sit down, one mused. "But I have not been asked to give authority..." Ah, so that was it. It was all to do with his authority.

Mrs Thatcher replied that she was advised that she did not necessarily have to ask permission to consult the papers, but would do so "as a matter of courtesy". Mr Heath subsided. Mr Biffen laughed again, perhaps at the sheer pride and simple malice behind it all. But Mr Heath can be excused of having a political motive. It was probably purely personal.

Times 2.7.82 Defence package outstrips war loss

By Philip Webster
Political Reporter

To the delight of his backbenchers Mr John Nott, Secretary of State for Defence, yesterday announced a large programme of aircraft and warship building costing hundreds of millions of pounds and going well beyond the mere replacement of equipment lost in the Falklands operation.

Ministry of Defence officials were strikingly reluctant to give the total cost of the package that Mr Nott announced to the Commons in a debate on his defence White Paper. The official explanation was that with orders going out to tender such an estimate would have been impossible and amounted to guesswork.

But part of the reason is political. Mr Nott and Treasury are locked in battle over which department will foot the bill. Mr Nott has secured a promise from Mrs Thatcher and Sir Geoffrey Howe, Chancellor of the Exchequer, that replacement costs will not have to be met from his normal defence budget, as he took care to remind the Commons yesterday, but a prolonged argument is expected over what precisely constitutes replacement. To have given an overall figure yesterday, Mr Nott might have concluded, would have been to offer a hostage to fortune.

Mr Nott announced that he was placing orders for a new Type 22 anti-submarine warfare frigate, 14 new Sea Harriers, 16 Sea King helicopters, three Lynx helicopters, five Gazelle helicopters, and three Chinook helicopters to replace those lost in the Atlantic Conveyor. The frigate will cost up to £130m and the Sea Harriers, only half of which are replacements, £8m each. They will be built by British Aerospace.

The County class destroyers Fife and Glamorgan and the Type 82 destroyer Bristol, planned for phasing out in the mid-1980s, are to be retained. Two new hunter-killer submarines are to be ordered, one this year and one next, and an order for another may be placed before work starts on Trident.

A design contract will be placed shortly with Yarrow Shipbuilders for the first £90m Type 23 frigate, of which it is eventually hoped to order three a year.

Mr Nott said the Government was going out to tender on the first of the new Type 2400 class of conventionally powered submarines.

Conservative MPs cheered Mr Nott's confirmation that the ice patrol ship HMS *Endurance* was to continue in service.

But there was openly-expressed disappointment from Kent MPs when Mr Nott confirmed previous plans for the closure of the dockyard and naval base at Chatham by April 1984.

He said that no further compulsory redundancy notices would be issued at Portsmouth before January 1, 1983 and the 180 already issued before April 2 would be withdrawn.

The Defence Secretary, who is determined to resist cuts in BAOR, told MPs: "By maintaining a strong land/air capability in Germany we are pursuing the wisest military, political and financial course".

He announced that the planned introduction of the Challenger tank in the mid 1980s would permit two additional armoured regiments, to be formed.

Mr Nott said that he was considering giving RAF reservists a flying role again. If a number of naval Wessex 5 helicopters became surplus to requirements, he would examine the use of one squadron of Wessex in the

United Kingdom to support the predominantly Territorial Army reinforcing division, and the possibility of them being flown by pilots of the Royal Auxiliary Air Force.

The Government, he confirmed, intended to acquire 60 advanced Harriers, the AV8B, for the RAF and the RAF Harriers lost in the Falklands would be replaced in due course. Mr Nott said the adaptability of the Nimrod made it a remarkable aircraft, if he could find the funds he would dearly like to reopen the Nimrod production line as a major defence and sales priority.

Mr Nott said the Government was conducting urgent studies on the need for shipborne airborne early warning (AEW) radar. As an interim measure maritime search radar, modified to give it a new AEW role, was being fitted to Sea Kings for deployment to the South Atlantic.

Prince meets wounded heroes from Falklands

D.T.
2.7.82

THE Prince of Wales yesterday met a bomb disposal expert who lost an arm trying to defuse a bomb on board the frigate Antelope.

The Prince was visiting the Queen Elizabeth Memorial Hospital, Woolwich, to see men wounded during the Falklands conflict.

He gave a wry smile when Warrant Officer John Phillips, of the Royal Engineers, said his injuries had been caused by a British-made bomb dropped by the Argentine air force. Warrant Officer Phillips, 39, and a colleague worked on the bomb for four hours before it exploded killing the other man.

The warrant officer lost his right arm. The Prince asked: "What was the particular difficulty?"

"It was nothing I could put my finger on, Sir," he replied.

The Prince chatted with the injured men about their experiences, joked with them and even signed the plaster cast on one wounded man's leg.

Mortar fire

Pte Dave Gray, 18, of 2 Para, held out a pen and asked the Prince to sign the plaster. He told the Prince that Prince Philip had already signed it a few days before and Prince Charles replied: "Oh, really. I'd better do it then."

Pte Gray, from Croydon, was hit by mortar fire when he tried to save an injured colleague on patrol at Goose Green. He lost his right leg and his other leg was injured.

The Prince of Wales had a special word of cheer for Welsh Guardsman Mark Davies, 21, who was badly injured when Argentine aircraft bombed the Sir Galahad at Bluff Cove.

He suffered multiple fractures to his right leg, superficial burns to his left leg, superficial burns to his face and hands and he lost part of his right ear.

Guardsman Davies told the Prince he had noticed two Skyhawk aircraft and then obeyed an order to get down. Two bombs fell about 20 yards away and all the men behind him in the back of the boat were killed.

The Prince also spoke to Pte Dave Poole, 19, of 3 Para, who was unable to reply because of head injuries received during the fighting.

A nurse told the Prince that Pte Poole could not remember what had happened. Although he could not speak, he could understand the Prince's words of encouragement.

The Prince then spoke to one of the youngest heroes of the conflict, Stephen Thuffen, 18, who joined 2 Para just three months before being sent to the Falklands.

Pte Thuffen told the Prince he had been shot in the head while on patrol at Goose Green.

As the Prince sat down on Pte Thuffen's bed he asked him: "Didn't it hurt like hell?"

The Prince spent 20 minutes talking to men in the day ward before moving off to talk to another 27 injured men in intensive care wards and burns units. He was greeted at the hospital by CO Brig. Declan O'Brien, Lt. Col Ron Welsh and Matron Col. Laura Morton.

D.T. 3.7.82 ARGENTINA DEFEAT IS RIO'S JOY

By KENNETH CLARKE
in Rio de Janeiro

JUBILANT Brazilians samba'd last night away celebrating their national soccer team's 3-1 World Cup defeat of Argentina, for whom it is proving definitely to be not a good year.

There is little love between the two giant Latin American nations, despite Brazil's overt support for Argentina's disastrous attempt to take the Falklands Islands.

In fact, this football-mad country would like nothing better than a World Cup final against England, still regarded as its football mentor.

In Rio de Janeiro, where future Peles can be seen playing barefoot on the Copacabana beach, each Brazilian goal was greeted by shattering volleys of thunderclashes, sending doves and pigeons wheeling in fright.

Storms of paper, hurled from blocks of flats, fluttered down to cover the streets.

Horns blaring

As yesterday's kick-off time approached almost everyone in Rio disappeared to the nearest television set. Even the joggers ceased pounding the seafloor.

But later they were all back, dancing, smiling and shaking hands while car drivers went even faster than usual, horns blaring and flags flying from windows.

Back to the beach went the barefoot hopefuls, redoubled in their determination one day to wear the yellow shirt of Brazil.

NEW TASK FORCE D.T. 3.7.82 CHIEFS

By Maj-Gen Edward Fursdon
Defence Correspondent

REAR-ADMIRAL Derek Reffell, 53, was appointed Naval Task Group Commander in the South Atlantic yesterday in succession to Rear-Admiral John Woodward, who is expected back in Britain tomorrow.

Maj-Gen. David Thorne, 48, is to succeed Maj-Gen. Jeremy Moore as Commander, British Forces Falklands Islands later this month.

Admiral Reffell has served in destroyers, frigates and minesweepers, and in 1966-67 was in command of the frigate Sirius.

After various staff appointments, he returned to sea in 1974 in command of the carrier Hermes. His last appointment has been as Assistant Chief of Naval Staff (Policy) in the Ministry of Defence.

Army cricketer

General Thorne was commissioned into the Royal Norfolk Regiment, later to become the 1st Battalion the Royal Anglian Regiment, in February 1954. He commanded it from 1972-74.

He has served two tours with the Royal Air Force, and commanded 3 Infantry Brigade in Northern Ireland.

His last appointment, which he assumed in January 1981, has been Vice Quartermaster-General in the Ministry of Defence. An Army cricketer, and capped for Norfolk, Gen. Thorne has also played squash for both Nottinghamshire and Norfolk.

Argentine prisoners

The number of Argentine officers of field rank and above held prisoner is estimated to be 115, Mr Peter Blaker, Defence Minister of State, said in a Commons reply yesterday. Those of General rank numbered five. They are Generals Menendez, Jossre and Parada. Contra-Almirante Otero and Air Force Brigadier Castellano.

9,500 back home

MICHAEL FIELD in Buenos Aires writes: About 9,500 Argentine soldiers captured by British forces in the Falklands have been returned to Argentina. There has been no official "hero's welcome" for them. Most are now being allowed home to their families.

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D.T. 3.7.82

Bignone stands firm on Falklands claim

By MICHAEL FIELD in Buenos Aires

ARGENTINA will never give up its claim to the Falklands, South Georgia and the South Sandwich Islands, Gen. Reynaldo Bignone, the newly installed President, said in his first televised address to the nation.

"In every place and at every opportunity we shall unshakably defend our rights to the islands, he said.

"They must return to the fold of the Motherland. For as long as this is not so our sovereignty is wounded and violated.

"We shall never renounce these pieces of land so dear to the feelings of generations of Argentines and for which now so many have heroically given their lives."

The general, who has been appointed to lead Argentina back to democratic rule, sent out a faint signal of conciliation:

"Those who have understood the value we attach to our cause are and always will be our friends. Those who condemned us or acted with hostility towards us will in future be treated in accordance with the normal process of relations when this is fitting and possible."

Better relations

This appeared to be a hint that the new President is holding the door open to negotiations with Britain and to the restoration of better relations with Britain's ally, America. It may be one of the first, if faint, "positive indications" which the British Government is awaiting before returning about 1,000 Argentine prisoners still held in the Falklands including the commander and former military governor, Gen. Menendez.

After carefully setting out his aims and warning people they must not expect immediate spectacular results especially on the economic and social front, President Bignone dropped his formal style and ended with a more personal message directed, he said, to the millions of citizens watching him at home after a hard day's work.

What's the matter with us Argentines?" he said. It was well-known that the country was privileged yet for many years it had lived in a state of unrest. He suggested people ceased blaming others and look inward at themselves to find the cause of the difficulties.

The main points of Gen. Bignone's address were:

HE HAD ASSUMED THE Government with a clear, concrete mission: to restore democratic institutions by March 1984 at the latest

HE WAS NOT ASKING for backing but needed and would continue to need everyone's help:



President Bignone

HE HAD ALREADY LIFTED the ban on political activity and would immediately arrange appropriate legislation to this effect (this means politicians will no longer be in danger of arrest if they make public speeches);

MONEY and FINANCIAL reform were unavoidable to tackle unemployment and get production going again;

Debt problems

ARGENTINA'S heavy foreign debt (about £22,000 million) would be restricted to ensure that the fulfilment of obligations was compatible with available resources;

HE WOULD TRY to see that when the next constitutional government came in in 1984 it was not overburdened with impossible financial obligations;

IN FOREIGN POLICY he would develop relations with brother Latin-American countries as much as possible.

"It would be Utopian to pretend we all agree on the right economic, social and political solutions. I am sure that tomorrow there will be criticism of my proposals. This does not alarm me. Democracy has a remedy for that and we are on our way to democracy with absolute certainty," he said.

LOOKING TO THE FUTURE IN STANLEY

By A. J. McILROY in Port Stanley

THE armed forces and leading Falkland Islanders have formed a joint "rehabilitation" committee to promote relations between troops and the 1,800 local people.

The committee's aim is to plan future rebuilding of the community and to avoid friction between the 4,500 troops and the population.

Gen. Jeremy Moore, Commander Land Forces, was accompanied by representatives of all arms of the Task Force in the first meeting of the committee.

The Islanders with them were Mr Dick Baker, chief secretary in the government, Mr Harold Bennett, senior magistrate, Mr Harold Rowlands, financial secretary, and a number of others.

The locals have been struck by the sight of soldiers being marched to undertake duties. After the less formal approach of the Commandos and Paratroopers in 3 Brigade, nearly all of them now on their way home, this is a novelty.

History lessons

Children in Port Stanley are back at school and Capt. Michael Froggett, educational officer, Welsh Guards, is teaching O Level history.

Mr John Fowler, superintendent of education in Falklands, is returning after eight years for a rest in Britain. He and his wife both suffered wounds in the bombardments preceding the Argentine surrender.

The British garrison is facing a "serious" accommodation problem. A notice in one government office urges anyone with a room or a bed to come forward and offer it to the troops.

"It is not that any soldiers are without accommodation. Only those on operational duties, such as clearing mines, are living in tented accommodation," I was told.

"But there are civilians who have been so kind that they have taken in between two and six soldiers and we desperately need to thin them out."

AID PLEA TO EEC

By Our Common Market Correspondent in Brussels

Britain has requested Common Market help for reconstruction in the Falklands, applying to a special fund of some £570,000 which the EEC has earmarked for emergency aid to overseas territories and dependencies of member countries. No figure has been put on the claim, which will be determined by the Brussels Commission.

AUSTRALIANS STILL WANT INVINCIBLE

By DENIS WARNER in Melbourne

THE Australian government has not abandoned its efforts to persuade Britain to go through with the sale of the aircraft carrier Invincible, 16,000 tons.

Although Mr Fraser, Australia's Prime Minister, told Mrs Thatcher he was willing to cancel the agreement if Britain still wanted to keep Invincible, the government has now reversed course.

During the past week Mr Fraser and Mrs Thatcher, Mr Ian Sinclair, the Australian Defence Minister, and Mr Nott have been in frequent consultation over the carrier's future.

The Australian position is that the Royal Australian Navy wants Invincible but is prepared to accept delays in delivery until the Illustrious and Ark Royal have been commissioned.

Mr Sinclair said yesterday that Invincible might not be available as soon as the Australians expected but that Britain would be prepared to deliver it at some future and undefined date.

"There has been no decision by either government as to just and in what circumstances the Invincible may be made available," he said.

Australia's only aircraft carrier, Melbourne, 16,000 tons, was decommissioned two days ago. She can be brought back into service only after an extensive refit.

FRIGATE GOES INTO SERVICE

D.T. 3.7.82

A MONTH EARLY

The Navy's latest Type 22 anti-submarine frigate, Brazen, 3,528 tons, was commissioned at Devonport yesterday after being completed a month ahead of schedule.

Brazen was built by Yarrow Shipbuilders on the Clyde and like her sister warships, Broadsword, Battleaxe and Brilliant, is equipped with Exocet and Sea Wolf missile systems. Each can carry two Lynx helicopters and is fitted with six anti-submarine torpedo tubes.

Devonport yesterday welcomed home the BP tanker British Dart, 15,650 tons, one of the first charter ships to return from the Falklands. The vessel is expected to return to the South Atlantic soon.

Times 3.7.82 Special operations of the task force

Secret raid on Argentina?

By John Witherow

On May 18, two days before a British helicopter was found abandoned and burnt out in southern Chile, the aircraft carrier HMS Invincible, on which I sailed as correspondent, went on a highly secret mission to the north west of the Falklands and launched a helicopter with special forces on board which failed to return.

It was announced on board that the carrier was placing men of the Special Boat Squadron on West Falkland on May 19 but informed sources on the ship said the helicopter was heading for Argentina. Unconfirmed reports on the Falklands later suggested the men had landed on the mainland and destroyed a number of Super Etendard aircraft which carried out the Exocet missile attacks on British ships.

There were also reports that some of the soldiers were taken prisoner but this was later denied by Mr John Nott, Secretary of State for Defence.

Michael Nicholson of ITN, who was on board HMS Hermes, said last night that British special forces got close to airstrips on the Argentine mainland and gave early warnings of air raids on the task force.

HMS Invincible had been "inserting" groups of special forces on the Falklands for some weeks before this operation but never with the same degree of secrecy. Naval officers said they were not aware of the ship's course and the bridge that night was darkened to a much greater extent than usual. The vessel was also taking the unusual step of moving without radar which could give away its position.

She returned to join the fleet the next morning and her escort vessel, HMS Broadsword which carries the Sea Wolf missile, signalled by lamp the message "Pray God we were successful".

For security reasons other information was also withheld during the conflict. Invincible, for example, set sail from Ascension Island earlier than expected in case a diplomatic settlement pre-

vented the task force ships from moving farther south.

A high-ranking officer said that Brilliant, Glasgow, Sheffield and Coventry, which had been waiting at Ascension for the rest of the fleet, moved south at speed before April 18 "towards the Falklands so as to stake out a line lest this agreement should take place. During the negotiations that were going on with Mr Alexander Haig, the former American Secretary of State, and Mrs Thatcher it was assessed by the Foreign Office that an agreement might be reached in which the forces were allowed no farther forward." Invincible and Hermes also followed at speed.

disguise one of their own Sea King helicopters as British, arm it with an Exocet attached beneath and slip it into the fleet to attack Hermes or Invincible.

Invincible also travelled most of the way to Ascension Island on only one propeller because a gear box coupling on one of the huge Concorde engines shattered soon after the carrier left Portsmouth — a matter officially denied at the time. It took two weeks for men working round the clock to carry out the immense task of replacing it while at sea, but the Navy wished to keep the information secret in case the information would help the Argentines.

the face of imminent danger, which failed to materialize.

During the fighting on land, other stories which could not be reported included a battle between two sections of Royal Marine Commandos soon after the landing at San Carlos Bay of 3 brigade. One patrol brought mortar fire down on another suspecting them of being the enemy and injured at least four men.

The Special Boat Squadron took on the Special Air Service during the final days of the war as troops advanced on Port Stanley. One man was killed on either side when they attacked what they thought were enemy patrols.

There were unconfirmed reports of British soldiers killing wounded Argentines, more out of compassion than brutality, and of British prisoners being shot by their captors. None of these has been verified by independent witnesses.

By and large most journalists accepted that the censorship imposed during the war was reasonable. It would have been foolish, for example, to report that Argentine bombs were not exploding in large numbers because they could have changed the fuses and possibly destroyed many more ships and killed countless more men.

But the main complaint among correspondents was the delay in getting stories back to London. In some cases this could take several days, despite assurances from Ministry of Defence press officers that they were getting through rapidly. A number of stories also disappeared.

The reporter from the Press Association, the country's national news agency, found on his return that half a dozen dispatches had not reached his office. Michael Seamark of the *Daily Star* had described how he was in a boat moored alongside Sir Galahad when she was hit by Argentine bombers and that an unexploded bomb missed him by yards. The story never reached his newspaper and he had to rewrite it two weeks later.



Falklands successors: Major General David Thorne, aged 48 (left), and Rear Admiral Derek Reffell, aged 53, who will be replacing Major General Jeremy Moore and Rear Admiral John "Sandy" Woodward as commanders of British land and naval forces in the South Atlantic later this month.

Other information which was not revealed at the time included the Exocet decoy, in which the Navy attempted to "deflect" missiles by flying a helicopter alongside the carriers to confuse the missile's radar. Sea Kings were used at first but later a Lynx helicopter fitted with a special reflector was used. "Chaff", a standard technique for blurring a radar screen, was also fired and, on a slightly more desperate note, chaff was released from the funnel with smoke.

The attempts by Argentina to employ every means to hit the carriers led to an alert that they might attempt to

Journalists were prevented from going ashore at Ascension because the Navy was worried they might see the Vulcan bombers and Nimrod aircraft. The Vulcans were later used to bomb Port Stanley airfield and the Nimrods to track the Argentine fleet.

There was one stage when the Argentine fleet was "lost" and the task force expected an air attack from the carrier 25 de Mayo at any time. Once all on board the Invincible were brought to action stations before dawn and the padre's voice came over the tannoy encouraging everyone to be resolute in

Callaghan enters wrangle on access to Falkland papers

By Our Political Reporter

Times 3.7.82

Mrs Margaret Thatcher is to write to Mr Edward Heath, Mr James Callaghan and Sir Harold Wilson over the weekend asking for their cooperation in the release to the inquiry into the invasion of the Falkland Islands of the relevant papers of their administration.

News of the move, which came yesterday after another outburst from Mr Heath virtually accusing the Prime Minister of attempting to distract attention from her own government's responsibility in the crisis, was accompanied by an implicit admission in government quarters that the furor caused by Mr Heath's startling intervention in the Commons could have been avoided if the three prime ministers had been consulted earlier about the use of their papers.

But the realization has in no way lessened Mrs Thatcher's anger at the embarrassing way Mr Heath chose to raise the issue, which she regarded as discourteous, or her belief that he has got his reading of the constitution wrong.

As it emerged yesterday that this latest dispute over the inquiry has again put back, until later next week, an announcement about its membership and terms of reference, Mr Callaghan made another unwelcome intervention for Mrs Thatcher.

In a statement saying that he had "absolutely no reason" to prevent reasonable access to his papers, Mr Callaghan said that the main

Sir Barnett Cocks, former Clerk to the House of Commons, said that the Prime Minister's wish to see the papers of former governments was against precedent. "It would be completely against the conventions of parliament to get the cabinet papers of past administrations and to use them."

concern was whether the Government acted prudently and with foresight to forestall an invasion of the Falklands and so save lives, ships and aircraft.

He added that the defence of British territory was the prime and overriding responsibility of the Prime Minister; he had taken personal and direct responsibility for decisions about defence of the Falklands. "Publication of the way these matters were handled during my administration would prove illuminating."

Mr Heath on BBC radio yesterday said yesterday that no prime minister, however powerful, had the right to order an inquiry into the administration of a previous government.

"If she has been advised that then she has been advised wrongly and it is also contradictory to the advice that previous prime ministers have had." Governments would not be prepared to have confidential discussions if they thought they would be published by a subsequent administration.

Unless Mrs Thatcher was prepared to give a more

satisfactory reason for an inquiry going back to 1965 people would say it was nothing more than an attempt to distract attention from the period of her government, he said.

Mrs Thatcher, however, believes that Mr Heath is wrong on the constitutional issue. Government papers are Crown property and it was for the Government of the day to decide who should have access to them, it was said in Whitehall. The convention was that the Government of the day did not give itself access to the papers of previous administrations but it was for it to decide who would have that access.

In this case it was not the Government which would have access to the papers but the inquiry. Moreover, it was emphasized, the Government party would be in a minority on the inquiry and Mr Heath's assertion therefore that to cover the historical context would prevent a proper examination of the present government's record was wide of the mark.

Officials were at pains yesterday to emphasize that the decision to consult the three former prime ministers was not the result of Mr Heath's intervention. It was said that Mrs Thatcher had indicated that she would as a matter of courtesy be consulting them, and that specifically she had done so in her talks with Dr David Owen, of the Social Democratic Party.

Mrs Thatcher questioned yesterday during a visit to Wales, said it was courtesy to ask Mr Heath if it was all right by him for the inquiry to look at Cabinet and Cabinet committee papers. "I am sure he would be the first person to wish that we have an inquiry that brought out all the relevant information. I hope that no one is going to attempt to hide any single thing."

Mr Callaghan said he had had no approach from Mrs Thatcher "so I do not know her reasons for making such a very unusual request." He indicated that he expects more from Mrs Thatcher's letter than she may be prepared to put in it. He said that Mrs Thatcher would presumably explain the reasons for her request, and also invite my comments on the person who she intends should conduct such scrutiny of papers that are not hers."

There had been no indication that Mrs Thatcher would consult anyone other than the present party leaders over the inquiry membership, if Mr Callaghan insists there could be further delay.

The fury of Conservative MPs over Mr Heath's action was still evident yesterday. Many feel it was disloyal. Mr Ivor Stanbrook, MP for Bromley, Orpington, said Mr Heath had damaged the Government and shown his personal antagonism.

Mr Richard Luce, one of the Foreign Office ministers who resigned after the Argentine invasion of the Falklands, said that although the inquiry would be concentrating on the weeks leading up to the invasion, unless it had the capacity to refer back to other matters, including examination of intelligence material available over the previous 15 years, it would not get the whole picture into perspective.

Mr John Silkin, Labour's defence spokesman, said that it appeared Mrs Thatcher would like the inquiry to examine the causes of wars going back to the Battle of Hastings.

Argentine claim to the Falklands reaffirmed

Times
3.7.82

Buenos Aires, (Reuter) — President Reynaldo Bignone pledged to lead Argentina to an orderly return to Democracy and said it would never give up its claim on the Falkland Islands.

Addressing his countrymen only hours after taking over as President from the deposed General Leopoldo Galtieri, who led Argentina to war with Britain over the islands, the 64-year-old retired General reaffirmed his promise to hand over power to an elected government in March, 1984.

"I sincerely believe it constitutes the only rational and peaceful way to overcome our internal problems and to face in better conditions our external difficulties" he said in a television address.

The military defeat suffered by Argentina in the Falklands has thrown its 28 million people into disarray, prompted politicians to issue fresh calls on the military to speed up return to constitutional rule, and aggravated an already acute economic crisis.

General Bignone, whose soft-spoken tone offered a sharp contrast to his predecessor's barracks-like speech, said he needed help in the difficult mission with which he was entrusted when he was picked by the Army to succeed General Galtieri.

He said he would strive to establish a dialogue with all sectors of society and urged political parties to prepare to assume important responsibilities.

General Bignone, whose first gesture upon taking office was to lift a six-year ban on party politics, said he would start work immediately on a timetable for returning the country to democratic rule.

He is the seventh Army officer to become President in Argentina in six years. General Galtieri lasted only six months, he was due to relinquish power in 1984 but lost the support of his Army colleagues after Argentina's defeat in the South Atlantic.

The Navy and Air Force, which had ruled Argentina jointly through a three-man junta since the coup of March, 1976, have pulled out of government affairs after objecting to the Army's choice of another general as President. They favoured a civilian for the job.

But the new Argentine leader made no reference to the rift in his 20-minute speech which dealt at length, but in vague terms, with economic issues.

He promised to put into action what he called mechanisms aimed at reactivating the economy, increase productivity and eliminate unemployment, but he gave no details.

He also announced a rescheduling of Argentina's \$36,00m (£20,000m) foreign debt, one of the highest in the world and equivalent to three and a half years' exports.

On the Falklands issue, he stuck to the official line that Argentina would never renounce its territorial claim. "We shall never renounce these bits of land so dear to generations of Argentines and for which so many heroically offered their lives", he said.

But he failed to make clear whether Argentina would formally accept a cessation of hostilities.

The Argentine Cabinet sworn in yesterday is as follows:

Interior: Major-General Llamil Reston;
Economy: José Maria Dagnino Pastore;
Foreign Relations: Juan Ramon Aguirre Lanari;
Defence: Julio Martinez Vivot;
Public Health and Environment: Horacio Rodriguez Castells (unchanged);
Justice: Lucas Jaime Lennon (unchanged);
Labour: Hector Francisco Villaveiran;
Education: Cayetano Licciardo (unchanged);
Public Works: Carlos Conrado Bauer;
Social Welfare: Adolfo Navajas Artaza.

Argentine PoWs likely to end up in Britain

Times 3.7.82 By David Cross

Between 500 and 600 Argentine prisoners of war who were embarking on British ships off the Falkland Islands yesterday are now expected to head for Britain.

The Argentines, mainly officers and other key military personnel, represent the final batch of some 11,000 troops captured during the recent conflict in the South Atlantic. The Government intends to hold on to them until the authorities in Buenos Aires pledge a formal and complete end to hostilities.

Mrs Thatcher and her government colleagues had been hoping that the new Argentine leadership, whose president, General Reynaldo Bignone, was sworn in on Thursday, might be able to

make such a pledge before completion of the evacuation of the final contingent of prisoners from the Falklands. But, according to Whitehall officials, British requests for such a promise had not been met.

The loading of the Argentines on to British vessels was expected to be completed by today and then a decision taken on their final destination. If Buenos Aires gives a last-minute confirmation that hostilities are at an end, the ships will set sail for Argentina.

But failing this they will probably head north first for Ascension Island and then Britain. Any stay on Ascension would be short because of the absence of proper accommodation.

Falklands day considered

Times
3.7.82

The Prime Minister is considering the possibility of a public holiday to celebrate the repossession of the Falkland Islands and the return of those who fought for them. A decision will be made soon.

Conqueror: Why we sank *Falklands* General Belgrano

S. Teleg
4.7.82

S. Teleg 4.7.84
**defeat
'not end
of war'**

By CATHERINE STEVEN

THE nuclear powered submarine Conqueror, which sank the Argentine cruiser General Belgrano in the first action of the Falklands campaign on May 2, returned home to Scotland yesterday flying a "Jolly Roger"-type flag to denote a victorious mission.

Minutes after docking at the Faslane submarine base on the Clyde, Commander Christopher Wreford-Brown, 37, the captain, spoke of his pride in sinking the Argentine ship, which was sunk 30 miles outside the total exclusion zone. More than 300 Argentine seamen were lost in the attack.

Admitting officially for the first time the submarine's major role in the war, he said: "I will admit proudly it was us who sank the Belgrano."

"It was outside the total exclusion zone and I was under direct orders from the Commander in Chief, Fleet, which were confirmed by me. It was direct orders from above. I feel we did the right thing, there is no doubt about that."

A naval spokesman said: "The Belgrano and her two attendant destroyers were all armed with Exocets and posed a very real threat to the task force. Exocets are very easy weapons to mount on board ships."

The Conqueror's patrol flag as a skull and crossed torpedoes, the white silhouette of a warship, a white dagger, denoting a clandestine operation, and an atomic symbol, because the submarine is nuclear-powered.

It was the first patrol flag flown since the war.

The Conqueror, which left British waters on April 4, was sent to the Falklands to defend surface ships round the exclusion zone.

Submarines had been shadowing the Argentine cruiser for more than a day before the attack.

FIRST ATTACK

Commander Wreford-Brown reported the General Belgrano's position and movements to fleet HQ at Northwood, Middlesex, and, following instructions from Admiral Sir John Fieldhouse, who was in charge of the entire campaign, fired on the vessel in the first war attack ever by a British nuclear-powered submarine. Two torpedoes sank the General Belgrano, although it is believed that others were fired.

The General Belgrano was escorted by two other Argentine vessels. These fired depth charges at the Conqueror.

Commander Wreford-Brown said: "The Belgrano did not go into the exclusion zone. When the decision was made to attack her I did so. I believe we saved a considerable number of lives among the British Task Force by this action."

"Obviously I have thought a lot about the loss of life. The feeling on board after the attack was one of jubilation followed later by regret for the loss of lives."

The submarine was welcomed by 500 wives, friends and relatives waiting on the jetty while a Royal Navy band played "Nautical Airs". Commander Wreford-Brown was presented with a bottle of

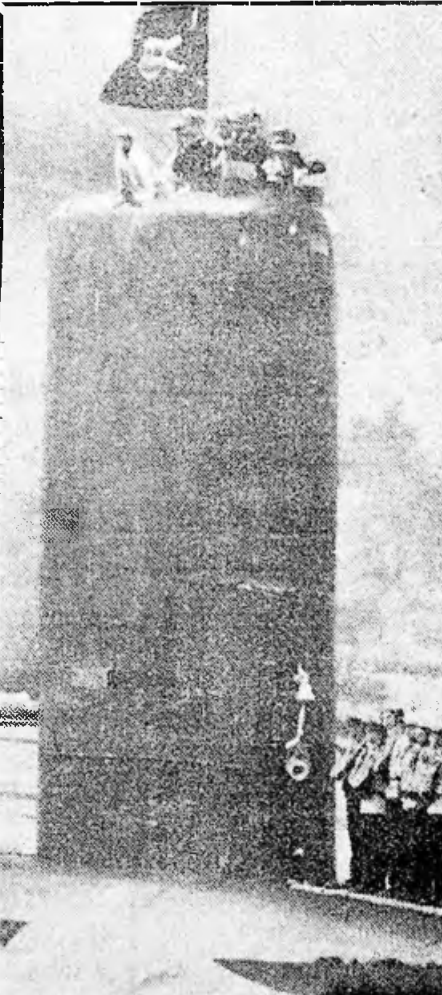
champagne as he walked ashore by the Flag Officer Submarines, Vice-Admiral Peter Herbert.

The commander, who had grown a beard during the campaign, looked pale after 90 days at sea. He was welcomed by his wife Jenny and their three children.

Lieutenant Michael Garland, Weapons Officer, said: "I much preferred to have been in this submarine than in a warship. I felt much safer with her."

For one member of the crew, Lieutenant Jonathan Powis, 26, the submarine's navigator, yesterday held an emotional moment when he met for the first time his daughter Megan, who was born on May 15. While his wife Margaret, 28, was giving birth to their daughter, Lieutenant Powis was 200ft under the surface of the sea.

The captain of the submarine gave him special permission to open two bottles of champagne to celebrate.



THE COMMANDER of the air base at Mar del Plata has called on young recruits in his unit not to forget "the real enemies of Argentina" and assured them that the defeat in Port Stanley "is not the end of the war."

Recognition of Argentine sovereignty and the definitive incorporation of the Falklands, South Georgia and the South Sandwich Islands must be a permanent objective of the republic, he said.

The belligerent speech by Commodore Fabian Tolaba, the base commander, though an isolated event, is an example of the varying moods in the armed forces, producing a disunity which is the greatest danger to General Reynaldo Bignone and his Government.

The president's first address on television has been generally welcomed for its lack of arro-

gance and evident sincerity but there is widespread scepticism that his gradualist approach to the restoration of democracy can work.

There is a strong feeling that Argentina's internal problems should be given absolute priority. For this, the army needs the full co-operation of the air force and the navy in order that Government decisions can stick.

A. J. McILROY reports from Port Stanley: An Argentine engineer corporal was in hospital yesterday after a mine exploded near Port Stanley. He was walking near the Argentine officer who had laid the unmarked minefield when he trod on the mine.

He was a member of the combined British and Argentine party marking the perimeters of Argentine minefields.

A Gurka soldier has been killed clearing mines and four British servicemen have been injured.

Sitting it out in the enemy capital

IT was about the tenth week when someone among us wondered, in an offhand sort of way, whether his car was still in the car park at Heathrow Airport. None of the British Press corps in Buenos Aires, most of whom spent nearly three months in the Sheraton Hotel, thought the Falklands crisis would last that long—or turn out in the way it did. Pity the poor boys on the boats, we thought, in the beginning. Week after boring week at sea, then a negotiated settlement and no story.

In the end it was Buenos Aires that emerged as the more frustrating dateline, and, despite sporadic beatings-up and kidnappings, the safer venue by a long chalk. But in its way, it, too, was a memorable experience. Foreign correspondents are not normally accorded the privilege of a presence in the enemy capital when one's country is at war, and, although military information was tightly restricted, it was, at least, possible to walk the streets to see and hear how people were reacting to events.

Given the level of patriotic fervour, it was astonishing that reactions were not more violent. On the night the General Belgrano went down one tended not to speak English in public places, but apart from the sort of cold-eyed hostility that brutish security men specialise in the world over, Buenos Aires kept its head. On other occasions when rioting mobs were confidently predicted—the first British air attack on Port Stanley, the San Carlos landing, Goose Green, and, finally, the surrender itself—you could sense the volatility of the atmosphere. But, again, there seemed no spark to ignite it.

The value of the military information released in communiqués was dubious, but it remained the only available Argentine view of the war. In the early days it had been possible to travel to the southern ports (where three British journalists were imprisoned for carrying out their normal duties) but soon even this source of first-hand information dried up. Security precautions became impossible (almost everyone was picked up at some stage for loitering with intent to report) and then the southern half of the

PETER TAYLOR reflects on the eleven weeks he spent in Buenos Aires reporting the Argentine crisis. Although in a very different theatre from the war correspondents, those in Argentina also faced some daunting moments . . .

country was placed out of bounds altogether.

And so the communiqués—heralded on television by martial music and the insignia of the armed services wrapped around a flaming torch—became a part of the daily viewing diet, along with Argentine television commercials (which unaccountably feature wiggling girls' bottoms in order to sell a wide variety of products), and intense soap operas of interminable length. At 7 pm the agreeable "official spokesman," Captain Enrique de Leon, would sit behind his "Flaming Torch" desk in the Press room and agreeably fail to illuminate so completely that he quickly earned the sobriquet "Captain Zero."

In retrospect, our moods tended to ebb and flow with the news from the front. When the Task Force appeared to be doing well, there was a sense of elation: surely the Argies would see sense and chuck it? Other days, when one's wild imaginings had the war in the Falklands and the Middle East war lighting the fuse for a global confrontation, conversation around the dinner table was distinctly glum. Very often the cloud was lifted by someone inserting the catchphrase attributed to a British soldier in the Falklands, and greatly relished in Buenos Aires: "Good 'ere, innit?"

It wasn't so bad. The only real apprehensiveness was in large crowds, especially those engaging in activity which one could hardly join in—such as chanting anti-English slogans, or singing the Argentine national anthem. You can get very tired of unremitting nationalism, and I, for one, took positive delight in observing the ubiquitous Argentine flags getting grubbier and tatter as the weeks wore on. Other people had the same idea. A widow, the mother of two sons who died in the conflict, made a point of stamping on the flag before committing suicide.

Sometimes you merely wondered who was supposed to be in charge. The kidnapping of a TV crew—dumped naked 50 miles from the city and subsequently accorded an ex-

clusive interview with President Galtieri by way of compensation—made the head spin a bit. Ford Falcons (the cars associated with these snatch squads) were never looked at in quite the same light again, but the incident probably aroused more professional envy than fear. The bodyguards that Galtieri thoughtfully provided for overseas journalists sat sour, bored and unmolested in a room at the Sheraton. Some of us were intending to take them out to lunch as a sort of good turn, but never got round to it.

Still, in a country where 16,000 people have disappeared it is as well to be careful. Towards the end one remembered with amazement the fierce arguments with Argentines in the first weeks of the crisis about the sanctity of international law and so on. "You've blown your chance!" bellowed the bull-like man in the London Grill, where the jars of pickled onions on the counter are larger and grander

than any in London. "Life is a series of opportunities. The ones you don't take, you lose!"

Later on, numbed by the pace of events, you could meet someone in the lift who said casually, "Argies say another frigate's gone," and barely raise an eyebrow. You could watch the busy little harbour—a scene of great tranquillity and beauty when the Argentine navy's three-masted schooner, the *Libertad*, sailed in—and at night listen to long freight trains squeaking and grunting through the shunting yard.

Nothing of it really hangs together. There is only a loose kaleidoscope of impressions: The man, who, in the middle of the riot outside the Casa Rosada, walked through the tear-gas selling flasks of coffee as though it was the most normal thing in the world; the family restaurant where the fat German violinist played "Danny Boy," it being, as he said, the only English tune he knew. When the end came, most of Argentina was watching the World Cup. The news of the surrender at Port Stanley didn't even interrupt the match between Russia and Brazil.

S. Teleg. 4-7-82

How Ireland came to grief in the South Atlantic

ISLAS MALVINAS. The words tripped liltily, mockingly off Irish tongues during those spring weeks of mealy-mouthed UN initiatives and teasing Mrs T. But the hydra-headed Falklands Effect gets everyone in the end.

Ireland's early lifting of sanctions against Argentina has provoked thousands of British tourists to cancel holidays here and there have been squeals of rage from the business community about British consumer resistance to Irish exports. The gratitude of the Federation of Irish-Argentine Societies is scant consolation.

Apart from the direct hit on Anglo-Irish relations ("They're always at a new low," said one cynic), the threat of losing business with Britain comes at a time of chronic inflation, 21 per cent, and unemployment, 12 per cent. Ireland's economy

By **EDWARD STEEN**
in Dublin

is rapidly heading for collapse. Last week the budget deficit reached £700 million, more than the target for the whole year and there were ominous rumbles from Brussels about public spending here being more out of control than in any other European country. The punt continues to sink; one pound, the price of a pint, was 85 British pence when I last looked.

Exports are hit

Mr Austin Deasy, foreign affairs spokesman of the Opposition Fine Gael party, thinks that the Government's "unhelpful and unfair" attitude has probably done more serious damage than is being admitted. IRA outrages, like the Mountbatten murder, were forgotten fairly quickly, "but this action is by the elected Irish Government; thinking people in Britain resent that. It is taken much more seriously."

There are, in fact, few clear-cut instances of export orders—40 per cent of Irish trade—lost as a direct result of the new animus against the Irish. The recent evaporation of a £1 million order by Woodfab, a timber exporter in Wicklow, was one; but most

firms grumble anonymously and unverifiably. Typically, a leading manufacturer, near Dublin said he had been informed by a major retailer in Britain that all deals with Ireland were off. His salesmen met frequent insults—"it is bad enough having Northern Ireland on our hands, but now to have this problem, which is of our own making, is thoroughly disgraceful." He had lost £250,000 worth of business, he said.

The Irish Dairy Board is incensed that the British Agriculture Secretary, Peter Walker, singled out Kerrygold as an example of a foreign product when he urged Britain to buy British. Identifiably Irish products are especially vulnerable. But a British diplomat here said sceptically that "the Falklands might just tip the balance in marginal business decisions, but memories are not all that long."

More tangible damage has been done to tourism: a fortnight ago Aer Lingus cancelled 15 flights on the London-Shannon route; just over a million Britons visited Ireland last year and spent a total of £125 million. One senior Irish Tourist Board official admitted privately he feared this year's decline could be as high as 10 per cent.

Irish-American tycoon and hotelier Jack A. Mulcahy is especially critical of the Government: "Damn right I'm critical," he boomed down the line from his luxurious Waterville Lake Hotel in Co Kerry. "It's a catastrophe to have the English staying away in droves. Yes, I've had cancellations, I'm not worried about myself, but I am sure as hell worried about the rest of the hotels. Not taking the F.E.C. and British side over a couple of miserable rocks

Thank you, Ireland

Finally, for the best part of the last 20 years England deliberately dragged her feet on the negotiations and shouted diatribes against Argentina because she rightfully recovered the Malvinas Islands after 149 years of patient waiting. England has now taken them again by force as she did in 1833.

THANK YOU, IRELAND. Argentines without distinction of race or creed will remember your stand for their country.

Federation of Irish-Argentine Societies.

NOTE: The cost of this Open Letter has been defrayed by the contributions of Irish nationals and Argentine nationals of Irish descent all resident in Argentina.

Extracts from an advert in an Irish newspaper recently.



HAUGHEY: his sense of timing deserted him.

in the Atlantic is so bloody stupid."

Mr Mulcahy, 75, first gave vent to his rage at the opening of a new conference centre a week ago. Mr Des O'Malley, Trade and Tourism Minister, was reported to have applauded. Did he? "He sure as hell did."

Haughey hated

Mr O'Malley is one of the many thorns in the side of Mr Charles Haughey, the Irish Premier. Mr O'Malley is the most serious of the Fianna Fail plotters waiting for a suitable moment to topple him. Indeed, Mr O'Malley's applause is probably more significant even than Mr Mulcahy's eloquent lament for lost tourists.

Business hatred of the Haughey Government has led to a certain overstatement of the Falklands Effect on the economy. The real victim of the South Atlantic is Mr Haughey himself, recently dubbed the "Evel Knievel" of the political world." His sense of timing may simply have failed him on the Falklands.

At the end of April the Irish were joining in the Euro-game of implying a trade-off between sanctions against Argentina and British concessions on farm prices; the other ball in play was the crucial Dublin West by-election. Catering for anti-

British sentiment and avoiding any hint of supporting a British military effort (especially over a "colony") seemed important.

The sinking of the Argentine cruiser General Belgrano on May 2 moved Defence Minister Paddy Power to announce that the British were "very much the aggressors now," and should get off "this little island of ours as well," he said, for good measure. Mr Haughey disavowed that, but the sinking gave him an escape route from sanctions.

On May 4, protesting neutrality—a sacred but rather Janus-faced cow—he demanded an end to EEC sanctions and a ceasefire; both were anathema to London. A few hours later the Sheffield was sunk and balanced the misery. Finally, only Ireland and Italy dropped sanctions. Mr Haughey had misread the mood in Europe—and in Ireland. Mrs Thatcher won the Falklands war and Mr Haughey, after all that, did not win Dublin West.

Last week, the man who lavished silver teapots on Mrs Thatcher at his first meeting with her in 1979 and claimed that he alone could square the Northern Ireland issue, was cold-shouldered by Mrs Thatcher in Brussels. Anglo-Haughey relations have sunk to an all-time low.

London may not have to wait long for a new partner, probably the dull but honourable Fine Gael leader, Dr Garret FitzGerald. Up till now Dr FitzGerald's political naivete has saved Mr Haughey's bacon, indeed, returned him to power this year after only seven months of Fine Gael government. Dr FitzGerald chose to fight the election on the issue of new taxes on children's shoes, inter alia . . .

But wrong-footing on the Falklands issue damaged Mr Haughey's reputation as the supreme fixer and puller of strokes. Last Thursday night he comfortably—84 votes to 77—survived a no confidence motion in the Dail. This despite the latest scandalite about phones he installed two years ago which allow him to eavesdrop on deputies.

He should also win the Galway East by-election called for July 20.

But sooner rather than later he will be forced into imposing taxes and spending cuts which his four independent Left-wing cohorts in the Dail cannot stomach. The prospect is of the third general election in a year. And Ireland's Evel Knievel looks unlikely to jump this last line of double-decker buses.

Showing a Falklands

factory spirit

9. Teleg. 4.7.82

THE Falklands crisis has certainly vindicated the boast of small businessmen that they can react quickly to any new developments and have a special rapport with their workforce.

A myriad of small companies, making everything from sophisticated missile gadgetry to the clothes worn by British servicemen, responded to an avalanche of Ministry of Defence work with a spirit reminiscent of the Battle of Britain.

This "Falklands factor" materialised in small companies up and down the land. Take Sabre Safety, a small company in Aldershot making a range of safety equipment such as breathing sets. The Navy had originally planned to purchase 2,000 of its Elsa (Emergency Life Support Apparatus) sets, but a week after the sinking of the Sheffield, this was increased to 11,000. Since the Elsa gives a person trapped in a fire eight minutes of extra air,

the Navy's urgent interest was obvious.

Sabre's problem was how to increase production of the Elsa from 50 to 2,000 a week to accommodate what was a £1 million contract, a big one for a company with a 1981 turnover of around £2 million.

Yet by augmenting its 76 strong workforce with 11 extra staff, working up to seven days a week and getting the co-operation of suppliers, Sabre was able to deliver—ahead of schedule. Remarkably, it has also been able to maintain production of its other products.

A similar story is told by Peter Lockey, joint managing director of Newcastle-based Berghaus, which specialises in high-quality rucksacks. Before the Falklands crisis, around 700 special rucksacks had been sold to what Lockey terms "specialist units" of the army.

A week before the Queen

Elizabeth II sailed, Berghaus was asked if it could produce another 3,000 rucksacks. Back came the answer that this was impossible in such a short time. The MoD persisted and asked if it could have 600.

Lockey believed this was still impossible but a mass meeting of the rucksack section of his 280-strong workforce convinced him it could be done. By working from dawn to dusk over a weekend, the 600 rucksacks were finished on a Monday morning in time to sail with the QE2.

Now the fighting has ended, Lockey has had a letter from a satisfied "customer" in the Falklands who "yomped" the 70 kilometres from the San Carlos beach-head to Stanley. The soldier wrote of carrying 60lbs of ammunition and 60lbs of equipment in comfort, using a Berghaus rucksack.

Berghaus, like Sabre, bears out Lord Lever's well-known

view that small businesses will generate the future employment opportunities. In the last nine months, the workforce has increased by 33 per cent.

Likewise, at the really small end of small business, Salcombe Marine, based in Salcombe, Devon is enjoying a boom in its business of servicing life rafts and inflatable assault craft. Its staff of 14 saw their work on repairing assault craft more than double, necessitating six-day working.

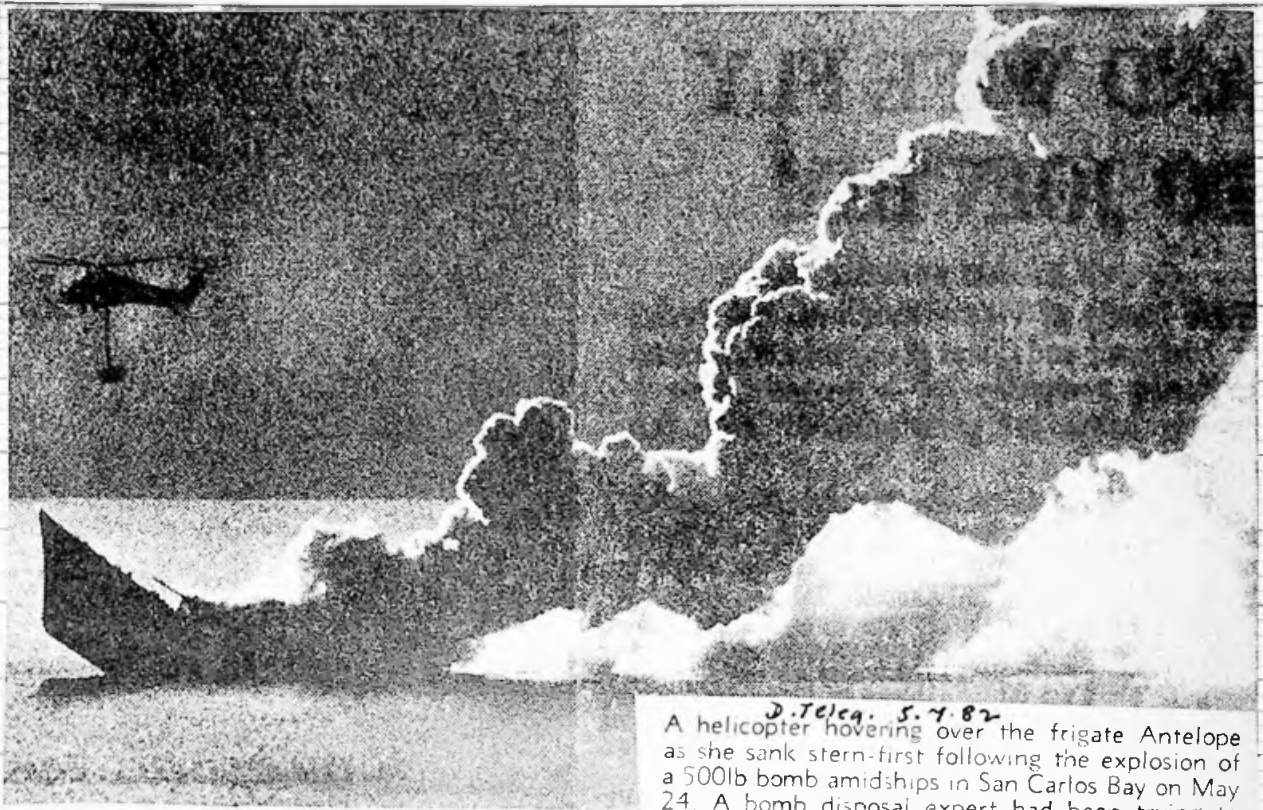
Transferring staff quickly helped Salcombe Marine cope with 30 assault craft in a month. Additionally, the company serviced 20 life rafts for the requisitioned merchantman, Rangatira, on a Monday and managed to deliver them by the following Saturday night.

These examples illustrate the speed and flexibility small businesses can employ when the need arises. And while patriotic sentiments obviously motivated the staff, good internal communications played a part.

In January, Sabre's chairman Robert Wilson started monthly meetings for directors and managers down to the foreman level. Here, he says, details of "order inputs, orders shipped, the profit/loss account and cashflow for the month are discussed." And whereas, in the past, the engineering division might not know what marketing was doing and vice-versa, now "all doubt has been eliminated."

Berghaus tries the Japanese "quality circles," though dubbing them "action groups." These are fortnightly meetings to review the production mix and the quality of production. Lockey reckons these meetings are vital, so he doesn't fall into the "communications pitfall" and lose touch with his 280 staff.

The great hope, of course, is that the Falklands spirit of working together will continue now the fighting has ended. Clearly there is more chance of it taking permanent root in small companies.



D. Telc. 5.7.82
A helicopter hovering over the frigate Antelope as she sank stern-first following the explosion of a 500lb bomb amidships in San Carlos Bay on May 24. A bomb disposal expert had been trying to make it safe after it had failed to explode on impact during an Argentine air raid.

Belgrano escort fled, Times 5.7.82 says Woodward

The reason for the heavy loss of life on the Argentine cruiser General Belgrano, sunk during the Falklands conflict, was, because its escort ran away, Rear-Admiral John Woodward, commander of the British naval forces during the conflict, said on his return to Britain last night.

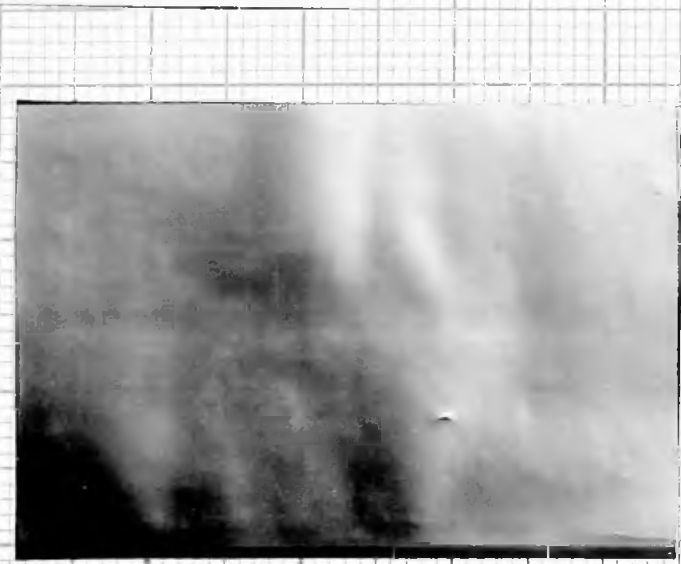
Admiral Woodward, speaking on his arrival at RAF Brize Norton, Oxfordshire, from Ascension Island, also denied that he had ever predicted the recapture of the Falklands would be a walkover.

"You shouldn't believe everything you read in the papers," he said. "The only

time one could talk of a walkover was if one's opponent did not turn up for a battle".

The Press Association reporter, Peter Archer, who interviewed Admiral Woodward on board HMS Hermes, said there was no doubt the commander had used the word "walkover."

Admiral Woodward was asked what lessons he had learnt from the operation. He said: "I think the most significant thing brought home to me was what Argentina was about; how they misled, how they treated their own people and their prisoners."



All clear for the 'Times' Jolly Roger 5.7.82

By Henry Stanhope and Jonathan Wills

It was thought unlikely in Whitehall last night that the commander and crew of the nuclear submarine HMS Conqueror would be reprimanded in any way for returning to the Clyde on Saturday flying the Jolly Roger to denote their success in sinking the Argentine cruiser General Belgrano in the South Atlantic.

This lighthearted approach to a serious action is a traditional practice that began during the First World War as a private joke among submarine crews whose activities were looked upon by the rest of the Royal Navy as little short of piratical.

The Skull-and-Crossbones denotes a "kill". Submariners devised their own symbols to define their mission more precisely, a white bar signalling a strike against an enemy merchantman, a red bar being the sign of a sinking of an enemy warship, a dagger to indicate cloak-and-dagger operations and so on.

As many as 40 of these unofficial standards are on display in the submarine museum at Gosport. In recent years at least two boats have flown the Jolly Roger on returning from exercises during which they have "sunk" vessels on the other side. But this is the first time for many years that a submarine has returned with an actual "kill" to record, and certainly the first nuclear vessel.

As Commander Christopher Wreford-Brown, aged 37,



Flag of pride: The Conqueror's jaunty record of success

was piped ashore to an emotional welcome, he told reporters: "I would admit proudly that we sank the Belgrano. She was a threat to the task force, she had been steaming towards them, and I had been watching her for a few hours beforehand." The General Belgrano and its escorts were carrying Exocet missiles.

Commander Wreford-Brown said that he regretted the great loss of life on the Argentine ship, but he was quite certain his action had saved considerable loss of life from the task force ships.

Sub's captain tells how he sank the Belgrano

D. Teleg. 5.7.82

By GERALD BARTLETT
COMMANDER Christopher Wreford-Brown, 37, captain of the hunter-killer submarine Conqueror, 4,500tons, which sank the Argentine cruiser General Belgrano in the first action of the Falklands campaign, was still with his vessel last night, supervising initial maintenance operations.

After the submarine's rapturous welcome at Faslane, Scotland, on Saturday, the crew went on immediate leave varying from three days to three weeks. The captain is expected to start "a short leave" later today.

Minutes after his nuclear-powered submarine docked after returning from the Falklands, the captain said: "I will admit proudly that it was us who sank the Belgrano."

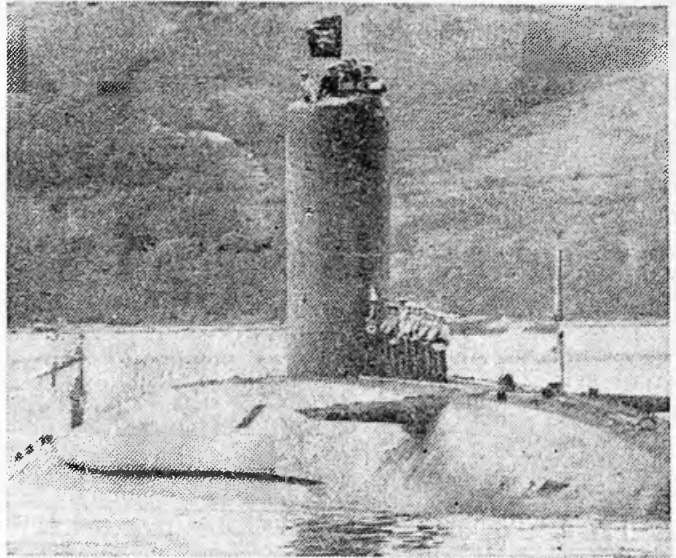
The 13,000-ton cruiser was sunk on May 2, 50 miles outside the total exclusion zone with the loss of at least 368 lives among her crew of 1,042.

The Conqueror, arrived at Gare Loch on the Clyde flying a Jolly Roger patrol flag denoting a successful mission. Cdr Wreford-Brown said: "I was under direct orders from Fleet Headquarters, and they were confirmed by me before I went into the attack."

"She (General Belgrano) was a threat to the Task Force. She had been steaming towards them and I had been watching her for a few hours."

"Although there was obviously a loss of lives on board her, which I regret, I certainly saved a considerable loss of life from the British Task Force and a potential threat from Exocet missiles with which she was armed."

Cdr Wreford-Brown, said there was "something like jubilation" on board the submarine after the sinking, but



The Conqueror flying the Jolly Roger.

this became mingled with regret when people thought about the loss of life.

The Captain was earlier piped ashore to a champagne welcome from Flag Officer Submarines, Vice Adml Peter Herbert.

He was hugged by his wife, Jenny, and two of his three children who had travelled to Scotland to welcome him from their home in Modbury, near Plymouth.

Ldg Weapons Electronic Mechanic George Carruthers, from Coventry, described the situation on board after the sinking of the Belgrano.

"Everyone felt good," he said. "We were relieved we got away. After a time we heard an almighty bang. We thought it might be depth charges dropped by aircraft

but it could have been the ship's magazine blowing up."

OUR DEFENCE CORRESPONDENT writes: By flying the Jolly Roger the Conqueror was reviving a custom initiated in the 1914-18 war by the then famous Royal Navy submariner, Max Horton.

Submarines returning to port from patrol flew the Jolly Roger, carrying a code which depicted any particular successful operation in which they had been involved.

Many submarine captains had their own personal variations of code, but normally a white bar added to the skull and crossbones denoted an enemy merchantman sunk, a red bar signified an enemy warship sunk and a dagger — as displayed on Saturday by the Conqueror — meant completion of a successful "cloak and dagger mission."



Conqueror's captain, Cdr Christopher Wreford-Brown, and (below) her Jolly Roger sporting the Argentine cruiser General Belgrano and a dagger signifying completion of a cloak-and-dagger mission. Torpedoes replaced the crossbones.



supports our lads • The paper that supports our lads

Big Jim blames Maggie

Continued from Page One

intelligence agencies had been kept so short of money that they could not do their job properly and warn the Government that an Argentine invasion was on the cards. He told MPs: "The intelligence services and the budget of the intelligence services are the responsibility of the Prime Minister."

Courage

As MPs gave the go-ahead for a six-man inquiry into the war, Labour deputy leader, Denis Healey, said:

"If it is shown that the Government failed in its responsibility, I hope the Prime Minister will show the same courage in accepting its implications as Lord Carrington did three months ago."

Mr Callaghan said he thought Mrs Thatcher had not done enough to convince the Argentines that an invasion of the Falklands would be followed by all-out British military action.

He gave a detailed account of how as Prime Minister in 1977 he had ensured that Britain had stationed ship off the islands during negotiations with Argentina.

Mr Callaghan said this was to help Labour minister Ted Rowlands who was conducting the talks.

Welcomed

Mr Callaghan blazed: "That is what the Labour Government did."

"And yet the other day, the Prime Minister's response in this House was to hurl across the Despatch Box a smear that we would never have fired a shot."

Glaring across the chamber at Mrs Thatcher, he said: "Let me tell you—if we had been in power we would not have needed to."

"The junta would not have invaded if they had known what our response was going to be."

FALKLANDS 50 TO QUIT

MORE than 50 Falkland Islanders are ready to quit because they are frightened of a new Argentine invasion. Civil commissioner Rex Hunt told of their fears in a local radio interview at Port Stanley. He said the frightened people will be taken by ship to the British military base on Ascension Island.

The windswept Falkland Islands have a population of about 1,800, mainly sheep farmers. Mr Hunt said they were receiving many offers of help — ranging from new stocks of sheep to cases of rum.

DEAD HEROES TO COME HOME

A para padre is top shot

A CRACKSHOT para padre beat the army's top marksmen yesterday.

And the Falklands veteran did not even carry a rifle during the battle for the islands.

The Rev Major David Cooper of 2nd Parachute Battalion led a three-man rifle team to victory at the army championships in Bisley, Surrey.

Hope

He also shared the top score of 143 out of 150 with two other marksmen.

They will shoot it out today to decide who wins the individual rifle trophy.

The paras latest victory came less than 48 hours after landing back home at RAF Brize Norton from the South Atlantic.

By DAVID KEMP

MOVES to bring back the bodies of British heroes who gave their lives in the Falklands war were welcomed by grieving relatives yesterday.

Wives, mothers and sweethearts received the news—announced in the Commons by Premier Margaret Thatcher—with joy and relief.

Originally, it was expected that the dead would be buried in the traditional way—in a war cemetery near the battle-

field. But some relatives pleaded with the Government for their menfolk to be returned to England.

So Mrs Thatcher stepped in—and agreed to let them choose.

But the Prime Minister said: "Where next-of-kin wish the bodies to remain in the Falklands, they will be buried with all due ceremony at the capital Port Stanley."

Claim

And she repeated the Government pledge to provide free facilities for families who wish to travel the 8,000 miles to visit the graves at a war cemetery.

Mrs Sara Jones, whose husband the legendary Colonel "H" was killed in the Falklands fighting, said:

"I am so pleased... families can now make up their own minds and not have made them made up for them."

Mrs Jones, 40, added: "We had a family meeting and decided it would be better for 'H' to be buried where he fell in the Falklands, and I do not think this decision by the Prime Minister will alter our feelings."

Plan

Mrs Alice Fletcher, whose son Mark, 21, died in the fighting, said: "Thank God."

"I have been campaigning with petitions and even threatened legal action to bring Mark's body home."

Mrs Marjorie Walker, of York, whose 20-year-old Guardsman son Andrew was lost on the Sir Galahad, said: "We should love to make a pilgrimage to see where Andrew died."

THE ARGIES FREE HAWKER PILOT

The only British prisoner of war captured during the Falklands battle was freed yesterday.

RAF Harrier ace Jeffrey Glover, 28, flew to Uruguay's capital Montevideo on the first lap of his journey home.



In love... Falklands hero Mark and sweetheart Adrienne, reunited yesterday

JUMP-JET pilot Mark Hare, back from dodging bullets in the Falklands, has landed in a spot of bother... with his sweetheart.

Folk singer Adrienne Webber thought the Harrier hero had popped the question in a hastily-written letter from the front line.

So 27-year-old Mark had to bring her down to earth with a bump and explain that she had got their marriage lines crossed.

But that doesn't mean that the couple won't be winging their way down the aisle soon.

Question

For Mark—a flying ace based at Wittering, Cambridgeshire—vowed: "I'll shortly be popping the question."

Adrienne, 30, who has toured with stars like Leo Sayer, explained the muddle.

"There was a paragraph in the letter I

By JOHN SCOTT

couldn't read," she said. "But I thought it was a proposal."

The couple were reunited yesterday after Mark flew home from the South Atlantic.

Their love story very nearly didn't have a happy ending.

A bullet crashed into Mark's plane over the Falklands, missing his head by inches.

And he was hit six times during a series of low-level missions.

JET ACE

MARK

LANDS IN

WEDDING

MUDDLE

21 July 82

Telegraph

Commons Sketch

LYNCHING PARTY AWAITS FRANKS VERDICT

By EDWARD PEARCE

THERE is a certain tingling in the fingers of senior politicians, leaders of opposition parties like Mr Foot, Mr Jenkins and Mr Heath, at the hope, the dream, of being able to lynch Mrs Thatcher as a result of the Falklands inquiry.

Orthodox Labour men, like Mr Nigel Spearing, believe, of course, that Lord Franks will be holding a discreet court in an assembly of politic pussycats, and Mr Alex Lyon genially suggested that each

Prime Minister for the last 20 years had his own individual cover-upper.

But most of the day was given over to Thatcher-bashing.

There were the rubber shillalah of Mr Denis Healey—"Will she not follow Lord Carrington in his honourable course?"—and the playful 16 oz gloves of Mr Michael Foot—quoting a character in one of Victor Hugo's novels who had heroically saved a ship from attack and had then, very properly, been first decorated and then shot.

There were also the elderly mousetraps of Mr Heath, reminding Mrs Thatcher that intelligence networks were to be investigated, responsibility for that resided with the Prime Minister; and there was Mr Callaghan full of bluff, self-serving open-hearted disingenuousness, making a purely patriotic non-partisan speech from which obscurely the Labour government of 1976-79, the name of whose leader ships one's mind, emerged in a glow of rectitude, foresight and purity of soul.

Argentine threats

In terms of actually saying something and making a case, the really interesting speech came from Mr Ray Whitney, who manages the horrific undertaking of being sincerely loyal to both the Foreign Office and Mrs Thatcher.

Since so much is supposed to turn on the threats made by the Argentines, he ran through a handful of incidents in this boring old past which Mr Heath is so keen for us not to investigate.

British ships barred from an Argentine port and shots fired across the bows of another British ship.

The impression of the Argentines doing a King Lear with additional fireworks every few years grew with Mr Whitney's speech. One had an image of them threatening to do such things, what they were yet they knew not... and then suddenly doing them.

The nice part of a rather bitchy day came in the recovery speeches of Mr Foot and Mr Jenkins. One has watched Mr Foot fail to put it together so often since he became leader that a return of the old mischief and humour was thoroughly agreeable.

It was also rather instructive that, when he was having a gentle argument with Sir Bernard Inine and mentioned that the Conservatives had not held an inquiry into Suez, Sir Bernard jabbed a finger at the passionate constitutionalist who sits for Rexley Sidcup and who had been at that time a Chief Whip with the talents of Dzherzhinsky.

"Quite so," said Mr Foot. "It just shows how god-natured I am not to mention him."

Great inquiries

Mr Jenkins has, one thinks, begun the long march over the hooligans' bench, where he so rashly shares a microphone with some of the inhabitants of Parliament's E Wing.

He went through the Great Inquiries of the Past—rather as if they were the Chateaux of the Loire, and he got sweetly and elegantly away with it.

One thought remains. The likely cover-up can only benefit the Establishment, to which the Foreign Office, Mr Heath and Mr Callaghan all belong. There is only one outsider to make an example of. She will have to be very careful.

Parliament—P12

INQUIRY

By JAMES WIGHTMAN

Continued from Page One

clared: "Until my dying day I shall never get out of my head that this was an unnecessary war, and I hold the Prime Minister responsible for what took place."

Replying to a recent statement by Mrs Thatcher that Labour would "not have fired a shot" if it had been in office during the Falklands crisis, he said: "If we had been in power, we would not have needed to."

Mr Foot gave the inquiry his support, rebuking some Labour MPs who had complained that the members of the inquiry, all Privy Counsellors, were too "establishment minded."

There was only minority criticism from backbench MPs of the membership and form of the inquiry.

Wide experience

Most members clearly agreed with the Prime Minister's statement that the members of the inquiry had "wide experience and sagacity."

As announced by the Prime Minister earlier in the week, the inquiry chairman will be Lord Franks, 77, a Liberal peer, who was British Ambassador in Washington 1948-52, chairman of Lloyds Bank 1954-62, and Provost of Worcester College, Oxford 1962-72. He has headed similar Government inquiries.

The other members of the inquiry are: Lord Barber, Chancellor of the Exchequer 1970-74 under Mr Heath; Viscount Watkinson, another former Tory Cabinet Minister, 1959-62; Lord Lever, a Labour Cabinet Minister under Mr Callaghan; and Sir Patrick Nairne, a former civil servant who retired last year as Permanent Secretary, Department of Health and Social Security, and is now Master of St Catherine's College, Oxford.

The terms of reference, also announced earlier in the week, are for the inquiry "to review the way in which the responsibilities of Government in relation to their dependencies were dis-

played in the period leading up to the Argentine invasion of the Falkland Islands on April 2, 1982, taking account of all such factors in previous years as are relevant, and to report."

Speedy inquiry

Opening the debate yesterday, the Prime Minister said she hoped the inquiry would report to the government within six months.

The committee would be able to take evidence from any ministers or officials whom it wished to see, and she hoped that "former Ministers or officials and others who may be invited to assist the committee will think it right to do so."

The Prime Minister said that the consultations with Mr Foot and the leaders of other opposition parties had led to "a broad sense of agreement on the nature, scope and composition of the review."

But the compromises which the Prime Minister had had to make under pressure from other parties were in evidence yesterday, particularly over the terms of reference.

Those put less emphasis than the Prime Minister had wanted on the Falklands policies of previous governments.

That clearly had contributed to a more benign approach from Mr Heath yesterday.

Nevertheless, said the Prime Minister, if the events leading up to the invasion were to be "fairly viewed," they must be seen against the background of "negotiations, actions, intelligence and other assessments over the years."

For that purpose the committee would need to have access to any relevant documents as well as to documents of the present government.

She stressed that "no member of the present government can or will see any documents of any previous administration, unless he himself was a member of such an administration and is entitled for that reason to see those papers."

Other Falklands news—P5.

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COMMONS

The scope of the review would take in the dependencies, South Georgia and the South Sandwich Islands, and would be directed to events leading up to the invasion of the Falkland Islands on April 2, 1982. To be fairly viewed these events had to be seen against background of negotiations, actions, intelligence and other assessments over the years.

For this purpose (she said) the committee will need to have access to any relevant documents of previous administrations as well as to documents of the present administration. I have consulted Mr Macmillan, Lord Home, Sir Harold Wilson, Mr Heath and Mr Callaghan and they have agreed that the committee should have access to it.

ing themselves vulnerable to criticism which they might find unjustified and which they might not be given an opportunity of rebutting before the committee.

Lord Franks, as chairman of the committee, would bring a unrivalled breadth of experience to its work. Other committed members would be Lord Barber, Lord Lever of Manchester, Sir Patrick Nairne, Mr Merlyn Rees (Leeds, South, Lab), and Lord Watkinson. Mr Foot had proposed Mr Rees and Lord Lever for the committee.

This membership gave the best possible assurance that the review would be carried out with independence and integrity.

The House was not concerned today with the substance of the

the House to take. Watching (he went on) these events over these last months since the beginning of the Falklands crisis I have been reminded occasionally of the scene in Victor Hugo's book *Ninety-Three* where a sailor lets loose a great battering ram against a ship and yet, when it looks as if the ship is to be destroyed, at the last minute by a skilful piece of agility and manoeuvre he manages to prevent the battering ram from doing the fatal damage. At some times look upon the Prime Minister as the heroine of that scene. What happened to the hero in the book was that he was first decorated then shot (Laughter). That would be a

The commission would want to take into account the events concerning HMS Endeavour and the proposals of Mr. Nicholas Ridley, then Minister of State for Foreign and Commonwealth Affairs, to consider transferring sovereignty in Antarctica subject to some kind of lease-back arrangement. What kind of signals were these? I would be unfit (he said) to be a member of this committee. I would not have offered myself. In any case I was not sailing. Because until my dying day I shall never get out of my head the belief that this was on the day the task force sailed, an unnecessary war. I hold the Prime Minister responsible for what took place.

to Lord Carrington and other ministers who resigned; also some of the Commons could conceivably treat its mind on other great issues instead of pursuing constant trails of what had happened before the Falklands invasion.

He welcomed that the terms of the reference referred to the responsibility of Government instead of department. He had no doubt that the committee would wish to examine whether there were intelligence services, which were the Prime Minister's responsibility, were given the necessary resources to carry on their activities in a time of economic difficulty.

The motion was agreed to.

1000

Times 27 July

THE FRANKS FACTOR

One of the requirements for any official inquiry into an alleged failing of government is that it should command the widest possible measure of cross-party confidence in its membership, its terms of reference and its method of operation. Otherwise it will lack the authority to be effective, no matter how wise its conclusions. This is a requirement which Mrs Thatcher seems for the most part to have kept well in mind in appointing the inquiry into the Falklands affair.

She has chosen in Lord Franks a chairman whose stature and independence are beyond question. His experience as a senior civil servant and especially as Ambassador to the United States, coupled with the absence of any suspicion of political partisanship, fit him admirably for the task. The other members of the committee are not yet known, but as they will include Privy Counsellors from the two main parties, chosen in consultation with Mr Foot, there is no reason to fear any political bias.

In setting the terms of reference the Prime Minister has taken account of anxieties that its remit might be so wide that the exercise would become impossibly diffuse. The committee is not to be invited to write a full history

of Anglo-Argentine relations and of Britain's stewardship of the Falkland Islands over the past quarter of a century, fascinating though that would be. It is being asked to concentrate on the period leading up to the Argentine invasion, while taking account of all factors in previous years which it believes to be relevant to the events of that period.

This is reasonable, provided appropriate weight is given to both aspects of that remit. The principal questions that need to be answered are why Britain was caught napping in the South Atlantic, and what lessons this episode may have for defence and foreign policy in the future. These questions raise both military and diplomatic issues. Were there failings in collecting, processing or assessing intelligence information? Was the deployment of British forces consistent with this country's responsibility for the security of the Falklands? Did Britain's conduct of negotiations lead to a reasonable expectation on the part of Argentina that aggression would not be resisted?

These question can be answered satisfactorily only if they are set in the context of previous events. There is no reason for the committee to feel inhibited in acquiring

whatever information may be necessary to provide that context. But it is not being asked to pass judgment on the record of previous administrations over the Falklands, except in so far as it judges that to be necessary in order to assess recent events.

It follows that the committee will need to have access to the papers of previous administrations. Mrs Thatcher has written to all the former Prime Ministers informing them that the committee is to be given this privilege. In doing so she is acting within her rights. Cabinet papers are the property of the Crown, and it is for the Prime Minister of the day to decide how they should be released. But it would have been both more courteous and more in keeping with convention if Mrs Thatcher had sought the approval of previous Prime Ministers to the papers of their administrations being made available, though she may reasonably resent the way in which Mr Heath raised the matter in the House of Commons. The existing practice works well enough on the basis of custom and consent, and it is wise to conserve effective conventions when all that is required is a little extra trouble.

Callaghan hostility mars MPs' approval of Falklands inquiry

By Julian Haviland, Political Editor

With a firm promise that the Government aims to publish in full the report of the inquiry into the Falklands invasion, the Prime Minister last night secured the approval of the Commons for the review by six privy councillors which she had proposed.

Both Mr Michael Foot and Mr Edward Heath, whose original objections she had taken pains to meet, endorsed her proposals. But Mr James Callaghan, while also approving the terms of what the Government calls the "Falkland Islands review," repeated in an unforgiving speech his former charge that the Falklands campaign was an unnecessary war, and said that he held Mrs Margaret Thatcher responsible for what took place.

The House agreed that six privy councillors, with Lord Franks in the chair, will review the way in which the Government discharged its responsibilities in relation to the Falkland Islands and their dependencies in the period leading up to the Argentine invasion, taking account of relevant factors in previous years. Lord Franks and his team hope to report within six months.

Mrs Thatcher said the committee could be authorized to see relevant Cabinet papers and intelligence reports, many of which could not be made available to any other kind of inquiry. The Government would suggest that the committee should avoid including in its main report information of which the disclosure might damage national security or the country's international relations.

It could submit a confidential annexe to its report, but the Government must retain the right to delete material. She hoped that would not be necessary, and she promised that ministers would consider critically any proposals for deletions and would consult Lord Franks before making them.

Mrs Thatcher emphasized that the convention which denies ministers access to their predecessors' papers would be strictly observed, the point which Mr Heath had raised. The committee might need to describe the gist of such documents, but

Twenty MPs and peers have renewed their appeal for the release of Miss Daisy Jane Hobson, the British woman held for six years in Buenos Aires after a secret trial. The appeal in a letter sent yesterday to President Bignone of Argentina, pleads for clemency, saying it would help improve Argentine-British relations.

none would be published without the agreement of the government and of the former Prime Minister concerned.

Mr Foot, for the Opposition, believed that the committee's report would be of great consequence, and could help the country to avoid the "terrible errors" that led to the crisis.

Labour was concerned with the kind of intelligence that was provided for the Government before the Falklands invasion, and with the judgment made of it by minis-

ters and civil servants. He was content that there should be comparison with events under previous governments.

Mr Foot was pleased that the Prime Minister had emphasized the need to protect individuals who appeared before the committee. He recalled gross injustice done to individuals by past tribunals. Some had been driven from public life.

Mr Foot saw the Government's decision to hold an inquiry as a conversion after their failure to set up an inquiry into "the Suez fiasco" for which he had long argued. With only a hint of menace, he compared the Prime Minister with a character from Victor Hugo who was first decorated and then shot.

Mr Callaghan's contribution was more than slightly hostile, and Mrs Thatcher heard it nervously. He recollected with resentment what he described as a sneer from the Prime Minister at the Despatch Box when she said that a Labour government would not have fired a shot. If Labour had been in power, he said, we would not have needed to.

Had General Galtieri known that Britain would send the task force, he asked, because if not, then the Government was open to grave criticism. The committee would want to take account, he thought, of the proposal to withdraw HMS Endurance and to transfer sovereignty to Argentina, subject to leaseback. Had Mrs Thatcher endorsed that? What kind of signals were those?

Parliamentary report, page 4

MP pushes for islanders' right to full citizenship

By Anthony Bevins, Political Correspondent

Mr Robert Kilroy-Silk, Labour MP for Ormskirk, will attempt an exercise in high-speed legislation this afternoon to give 400 Falkland Islanders the right to full British citizenship.

His Falkland Islands (British Citizenship) Bill was given its first reading, unopposed, in the Commons on June 22, and Mr Kilroy-Silk now hopes that he will be able to get its second reading, committee stage, and third reading this afternoon — provided no other MP objects. The Government so far has given no indication of its attitude.

Mr Kilroy-Silk's legislation is a precise copy of an amendment to last year's British Nationality Bill. The amendment failed because of a 90-90 vote in the House of Lords.

The British Nationality Act gave British citizenship, with full rights of entry, abode and employment, to 1,400 Falkland Islanders because they were "patrials," meaning they had a grandparent or parent born in the United Kingdom. An estimated 400 islanders were denied the full rights of citizenship because their links with Britain were more distant. The new Bill would give them the chance to take full citizenship.

Mr William Whitelaw, the Home Secretary, has repeatedly said that he would consider entry applications from Falkland Islanders, without full citizenship, with every sympathetic consideration. But Mr Kilroy-Silk wants that commitment to be turned into statutory obligation.

Pym defends UK right to Falklands

INSIGHT

FRANCIS Pym, the foreign secretary, has responded to the Sunday Times revelation three weeks ago that since 1910 the Foreign Office has had serious doubts about the strength of Britain's claim to sovereignty of the Falkland Islands.

Pym has written to Tam Dalyell, Labour MP for West Lothian, who asked for his comments on the Sunday Times disclosures. The article — based on hitherto unpublished Foreign Office papers — showed how a series of officials had been reluctant to take Britain's claim to the islands to international arbitration.

In his two-page letter to Dalyell, Pym says: "Successive governments of the United Kingdom have been advised that the legal title of the UK to the Falkland Islands is fundamentally sound, and have always acted on that basis." This advice, he says, has been "consistent."

The examples quoted by the Sunday Times—which covered the years 1910 to 1946—are, Pym says, "a few isolated and selective expressions of doubt."

However, Insight has examined many files at the Public Record Office, from both the Foreign Office and the old Colonial Office. These show that, until the beginning of the Second World War, British government actions were shaped by doubts over our claim to the islands, and that these doubts were not the isolated opinions of a few individuals.

The first sign of doubt at the Foreign Office came in 1910, when Gaston de Bernhardt, of its research department, produced a 17,000-word memo on the historical background. The next year, commenting on a pamphlet by the then governor of the Falklands which stressed the British claim, Ronald Campbell—a Foreign Office official who later became British ambassador in France—wrote:

"The only question is, who did have the best claim at the time when we finally annexed the islands. I think undoubtedly, the United Provinces of Buenos Ayres (Argentina).... We cannot easily make out a good claim, and we have very wisely done everything to avoid discussing the subject with Argentina."

The effect of this attitude was well illustrated when an American, Julius Goebel, published a book, *The Struggle for the Falkland Islands*, in 1927, that was critical of the British claim. Both the British chargé d'affaires in Buenos Aires and the governor of the islands wanted Goebel's arguments to be challenged publicly.

But the Foreign Office—which used Goebel's book as a source for a new memo on the Falklands—and the Colonial Office were against any publicity, and warned the governor sternly "to avoid any public statement on the matter". In 1939, Lord Halifax, foreign secretary, put it clearly: "It has been the consistent policy of HMG to avoid open controversy with the Argentines over the question of the Falkland Islands."

The reason for this is clear from the advice given in 1935 to the foreign secretary, Sir Samuel Hoare, when he was preparing an answer to a parliamentary question: "The chief point is that, as hitherto advised we can have no confidence in our claim to the islands succeeding in the event of its being submitted to arbitration and we do not, therefore, wish to press the matter to extremes."

In his letter to Dalyell, Pym stresses that "our case rests on the facts, on prescription and on the principle of self-determination." Prescription—the right to sovereignty by virtue of continuous peaceful occupation—became an accepted principle in international law in the Thirties. Foreign Office legal advisers at that time suggested it as the best basis for Britain's claim.

Carrington wanted subs in Falklands

by ADAM RAPHAEL, Political Editor

TWO WEEKS before the invasion of the Falklands, the Cabinet's Overseas and Defence Committee chaired by the Prime Minister rejected a proposal from the Foreign Secretary Lord Carrington that hunter killer sub-

marines should be sent to the South Atlantic as a precautionary measure.

The failure to take this pre-emptive action, which could possibly have averted the war and the deaths of more than 250 British troops, is likely to be one of the main focal points of the Privy Councillors' inquiry set up last week under the chairmanship of Lord Franks.

When Defence Secretary Mr John Nott was asked, in the immediate aftermath of the invasion, why he had failed to dispatch submarines in response to the Argentine landing on South Georgia on 19 March he appeared to MPs to avoid the question.

But senior Whitehall sources said last night that the Cabinet's Defence Committee's failure to appreciate the seriousness of the growing crisis was compounded by an anxiety over NATO force level requirements and an acute squeeze on the defence budget.

The tensions in Cabinet over the defence budget also played a decisive part in the decision to withdraw the Royal Navy Antarctic survey ship HMS Endurance from the South Atlantic despite several minutes protests by Lord Carrington that this would be taken as a signal in Buenos Aires that Britain was no longer interested in the Falklands.

When Mr Nott was asked by his sacked former Navy Minister Mr Keith Speed five days before the invasion: "How can we apparently afford £8,000 million to meet a threat in 13 years' time... (for Trident) when we cannot afford £3 million to keep HMS Endurance on patrol to meet a threat that is facing us today?" The Defence Secretary replied: "I do not intend to get involved in a debate about the Falklands now. These issues are too important to be diverted into a discussion on HMS Endurance."

The background to these two incidents, particularly the fact that the Foreign Secretary was overruled on both occasions by his colleagues, goes some way to explaining why Mrs Thatcher tried so hard to prevent his resignation.

A frantic 48 hours of telephoning and private meetings was spent over the weekend of 4-5 April by the Prime Minister in a vain attempt to persuade Lord Carrington not to resign.

The circumstances surrounding the withdrawal of Endurance and the request for submarines also helps to explain the enthusiasm of Foreign Office officials for an inquiry and the confidence of the former Foreign Office ministers. While they accept that they are unlikely to be totally exonerated, it is now clear that the Prime Minister, the Defence Secretary and the other members of the Cabinet's Overseas and Defence Committee must share a major part of the responsibility for what went wrong.

In particular, the Prime Minister's resolute support of Chancellor Sir Geoffrey Howe's determination to curb the defence budget, even at the cost of running defence risks in the South Atlantic, was undoubtedly a factor in what took place.

When Mrs Thatcher was asked in the Falklands debate last week by Labour's shadow foreign secretary Mr Denis Healey whether she would resign if the inquiry found that her Government had failed in its responsibilities, the Prime Minister replied: "It is a little early to talk about that."

Downing Street officials refused last night to either confirm or deny that the Cabinet's Overseas and Defence Committee considered the dispatch of hunter killer submarines to the South Atlantic more than two weeks before the invasion. An official said it would be improper to offer any comment in advance of the inquiry.

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FALKLANDS INQUIRY

IT HAS BEEN SUGGESTED that the Government has rather dragged its heels over establishing the membership and final terms of reference of the inquiry into the events which preceded the Argentine invasion of the Falklands. This is a little unfair. It is only three weeks since hostilities actually ceased and it would have been foolish not to have canvassed opinion as to what sort of inquiry was needed. If the inquiry is to be of any value at all, it must have the confidence of as wide a cross-section of Parliament and the public as can realistically be achieved. To judge by yesterday's debate in the House of Commons, this first requirement has been adequately met.

After one or two false starts, when the Prime Minister appeared to favour rather too hazy and historical a focus for the inquiry, the Government now appears to have pitched it just about right. While there will be no bar to investigating the Falklands policy of earlier Governments—our five surviving ex-Prime Ministers have now received polite little notes from Mrs THATCHER asking that they make their papers available—the main purpose of the inquiry will be to find out what went wrong in the months, weeks and days before April 2. Undoubtedly it will be interesting to hear reflections on why successive Governments evaded their responsibility to the Falkland islanders, on the way the recommendations of the Shackleton Report were ignored, on how the Falklands lobby at Westminster helped to paralyse policy and on the shadowy role of the Foreign Office. But, sadly, in the rough world of politics such profundities will be deemed less vital than who said and did (or failed to do) what during the countdown to invasion. It is this that the inquiry must unearth if the inevitable cries of "whitewash" are to be muted.

Having established satisfactory terms of reference, it was of the greatest importance to appoint the right people to carry out the inquiry's work. On this score, there can be few misgivings. Lord FRANKS is a chairman whose intelligence, diligence and powers of interrogation are well known and are unimpaired by his 77 years. Lords WATKINSON and BARBER have been absent from politics for enough years to have acquired an aura of independence. Mr MERLYN REES and Lord LEVER are not the sort of men who are interested in scoring narrow party points and Sir PATRICK NAIRNE, who has been made a Privy Counsellor expressly so he may sit on the inquiry, will contribute both knowledge and experience of the issues involved. Those who say that Lord FRANKS and his colleagues are too old and too "establishment" are wrong. Their age ensures that they have no interest in using the inquiry to further political careers—so often the bane of analogous hearings in the United States. The fact that they all have experience of government means that they will be difficult to deceive. Whatever embarrassments for the Government the inquiry may bring forth, Mrs THATCHER deserves some credit for getting agreement on how to go on from here.

Terms and members of Falklands inquiry agreed

By Julian Haviland, Political Editor

The Prime Minister, after some weeks of uncertain negotiation with leaders of other political parties, was able yesterday to announce the composition and agreed terms of reference for the inquiry into the origins of the Falklands invasion.

The members of the review committee, under the chairmanship of Lord Franks, are Lord Watkinson and Lord Barber, former Conservative Cabinet ministers; Lord Lever of Manchester, and Mr Merlyn Rees, former Labour Cabinet ministers; and Sir Patrick Nairne, former Permanent Under-Secretary at the Department of Health and Social Security and Master of St Catherine's College, Oxford. Sir Patrick will become a Privy Counsellor.

By comparison with the draft terms which Mrs Margaret Thatcher first proposed, the focus of the inquiry will be more narrowly on the present Government's responsibilities.

The committee of six privy councillors are to review "the way in which the responsibilities of Government in relation to the Falkland Islands and their dependencies were dis-

charged in the period leading up to the Argentine invasion ... on April 2, 1982, taking account of all such factors in previous years as are relevant; and to report".

Opposition leaders were more than satisfied last night with the difference between this wording and that of Mrs Thatcher's first suggestion of a review into "the way in which the departments concerned had, under successive governments, discharged their responsibilities to the Falklands Islands, with particular reference to the period leading up to the Argentine invasion".

Leaders of the opposition parties, notably Mr Michael Foot, Mr David Steel and Dr David Owen, worked closely together to persuade the Prime Minister to make the changes they wanted. As well as what they regard as a more salutary concentration on immediate past history, they insisted on a wider and more balanced membership than Mrs Thatcher at first sought.

The Prime Minister has also moved some way in agreeing to seek the approval of the Commons in a three-hour debate tomorrow, which she will open herself.

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INQUIRY 82

TERMS APPROVED

By JAMES WIGHTMAN
Political Correspondent

MR HEATH joined senior Labour MPs in the Commons last night in pointedly reminding the Prime Minister that she had personal responsibility for assessing the intelligence reports in advance of Argentina's invasion of the Falklands.

He also said the Falklands inquiry established by the Government should examine whether intelligence "had the necessary resources to carry on their activities properly during a time of economic difficulty."

The former Prime Minister, who had criticised Mrs Thatcher in the Commons last week for not consulting him about her proposals, gave the inquiry his declared support last night.

At the end of a three-hour debate, MPs approved without

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a division the proposals for the inquiry as set out by the Prime Minister earlier in the day.

The inference by Mr Heath that this Government's public expenditure policy might have meant a cut-back for the intelligence service was firmly answered by the Prime Minister when she wound up the debate.

Accepting the reminders by Mr Heath and others that she had responsibility for the intelligence service and its budget, she said: "I have made it my business to ensure that the intelligence and security services have sufficient resources to fulfil the requirements placed upon them."

Mrs Thatcher, who has seen her own popularity and that of the Government rise during the operation to recover the Falklands, was made aware throughout the debate of the political dangers for herself if the inquiry's findings are critical of the assessment made of the intelligence reports on the intentions of the Buenos Aires regime before the invasion on April 2.

Mr Healey, deputy Labour leader and Shadow Foreign Secretary, said that if the inquiry report showed the Government had failed to deter Gen Galtieri from invading the Falklands, he hoped the Prime Minister would do what Lord Carrington had done as Foreign Secretary — resign.

Earlier, Mr Foot, Labour leader, had compared the Prime Minister to a sailor in a Victor Hugo novel who had become a hero through saving a ship, but who had later been shot.

He said that the same would happen to Mrs Thatcher, in "political and electoral terms."

Mr Callaghan, the former Prime Minister, declared on Back P, Col 3

Times
9 July 82

1,798 dead or hurt in Argentine campaign

Buenos Aires (AFP) — The Argentine armed forces suffered 1,798 casualties in the Falklands campaign, including the wounded but not including prisoners of war and the sick, officials said. A total of 478 soldiers and sailors are still captives.

The Navy announced 742 casualties and captives — 65 dead, 331 missing presumed dead, 34 unaccounted for, 169 wounded, and 143 prisoners. The Army lost 1,701 — 91 dead, 65 presumed dead, seven missing, 98 presumed missing, 883 wounded, 335 prisoners, and 222 sick. The Air Force announced 55 dead or missing.

ALAN WATKINS

11 July

Ah, those old Privy Councillors' inquiries



of bad faith, breach of confidentiality, imperiling national security and many other disagreeable things. It was the greatest nonsense imaginable, because the two Notices which Sir Harold had accused Mr Pincher of breaching, and which I printed, were couched in the most vague and general terms. I was uncontrite.

My own supposed offence and its consequences were, however, a small sideshow beside the circus in which Sir Harold, Mr Pincher and Colonel Lohan were performing. The main row continued, and the Government set up a committee of Privy Councillors to examine the affair. It consisted of Lord Radcliffe, Selwyn Lloyd and Lord (then Mr Emanuel) Shinwell. Mr Lawson and I gave evidence before them.

Lord Radcliffe was all Chancery civility, as smooth and polished as an expensive coffin. Lloyd did not say much, and struck me as quite a good sort. Lord Shinwell was a self-regarding old ruffian, who was chiefly concerned to discover why, in a previous article, I had described him and his two colleagues as 'a hilarious trio.' Mr Lawson and I were duly though mildly censured, which I did not mind in the least, having a clear conscience.

But, more important, the committee refused to support Sir Harold and came down substantially on Mr Pincher's side. Sir Harold was furious at this unexpected course of events and rushed out a White Paper purporting to overturn the committee's findings. This White Paper was approved by the Commons on a

whipped vote. Lord Radcliffe, in his turn, was furious, hinting that he would do no more of government's dirty work for it, though that did not prevent him from chairing the committee on ex-Ministers' Memoirs in 1975.

Lord Radcliffe is no longer with us (he died in 1977), and Lord Franks is, I suppose, the nearest thing we have to him as our number one committee stayer, though Lord Wilberforce ran several tough races, and Lord Scarman has been putting in a late burst on the rails. As for Lord Franks's colleagues, each Prime Minister has his own man to protect his interests. Mr Harold Macmillan has Lord Watkinson, Mr Edward Heath has Lord Barber, Sir Harold has Lord Lever and Mr James Callaghan has Mr Merlyn Rees. Poor old Lord Home must feel out of things. The civil servants have Sir Patrick Nairne to safeguard their interests.

Politically, Mrs Thatcher has lost on two counts. The committee is to concentrate on the period immediately before the Argentine invasion, though it can take account of earlier episodes. And its access to papers is hedged by various complicated qualifications, though Mrs Thatcher says that these restrictions are less onerous than they might appear to be owing to the inquirers' status as Privy Councillors. On the two substantive points my sympathies are wholly with Mrs Thatcher, and I am sorry she conceded as much as she did to her critics.

It is clearly necessary for the committee to go into the history of the Falklands dispute, though

most of it is a matter of public record already. And the constitutional convention about not seeing a previous Government's papers is one that applies, or ought to apply, to incoming Administrations only rather than to committees of inquiry. It is intended to prevent a new Government from making political capital from its predecessor's mistakes, even though in practice new Governments do little else. It is also intended to protect the civil servants from charges of having given contradictory or simply wrong advice. The right of ex-Ministers to retain their own private papers, or to consult those other papers which cover their period of office, is something quite separate, and Mr Heath was wrong to muddle the questions as he did.

Where I differ from Mrs Thatcher is over the saint-like status she accords to Privy Councillors. They are merely hack politicians who have attained a certain position, not necessarily very exalted, in the game. Thus Lord Watkinson is, if he is famous for anything, famous for inaugurating motorways and for being sacked by Mr Macmillan in 1962. Lord Barber presided over the Great Heath Inflation. Mr Rees is one of the nicest men in politics but finds difficulty in finishing his sentences to one's complete satisfaction. Lord Lever is both clever and nice but cannot stop talking: Lord Franks will have his work cut out to enable witnesses to get a word in if Lord Lever is around.

And what is all this piety about the Privy Councillors' oath? Other people can keep secrets, and Privy Councillors can betray them, as the most cursory reading of the Crossman Diaries and similar improving works demonstrates all too clearly. In any case, oath-taking is a primitive and morally reprehensible activity. The late Lord Boyle, a practising Christian, used to refuse to swear on the Bible, which, as a matter of fact, prohibits the practice: 'I say unto you, Swear not at all . . . But let your communications be, Yea, yea; Nay, nay: for whatsoever is more than these cometh of evil' (Matthew v. 34, 37).

I REGARD myself as something of an authority, even though in a small way of business, on Privy Councillors' inquiries, having once appeared before one. What happened was that in 1967 I was writing a political column in the *Spectator*. Mr Chapman Pincher published a story in the *Daily Express* saying that the Government was intercepting and reading private cables. Sir (as he then wasn't) Harold Wilson claimed that Mr Pincher had breached two D-Notices and imperilled national security thereby. This was the Great D-Notice Row. Sir Harold later admitted—it was, as it remains, one of his few confessions of error—that he made a mistake by involving himself in it.

At all events, I took the view that I should be performing a service to the *Spectator's* readers by publishing the Notices that were the subject of dispute. My then editor, Mr Nigel Lawson, held the same opinion. There was, as he said somewhat optimistically, no D-Notice on the publication of D-Notices. However, I did not consult the Notices that were in the paper's offices. For one thing, such a course would have been wrong. It would have been to take the easy way out by exploiting a system to which the paper had agreed. For another thing, it was doubtful whether the *Spectator* actually had any Notices on its premises. No one seemed to know for certain. If it had these documents, they were presumably at the bottom of some dusty file. Certainly Mr Lawson himself had never set eyes on one.

So I took myself off to Shell-Mex House to see the then Secretary of the Press and Broadcasting (or D-Notice) Committee, Colonel L. G. 'Sammy' Lohan. Sammy Lohan had a large moustache, was a friend of Mr Pincher's and acquired a brief national celebrity as a result of the row, even writing a cookery column on account of his fame. The colonel was affability itself. He dictated the two relevant Notices to me, I wrote them down in my notebook and then I put them into my column.

Whereupon the *Spectator* and I were accused

Yesterday in Parliament

Committee called 'pro-Establishment coterie'

FALKLANDS INQUIRY IS CRITICISED
BUT APPROVED
WITHOUT A VOTEBy PETER PRYKE, ANTHONY LOOCH and
WILLIAM WEEKES

MRS THATCHER gained unanimous approval for her proposed committee of inquiry into the Falklands invasion in the Commons last night.

Although some Labour MPs were critical of the committee's make up, describing it as "pro-Establishment," the motion setting up the review was approved without a division.

The review's terms of reference and method of procedure as described by the PRIME MINISTER were welcomed by most speakers, including Mr FOOT, Leader of the Opposition.

Healey warning

Mr HEATH, the former Tory Prime Minister, who had been critical of Mrs Thatcher over the inquiry, said that he was now perfectly satisfied with the shift of emphasis in the task set the committee.

But the debate ended with a warning from Mr HEALEY, Shadow Foreign Secretary, that the report of the review could lead to calls for Mrs Thatcher's resignation.

Claiming that the Government had failed to respond appropriately to signs that the Argentines intended to invade, he said Ministers would bear a heavy responsibility if the report showed that the Government had failed to take action to deter General Galtieri.

"If that is the view of the Inquiry I hope the Prime Minister will show the same courage in accepting its implication as Lord Carrington showed three months ago."

Mrs THATCHER defended her decision that the committee should be composed solely of Privy Councillors, arguing that this would make it easier to deal with the problem of docu-

ments that were sensitive from the point of view of security.

Mr FOOT unreservedly welcomed the terms of reference of the committee, and its composition, rejecting the criticisms of some Labour MPs that it would be too "pro-Establishment."

He rebuked some of his supporters for describing the committee as "a coterie."

His only criticism was to suggest that the report could be made more quickly than the six months suggested by the Prime Minister.

'Zeal' queried

Mr BOB CRYER (Lab., Keighley) said the Labour representatives would be in a minority. People might get the impression that with a membership of nothing but Privy Councillors—"people close to the Establishment"—there might not be the zeal to pursue the inquiry.

Mr FOOT replied: "Let us repudiate any suggestion that the two spokesmen who will be there on behalf of the Labour party will not prosecute the matter with sufficient zeal and independence. They retain the right to make their own report if they so wish."

In her opening speech, Mrs THATCHER said the review should be independent, it should command confidence, its members should be able to have access to all relevant papers and persons, and it should complete its work speedily.

These considerations had led

naturally to a committee of Privy Councillors, she said. Such a committee had one great advantage: It conducted its deliberations in private and there was no need for reservations about providing it with all the relevant evidence, including much that was highly sensitive.

There were some Labour protests when the Prime Minister dealt with possible limitations on what could be published of the report.

She said that information made available to the committee whose disclosure would be prejudicial to national security or damaging to the international relations of the United Kingdom would need to be protected.

Three assurances

"Should it be necessary I can give the House the following assurances:

"FIRST: The Government will make no deletions save strictly on the grounds of protecting national security or international relations:

"SECOND, Ministers will consider any proposals for deletions individually and critically and will accept such proposals only on the grounds I have specified.

"THIRD, the chairman of the committee will be consulted if any deletions have to be proposed."

Turning to the scope of the review, Mrs Thatcher said while it would be directed to the events leading up to the Argentine invasion, these events must be seen against the background of negotiations, actions, intelligence and other assessments over the years if they were to be fairly viewed.

Access to documents

She had consulted Mr Harold Macmillan, Lord Home, Sir Harold Wilson MP, Mr Edward Heath MP and Mr James Callaghan MP, and they had agreed that the committee should have access to the relevant documents.

This would be subject to the following conventions:

1—Documents will be made available to members of the committee by virtue of their being Privy Coun-

cillors and solely for the purposes of this review.

2—Any member of a previous Administration who is invited to give evidence will be able to exercise his normal right to see documents which he saw as a member of that Administration.

3—Serving and former officials and members of the Armed Forces invited to give evidence will be able to see documents which they saw as advisers to Ministers on matters covered by the review.

4—Documents of previous Administrations will not be disclosed to members of the present Administration or to any other persons not entitled to see them.

5 Documents made available to the committee, and any copies made of those documents for the use of members of the committee, will be returned to the departments from which they came as soon as they are no longer required for the purposes of the committee's review.

6 It is understood that the committee may need to describe in their report the gist or purport of documents made available to them, so far as that can be done consistently with the protection of national security and the international relations of the United Kingdom.

But no part of Cabinet or Cabinet committee documents or other documents which carry a security classification may be reproduced in the committee's report or otherwise published without the agreement of the Government, and that of the former Prime Minister of the Administration concerned.

When Mrs Thatcher went on to say that the choice of the committee members gave the best possible assurance that the review would be carried out with independence and integrity, she was interrupted by Mr DICK DOUGLAS (Lab., Dunfermline).

He described the choice as "comfortable, conservative, with a small c, and clubbable." No females had been chosen.

"only males with an understanding of war."

Mr TAM DALYELL (Lab., West Lothian) complained about the absence of an international lawyer or a QC, or of anyone representing "what might be called the view of the awkward squad."

Mrs THATCHER replied that Lord BARBER was a distinguished lawyer who had practised for many years, and Lord Lever was also a barrister. They would be able to sift the facts from opinions and make a judgment on the evidence and not imagination.

Mr JOHN PEYTON (Con., Yeovil) said exercises like a review could do far more damage than food, and in this it was likely to be so.

He hoped that the "wise and venerable" men who were going to conduct it would not, through "raking over of the ashes," flow their attention to be diverted from what had been magnificently achieved.

"I hope also that they will remember, in framing their report, that there is a real danger that it may become a fertile quarry for those who habitually scavenge for material which can be used to the discredit of their own country."

'Unnecessary war'

Mr JAMES CALLAGHAN (Lab., Cardiff S.E.) rejected what he described as Mrs Thatcher's "sneer" that if Labour had been in power when the Falklands crisis occurred, not a shot would have been fired.

He was cheered by the Labour side when he added: "I've had been in power, we would not have needed to."

He said: "Until my dying day I shall never get out of my head that this was an unnecessary war, and I hold the Prime Minister responsible for what took place."

"This is the central question the committee should concern itself with. Did our Government convey to Gen. Galtieri that in the event of an invasion Britain would use armed force to take back the islands?"

Terms 'about right'

Mr ROY JENKINS, the SDP leader, said the terms of reference of the inquiry were now about right and approximately what they should have been all along—"principally to tell us

what was wrong in the run-up to the war."

But the central point at clear why an invasion was issued to take place on the afternoon of April, 1982 and not when a limitless number of plain the past."

Mr HUMPHREY ATKINS (Lab., Spelthorne), who resigned Lord Privy Seal over the Falklands crisis, said he welcomed the setting up of the inquiry body.

But there was one unavoidable flaw in any kind of inquiry. It could not question General Galtieri.

MR EDWARD HEATH (C., Sidcup) said the inquiry should be held in fairness to Lord Carrington and the two other Foreign Office Ministers who had resigned.

It was necessary so that MPs could, once the inquiry was over, concentrate their minds on the other great issues facing the country.

'Difficult position'

"It is also necessary as an attempt to remove some of the bitterness, anguish and heart-break of those who have lost relatives in the war, and of those who have been injured."

Mr Heath caused laughter when he said: "I now find myself in a very difficult position for what I have to say next, because I find in the terms of reference of the inquiry, and the letter which the Prime Minister so kindly sent me, that the Government is now in agreement with what I proposed."

"I also find myself the recipient of compliments from the Leader of the Opposition. It is difficult to assess which is the more damaging."

He was "perfectly satisfied" now with the position over the papers of previous Administrations.

Mr ALEX LYON (Lab., York) said he had his doubts whether the inquiry would bring out the truth. All of the past Prime Ministers would have a friend at court, and it might be that Lord Watkinson would fulfil that role for Mrs Thatcher.

"We need some people who will be prepared to ask the difficult questions and persist to make sure they get the right answers. We have got a selection of people who are there in order to ensure that some of the questions are at least muffled."

'Niggers can be in woodpiles'

MR NICHOLAS WINTER-TON (C., Macclesfield) yesterday demanded in the Commons that the Falklands inquiry should name Foreign Office "niggers in the woodpile" for what he alleged were their past betrayals of British interests.

Mr JACK STRAW (Lab., Blackburn) asked the Speaker, Mr George Thomas, whether "describing the generality of civil servants in the Foreign Office as niggers" was Parliamentary language.

The SPEAKER said the expression "niggers in the woodpile" had been used many times. "That was the expression used, rather than calling them niggers," he said.

Mr WINTERTON said during Question Time that he was concerned that the Falklands inquiry would not go far enough into the background of the conflict.

"Many of us believe that the inquiry should go back over at least 20 years, so that the civil servant niggers in the woodpile in the Foreign Office who have sold down the river British interests over so many years should be identified and their names published," he said.

The PRIME MINISTER replied that the terms of reference allowed the committee of inquiry to examine all relevant factors from previous periods.

"It is for them to make public what they wish, subject to the conditions we should put on publication of anything like Cabinet papers or other documents subject to classification."

The Malvinas unite all sections of Argentinian opinion. But they may well prove to be the downfall of the military junta.

Miguel del Campo Malvinas Crisis: what next in Argentina?

Two arguments have been employed in an attempt to justify Britain's ridiculous military intervention in the South Atlantic: the unprovoked nature of Argentine 'aggression' and the right of the islands' inhabitants to self-determination. Although these are to a large extent rationalisations intended to justify the bloody adventure through which Margaret Thatcher's government is trying to re-establish its domestic front, it is worth while taking these arguments at their face value for a moment and seeing whether they hold water.

In the argument about Argentine aggression, in the various ways in which it is presented, there is one curious omission which constantly recurs: not the slightest reference is made to the way in which Britain occupied

the islands in the first place. What sort of aggression was that — provoked or unprovoked? Not surprisingly, a colonialist ideological veil seems to be blacking out the memories of the Tories and also of the leaders of the Labour Party. A few discreet references to 'the break-up of the Spanish Empire at the beginning of the 19th century' are all that the British press has ventured to say in this connection. The plain truth is that in 1833, by what was purely and simply an act of piracy, British forces occupied the Malvinas and expelled the Argentine settlers from them. Consequently, to call the reoccupation of the islands 'unprovoked aggression' — whatever view one may have about whether Galtieri's decision to do this was timely or not, and whatever one's opinion of

his motives in so doing — is just about as sensible as accusing someone of aggression because he is trying to evict from his own house burglars who have used force to break in.

The argument about the self-determination of the islanders does not stand up any better. Naturally, if there had been on the islands a numerous indigenous population, with its traditions, its own culture and its demands for self-determination, the argument would have considerable weight. Clearly, however, this is not the case. The entire population of the Malvinas could be rehoused in half a block in any British town; the economic life of the islands consists of a system of semi-feudal factorage based on the monopoly of the Falkland Island Co; the

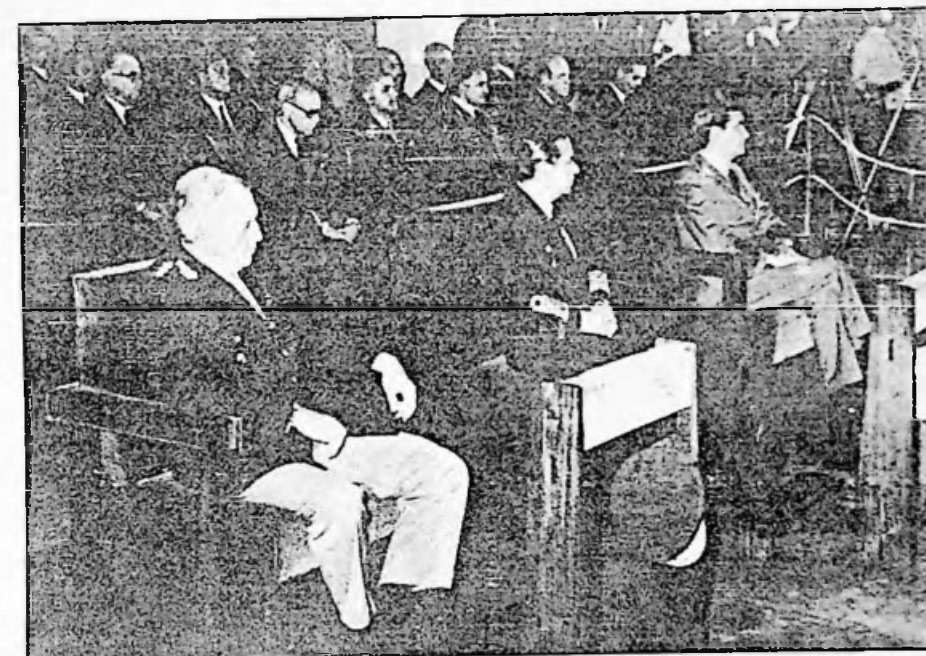
inhabitants are without the most elementary rights to social security, and, according to information supplied by the *Sunday Times*, on reaching retirement age they emigrate for the most part to New Zealand or to the Home Counties. As Tom Nairn pointed out in a recent article in the *Guardian*, the kelpers do not regard themselves as 'Falklanders' but as 'British'. To talk about a right to self-determination in these circumstances is simply to play with words in an irresponsible fashion.

The junta's motives

But quite apart from the ways in which the British establishment may attempt to justify the war, it is bound to have a profound influence on the political balance of the forces inside Argentina. There is little doubt about the motives which led the military regime to proceed to the reoccupation of the islands: the military dictatorship has exhausted its scanty stock of legitimacy, even among those same ruling classes which pushed it into the centre of the political stage in 1976, and it desperately needs an act which will give it a new lease of life, or at the very least, a peaceful transition towards a new regime. Two main aims led to the military coup in 1976: an attempt to put a stop to the political anarchy expressed in the proliferation of guerrilla movements and of their opponents, the right wing paramilitary groups; and a plan for giving a monetarist turn, against the people's interests, to economic policy, which had been wrecked, according to the ideologists of the establishment, by the statist and nationalist efforts of the Peronist regime, starting in 1973. The first aim was achieved in a brutal fashion as far as the Left was concerned: the figure for the *desaparecidos*, those who have disappeared, which oscillates between 15,000 and 30,000, is eloquent evidence of that. Naturally, the repression, for the most part, was not directed only, or even mainly against the military organisations of the Left but against the whole of the working class movement and the people's organisations, whose leading forces were decimated and persecuted. But the repression did not get as far as the right wing paramilitary groups, which continued to operate with increasing impunity.

As for the economic policy of the new regime, it led to foreseeable failure. After five years of strict monetarism under Minister Martínez de Hoz, the rate of inflation soared to levels seldom seen before, while the collapse of businesses and the strangulation of the export sector took the country to the brink of a cessation of payments.

In this way the government was finding



The military junta, (Galtieri, Anaya and Dozo) sit in special pews to pray during a mass on Navy Day in Buenos Aires.

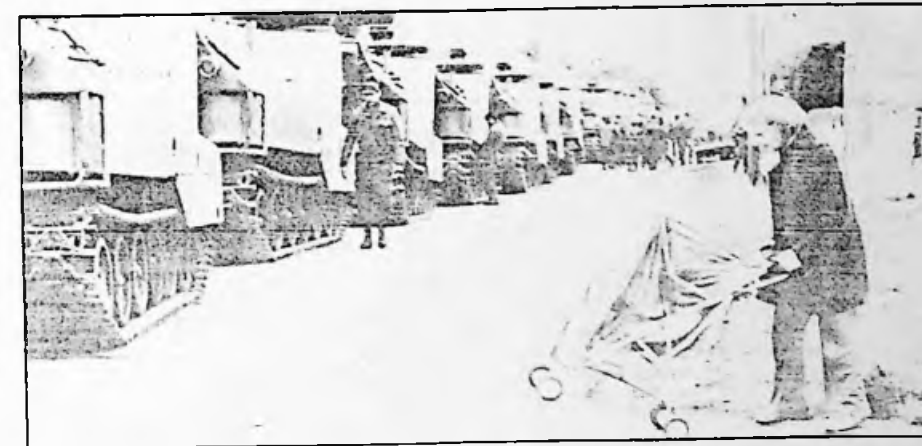
itself increasingly isolated. On the one hand its subordination to the financial sector was bringing it up against growing sections of Argentine capitalism. On the other, the development of new militant struggles in the trade union sphere and the unification of the opposition forces in the *Multipartidaria* (Front of all the civilian parties), which embraces, among other groups, the two principal Argentine parties — Peronism and radicalism — increased its isolation from the people. Deprived in this way of any source of legitimacy, the regime found itself increasingly confronted with the prospect of decisions which, apart from implying a new and massive victory for Peronism, threatened the whole of the military establishment, compromised in the repression, with lengthy parliamentary investigations into the fate of the *desaparecidos*. The prospect of a 'Nuremberg', according to the

expression now being used in Argentina, was altogether too alarming for the military. In these circumstances the possibility of a military victory and the recovery of the Malvinas — an immensely popular demand and one which was deeply anchored in the national ideology — presented itself as the means of forging a new 'sacred union' and overcoming the unpopularity of the armed forces.

A new situation

From this point onward, however, a process began to develop which was highly contradictory and which may very well end up by having the opposite effect from the one hoped for by the military authorities. In the first place, while there was no doubt about the welcome given by the people to the Argentine occupation of the islands, this produced a new situation — one which

The day after the Argentinian occupation commenced, life goes on as normal in the Falklands.



escaped to an increasing extent from the control of Galtieri and his associates, *the masses are once again on the streets*, but they are there *on their own terms, with their own demands*. The meeting of the CGT (Argentina's central trade union organisation), called a month ago, received massive support from the population, but the slogans were far from fitting in with the desires of the *junta*. The one which was chanted most was: 'Galtieri, Galtieri/presta much atención/Malvinas de Argentina/y el pueblo de Perón.' (Galtieri Galteiri, take note. The Malvinas belong to Argentina and the people belong to Perón). 'The Malvinas are Argentine; so are those who have disappeared!' has been the dominant watchword at a number of demonstrations. This means that the struggle for national sovereignty in the Malvinas has begun to crystallise and give expression to a long series of demands which have remained unsatisfied during the dark years of dictatorship. Are the military acting like sorcerers' apprentices, letting loose a process which they cannot control?

In the second place the need for support inside the country has obliged the military authorities to embark on political talks with the *Multipartidaria*, which has obviously begun to exert pressure with demands for an amnesty and the restoration of civil liberties.

It is very early to risk giving a definite opinion about the degree of pressure which the political organisations may be able to exert on the military authorities, but some symptoms — such as the safe-conduct granted to the Peronist leader Abal Medina, enabling him to leave the Mexican Embassy in which he had been taking refuge for the past six years — seem to point clearly in the direction of a thaw.

Lastly, the *junta* has clearly miscalculated the reaction of Britain and the possibility that the Thatcher government — as unpopular as Galtieri's — might try to use the crisis for its own domestic purposes. What would be the consequences in Argentina of an eventual British military victory in the South Atlantic? Although any prediction in this respect must necessarily be risky, the possibility of an end to the Argentine *junta*, similar to that of the Greek military regime following the military defeat in Cyprus, is on the cards and is the subject of universal speculation.

Three new facts

In any event, whatever may be the eventual outcome of the war, three new facts are bound to dominate the political prospects in the months — or perhaps years — ahead. The first is that the freezing of the Argentine

political situation has come an to an end; a radically new period is opening up — a period in which the masses will have a leading role to play. The second fact is that the question of the Malvinas has been transformed into a sensitive point in the international system. The British political establishment ought not to indulge in any illusions in this respect: whatever govern-

Are the military acting like sorcerers' apprentices, letting loose a process which they cannot control?

ment may have to succeed the military *junta*, the question of the Malvinas must continue to be a point of political and military tension and it will not be easy to transfer it to the sphere of purely diplomatic negotiations, 'at the back of the shop' as it were. The third fact is that the inter-American system, as constituted in the 1940s under North American hegemony, has been shattered. The Latin American countries are beginning to take a new stance in the world political system, and it may be one of more militant support for the bloc of non-aligned countries. □

(Translated by AM Elliott)

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AT July. Waaaah! Waaaah! Waaaah! Waaaah!

Robert Gray The Falklands Factor

The Argentine occupation of the Falklands/Malvinas represents one of those historic moments when the capacity to respond to unexpected events can decisively strengthen or weaken political forces. In this case, the effect has undoubtedly been to strengthen the Right, and specifically the Thatcherite Right. Not only has this probably secured the next election, it also threatens to roll back the advances made by widespread popular demands for peace and disarmament, and exposes historic weaknesses and dilemmas of the Left and the peace movement.

This article attempts to explore the implications for British politics of the Falklands adventure, rather than the immediate costs and dangers of the war and the need to build opposition to it. I shall discuss, first, the nature of the Thatcherite initiative; second, the reasons for its appeal and the weaknesses of other forces — from Tory 'wets' to the Left and the peace movement — which might have resisted it; and, third, the tasks that this poses for the Left.

THE THATCHERITE INITIATIVE

The aggressive military response to the Argentine occupation bears the marks of Thatcherism, now extended to foreign affairs. Foreign and defence policy had notoriously been a preserve of Tory 'wets' in the grand whig tradition, men whose patrician style always co-existed somewhat uneasily with the populist rhetoric of the new-style Tory Right. Carrington, a noted exponent of the whig tradition, had argued in a lecture at the Royal Institute of International Affairs that Britain's diminished military strength made diplomacy more, not less vital for the preservation of British interests; a week or two later he resigned at the start of the Falklands crisis. Thatcher's bellicose policy seems designed to make Carrington eat his eminently reasonable words.

Two features of this policy stand out. First, not only did the Government opt for a military response, but it also chose one of the more extreme possibilities. The task force was despatched, not with diplomatic pretexts about safeguarding lives and properties (the classic formula of gunboat diplomacy),

but with declarations of intent to dislodge the Argentinians (even if only temporarily) by any means necessary: 'Failure? Failure is a word we do not use'. Most wars since 1945 have begun in a shame-faced way, with growing military entanglements kept secret from both world and domestic opinion; this war has begun with flags flying, drums beating and cameras rolling, and with the revival of a rhetoric which many people, especially on the Left, too easily assumed to be dead. The course pursued may not be that different in content from what other political leaders might have done; but, as so often with Margaret Thatcher, the style and rhetoric have been crucial to the political effect.

Second, the sheer audacity of this response, the speed with which events moved, and their relaying to the British public through carefully orchestrated media have muted opposition. Those elements of centre opinion, in all the parliamentary parties, which might prefer a 'softly softly', if still basically military approach have been consistently out-manoeuvred (talk of prolonged blockade, rather than all-out invasion was probably a piece of disinformation put out to keep these elements happy). The response of the parliamentary Labour leadership has been despicable, to the point where the Labour party 'appears to be entirely in the train of Mrs Thatcher' (*Le Monde* 28 May), the parliamentary Left, with notable exceptions, was stunned, confused and divided. Both the leadership and some left MPs appear to have believed that the Falklands affair would turn into a debacle on which Labour could capitalise. This led to a 'wait and see' attitude, a dangerous political passivity which allowed Thatcher to retain the initiative (quite apart from the odious tendency to play party politics with people's lives). The Labour Party has thus been unable to give a lead in opposition to the war. In this situation, the political clarity and mobilising capacity of the Communist Party, together with the courageous stand taken by Tony Benn, Judith Hart and others, have made a crucial contribution to the emergence of an anti-war movement.

International pressures were also out-manoeuvred by the speed of events. Brit-

ain's allies, the USA and the EEC countries, would undoubtedly have preferred some less extreme action, but were likewise stunned and, forced to choose, inevitably chose Britain. The US and the EEC may still exert important pressures for British restraint and a negotiated settlement; but for the time being they have not prevented war.

A grotesque enterprise

Once the force was on its way, with support from the majority of the media and a bipartisan parliamentary consensus, the whole grotesque enterprise took on a life of its own. The formation of a 'war cabinet' seems to have reinforced Thatcher's authority. Popular opinion has been frightened, but also excited by the creation of a war atmosphere, and the tendency for the control of events to pass to a purely military logic (for example, the way that the safety of the troops became a strong reason for getting them ashore as soon as possible, regardless of the progress or otherwise of diplomatic efforts). With the commitment of forces to combat, identification with the men became a compelling motive, even for people who had reservations about the initial despatch of the task force. *The Guardian* and the *Mirror* which, to their credit, had maintained a relatively balanced and critical attitude nevertheless carried reports from the battle-zone written in a stereotyped rhetoric familiar from every war this century (the assault troops waiting patiently, sipping cups of tea, etc). Perhaps most compelling of all were the photos of 'British' children welcoming liberating British soldiers. This atmosphere of national emergency and danger has inevitably strengthened the authority of the present government; opposition leaders have indicated that their criticisms of government responsibility for the origins of the situation have merely been postponed till after the crisis — by when criticism may well be too late and politically marginalised.

The military outcome is likely to be a British success, at least in the short term, and thus a triumph for Thatcher and the new jingoism she has elicited and helped shape. It is of course still possible that the British forces will meet defeats and losses on



photo Sheila Gray

a scale beyond any so far, and that this will produce a revulsion of opinion. There is also the nagging question of 'what happens next', the apparent problems surrounding either a British presence in the face of an embittered Argentina, or alternatively the cession in negotiations of what has been won at the cost of lives. Some currently muted opposition to Thatcher may be biding its time until these problems surface. But it is naively optimistic to imagine that even the most catastrophic military/diplomatic scenario will of itself discredit the Government's course of action. Serious losses are just as likely to reinforce chauvinism and demands for revenge and escalation, or to induce a 'Dunkirk' mood of grim and sober

determination, as to encourage opposition to the whole enterprise.

It is a serious mistake to underestimate the extent to which Thatcher has gained the initiative on this issue (helped by the passivity of the parliamentary opposition). The possession of that initiative leaves considerable room for manoeuvre, the possibility of presenting almost any outcome as a triumph, not least because many people will want to believe in such a triumph, precisely in order to justify the sacrifices. In this respect we should not underestimate Thatcher's political skill and flexibility; in other contexts she has already amply demonstrated her ability to manoeuvre and back-track, while maintaining an apparent

commitment to certain fixed principles. Any political calculation that envisages the discrediting of Thatcher's position through this or that outcome to the Falklands crisis is likely to prove erroneous.

THATCHERISM AND THE NEW NATIONALISM

Thatcher's seizure of command in any case has consequences that extend beyond the conjunctural strengthening or weakening of her position, or that of her party. We may be faced with a relatively permanent and organic shift in the political landscape. It has been argued, mostly in a domestic context, that 'Thatcherism' constitutes a shift of this kind, to which the personal fate of Thatcher



photo Judith Parson/Network



herself is relatively marginal; whatever happens to her, or the government she leads, she has already done her political work.¹ That work may be characterised as the mobilisation of hitherto subterranean and politically incoherent currents of right wing populism, in a way that is something of a new departure within the Conservative political tradition, to build support for reactionary 'solutions' to Britain's chronic economic and social crisis. This has succeeded by drawing on popular experience and a pervasive sense of crisis and decline, and articulating them in reactionary directions. The expression of this in foreign affairs had previously been confined to enthusiastic support for the new cold war and the new arms race, Britain's role as Reagan's best friend, and thumping the table at EEC negotiations. Now, the articulation of a distinctly British nationalism has been added to this.

Like the domestic formula of the 'free market and the strong state', this assertion has drawn on a sense of crisis related to Britain's long decline and articulated it in a reactionary, and very dangerous direction. One striking, and alarming feature of this has been the backward-looking, atavistic rhetoric, the motif of imperial nostalgia. At the crudest level, this appeals as a sign that Britain is still Great, that, despite change and decay we can still, when pushed, get it

together. 'Thank God the most professional armed forces in the world are BRITISH', one poster recently seen in Portsmouth proclaimed (together with 'Britain does not appease dictators' and 'congratulations to the Royal Navy'). Debate at the parliamentary level has at times presented the grotesque spectacle of different protagonists all re-enacting some moment in the national past from which they draw comfort and hope, in a magic ritual to exorcise the facts of twentieth century life, an attempt to 'conjure up the spirits of the past to help them' (Marx, *Eighteenth Brumaire*). Thatcher dons the mask of Churchill or Lord Palmerston, while Foot appears to believe that the Falklands are part of the Sudetenland and that he is about to 'speak for England'.

It is easy enough to laugh at all this, to see it as a wave of hysteria aided by media manipulation. But it has powerful appeals, expressed in varied languages, not all of them as crude as the version propagated by the *Sun*; the resonances are not simply of Victorian 'gunboat diplomacy', but also of the popular experience and memory of the Second World War. Thatcherism has benefited from the organisation of all these currents into more or less enthusiastic support for a war that Thatcher has made her own.

Atavistic rhetoric makes sense of an experience of crisis, uneasy decline and lack of

forward-looking political leadership. The national past, or a selectively mythologised version of it, is a source of identity and hope. Like all such rhetorics this is in reality the creation of something new, since the old cannot in its entirety be restored. The new factor is the clear assertion of distinctly 'British' interests and power in a post-imperial world dominated by the stalemate of the cold war and the 'nuclear balance'. A language of chauvinism that had seemed out of place in this world is thus given renewed credence.

Britain's alliances

One aspect of this is the re-definition of Britain's relations with the US. Conservative policies since the 1950s have sought to come to terms with the diminished position of British imperialism by asserting Britain's special role as the senior European ally in the Atlantic alliance, but at the same time as a world power with interests transcending the purely regional ones of the NATO pact. These pretensions have at times seemed hollow: at Suez, for instance, the refusal of American support made the British posture untenable. There has always been a residual anti-Americanism on the Tory Right, relating to this and other grievances. Now the Suez debacle has been neatly reversed; it is the Americans who have been forced, after a singularly unconvincing attempt at 'mediation', to support British claims, at least for the crucial period of armed confrontation. This has demonstrated the value of the Atlantic alliance (and thus of British hospitality to existing and proposed US nuclear weapons), while at the same time asserting British independence and appealing to residual anti-Americanism of the Right. In the same way, EEC sanctions have shown the value of an association that had been questioned, not just by the Left but by a nationalist Right. Britain, in short, is not just one more European country, but can call the tune for its allies on an issue of extra-regional interest. Apart from its short term effect in helping Thatcher to seize the initiative, this may have a longer term effect on national consciousness and the production of a new nationalism.

This poses dangers and challenges for the Left. It can be a potent force in winning renewed support for the cold war and the arms race, as well as the re-assertion of a British imperial role. The Falklands war is likely to reinforce the ideology of war preparation and 'negotiation from strength'. While the failure of a nuclear strategy to protect the Falklands may demonstrate the incoherence of British military doctrines, this can be masked by less discriminating

photo Barry Lewis/Network

photo Laurie Sparham/Network

perceptions of the need for military strength. The spectacle of an actual war, and the atmosphere surrounding it, threatens to erode the widespread popular support for peace and disarmament, which has limited enthusiasm for the new cold war and the new arms race. Indeed it is tempting to see the Falklands operation as the real beginning of Nott's celebrated 'spring offensive' against CND.

The Response of the Left

The Left is thus faced, not just with a struggle to end the war and ensure lasting peace in the South Atlantic, but also with a more permanent shift in opinion. If Thatcherism has generated renewed support for itself on this issue this is partly because the Left, for historical and ideological reasons, is ill equipped to respond to the crisis of national consciousness associated with imperial decline. The faltering growth of organised opposition to the war, the chauvinist opportunism of the Labour front bench, and the confusion and division on the Left are symptomatic of this. The ground lost will not be won by narrowly party political approaches, electoral calculation and parliamentary point-scoring, or passively waiting for the Tories' militarism to discredit itself. The Left must address itself to transforming the 'common sense' views and assumptions of the British people, creating a new popular consensus around a progressive definition of British interests and policy options. Such a conception is vital in blocking the path to regressive definitions such as we are currently witnessing; it will also be vital in ensuring that a future left government does not become the prisoner of the military and diplomatic establishment.

The Left has generally operated with a 'shopping list' of demands, rather than with a coherent philosophy of Britain's place in the world to which specific demands can be organically related. Responses to events — which no shopping list, however long, can accommodate — have oscillated between an abstract internationalism and capitulation to chauvinist definitions of national interests. The rhetoric of the new Thatcherite nationalism has filled a vacuum. It has been powerful partly because it has addressed issues that the Left has ignored (indeed the confusion of the Labour Left is part of the price of this neglect). The long crisis of British imperialism is reflected, not simply in economic decline, but also in a crisis of national identity, of the re-definition of Britain's position and role in the world. This crisis has presented the Left with a historic opportunity to challenge the national leadership of the ruling class, but the Left has been unable,



for a number of reasons, to respond adequately. The space has been filled by spasmodic re-assertions of Britain's power and world role, combined with policies of adaptation to the enhanced power of the US and the regional economic bloc represented by the EEC.

This vacuum in the thinking of the Left has partly reflected historic difficulties and dilemmas. The long history of the British empire has also, as EP Thompson has recently pointed out (*Guardian* 31 May), been the history of large sections of the British people. The ruling class has been very successful — though this success has never been total, or without its contradictions — in organising a sense of national identity around its own political, and often military projects. Despite the long decline of British

economic and military power, the establishment has never suffered a defeat of the kind that might discredit its claim to national leadership. It has been difficult, for historical reasons, to define a sense of national identity distanced from the chauvinism of a long imperial tradition. The concept of 'national interest', in both domestic and international affairs, has been the preserve of the Right, or at any rate of a consensus stretching from the Right of the Tory party to the Centre of the Labour party. The Left's characteristic response to this has

This article was completed at the beginning of June and reflects events, real or alleged, up to that date.

¹ See various articles in this journal, especially those by Stuart Hall, January 1979 and Martin Jacques October 1979.

been defensive and oppositional: the very idea of national identity or interest has been denounced as a reactionary illusion, rather than seen as an arena for political intervention and struggle. Yet, in Gramsci's words: 'It is in the concept of hegemony that those exigencies which are national in character are knotted together.' It is not easy to unpick that knot, with all its nasty twists and all its sticky residues of a past not of our making; but until it is unpicked, and re-tied in a new way the field will be open to interventions of the kind we have recently seen, and the Right will retain, and reinforce a strategic political advantage.

An alternative conception

If the Falklands adventure does indeed represent a rightist transformation of 'common sense' views of national identity this is the price the Left will pay for its failure to address such issues. A purely oppositional, campaigning approach to international issues, necessary though it is and will always remain, cannot by itself transform the way British people see themselves, their country and its proper relation to the rest of the world. The politics of protest, and the general values to which everyone on the Left subscribes, have to be incorporated into an alternative view of Britain's circumstances

and future as a nation-state. The recent discussions around the European dimension of nuclear disarmament, and the challenge posed by national aspirations within the UK are among the elements from which such a conception could be constructed.

The Right's solution — oscillating between integration as a junior partner in

It has been difficult to define a sense of national identity distanced from the chauvinism of a long imperial tradition

the Atlantic alliance and spasmodic re-assertions, unsuccessful at Suez perhaps more successful in the Falklands, of a British world role — have not been without their contradictions. A sense of identity based on an imperial tradition has become more and more disjointed from the realities of a post-imperial and nuclear-armed world. As the economic situation has deteriorated it has become increasingly difficult to keep all the balls in the air; there is a fundamental gulf between British pretensions and British capabilities. This does open spaces for the Left to intervene, with a coherent alternative conception.

But the condition of effective intervention, and of blocking the path to future episodes of military adventurism, is that the Left must begin to think more concretely and creatively about national identity and national interests. What for example constitute the legitimate interests of a Britain engaged in progressive democratic changes along the road to socialism? What sort of military forces would be needed to protect those interests? In the absence of clear thinking about these issues the Left and the labour movement will be unable to win the leadership of society, and the Right will continue to paper over the cracks and to win popular support for regressive and dangerous options of the kind we are witnessing. Above all, the Left has to present some hope for the future, an alternative vision which puts forward realistic ways to safeguard national independence and those real interests essential to the well-being of the British people, and hopefully also to contribute modestly to making our planet a safer place. Such a vision might evoke a response from large numbers of people who are demoralised and politically confused, but as yet the Left has had little positive to say to such people. If nothing else, Thatcher's war should show us the urgency of remedying that shortcoming. □

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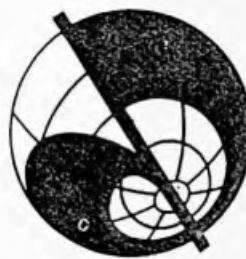
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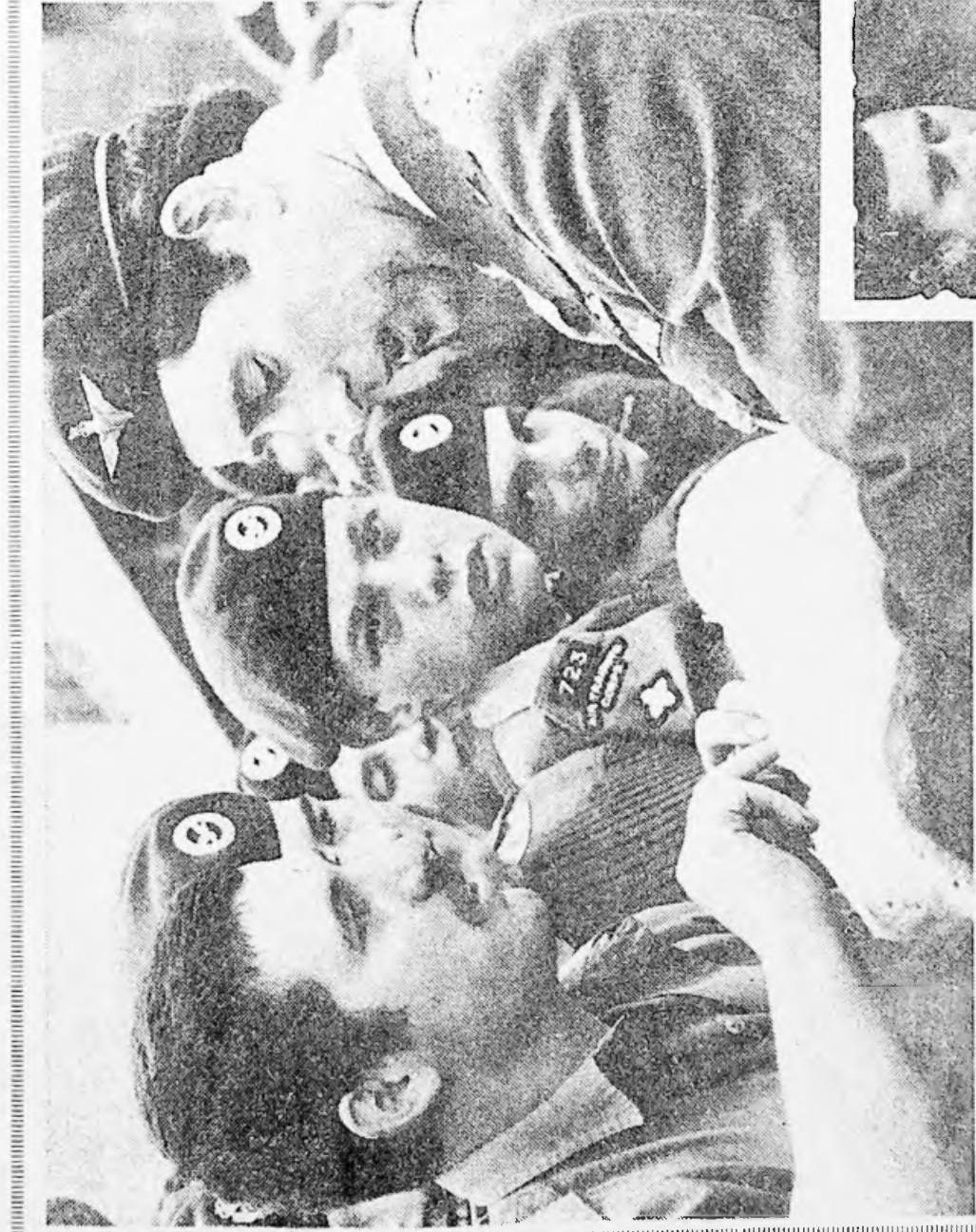
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Let the expert show you . . . Para chief Charles holds baby Daniel yesterday

PAPA PARA!

● **PRINCE CHARLES** showed his expert touch as a proud Papa yesterday . . . as he welcomed his Paras home from the Falklands war. The expertise he has gained from holding baby prince William was evident as

he cuddled 11-week-old Daniel Hebborn. Daniel, son of air-craftman Stan Hebborn, was part of a big reception at RAF Brize Norton for 600 Paras. Charles, Colonel-in-Chief, was there to salute them.

Little Dan gets expert royal hug



Charles with day-old Prince William

CENTRE PAGES

Sir Geoffrey

spells out pay

limit for 1983

BY TREVOR KAVANAGH

WORKERS will be expected to settle for pay rises of just **TWO PER CENT** next year. And the Government's eventual target for wage increases is . . . zero.

This was the firm message yesterday from Chancellor Sir Geoffrey Howe. In a hard-hitting speech he warned that Britain's workers can never again depend on automatic annual rises "delivered with the milk."

Instead, they must settle for less, so jobs can be created for the three-million unemployed.

"In an ideal world it might well mean no pay increases at all," predicted the Chancellor.

"This would provide the fastest route to higher employment."

Sir Geoffrey hammered home his stern message in a speech clearly designed as a curtain-raiser to the looming winter pay round.

FAILED

He admitted that the Government's four per cent wage ceiling this year had failed to stop settlements hitting seven per cent.

But he told industrial correspondents in London that next year's target would be "substantially" less than half this level.

The Chancellor refused to put a figure on public service pay in 1983.

But the Government is

Continued on Page 7

4 die in runaway truck horror
Page 7

RED-BERET LIBERATORS OF THE FALKLANDS FLY HIGH



Joy... a dad sees his daughter for the first time

Daredevil Paras

given salute by

Colonel Charles

By MURIEL BURDEN and PETER GAME

SIX HUNDRED war heroes came hono yesterday to cheers and tears . . . and royal welcome from their boss.

Prince Charles, Colonel-in-Chief of the Parachute Regiment, warmly shook hands with the Red Beret daredevils who stormed through the Falklands.

The smiling prince told the heroes of the second and third battalions: "Well done, lads—a wonderful job."

For the victors of Goose Green and Port Stanley the landing at RAF Brize Norton yesterday was just as hard to take.

Hardened soldiers were reduced to tears as they were hugged and kissed by their wives, girlfriends, kids, mums and dads.

Overnight, car-loads and coach-loads of excited families had converged on the wind-swept airfield in Oxfordshire to greet their loved ones.

THEY GAVE ever soldier who put foot on British soil again rapturous cheer.

THEY WAVED their flags, bottles of champagne and beer, and sobbed openly as the Red Devils strode proudly across the tarmac to them.

THEY CAME in such numbers that some families were trapped inside the terminal locked in by the banister-wavers who had surged onto the tarmac.

Chatted

The best they could do was to kiss through the plate glass windows until that magic moment when hands and lips really did touch.

Some women fainted when they saw their dear ones again.

One pretty young wife leaning heavily on a stick braved the turmoil to greet her man. She was tossed, almost losing her balance several times. But she hung on.

Some had already chatted with Prince Charles who went walkabout among the waiting families.

A young woman bragged: "I'm prettier than Lady Di."

Fixed

The Colonel-in-Chief answered with a smile: "I admire your confidence."

One of the first to be met by Prince Charles was Private Jim Meredith, 26, from Aldershot, Hants.

Jim said: "It was great to meet him—what a fantastic reception we had."

His wife Jacqueline, who is expecting a baby in September, hugged her husband and said: "I'm so proud of him. Charles is smashing—but this is my Prince today!"

Surprises were also in store for 22-year-old Private Graham "Spoke" Rigale. His fiancée Denise Walker, 23, greeted him with "The wedding's fixed



Ecstasy . . . as a sobbing Mum holds her son again

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HERE, LADS!



GIVE 'EM A BIG HAND . . . Prince Charles Colonel-in-Chief of the Paras, welcomes home the Falkland heroes.

Picture by HADYN JONES

HERO CO'S PROUDEST MOMENT

PROUD soldier David Chaundier told yesterday of the moment his fighting Paras knew they had the Argentines beaten.

Lieutenant Colonel Chaundier, commanding officer of the Second Battalion, said: "When it became clear to the soldiers that the Argentines had really collapsed, they started to take off their steel helmets and take out their red berets. It was the proudest moment of my life."

Col. Chaundier, 39, made a parachute drop into the sea off the Falklands to replace the regimental hero, Colonel

H. Jones, who died attacking a machine-gun position.

But he denied there was anything spectacular in his arrival and said it was a "normal drop."

Denied

Back with his men at Brize Norton, he described the final days of the conflict when the Paras were on high ground around Port Stanley.

The British had managed to move heavy

artillery and tanks on to Wireless Ridge.

He said: "When the Argentines saw the massive firepower, they really just gave in."

"Standing on the ridge looking down the valley, I could just see the black ants of Argentines streaming back to Port Stanley."

"They were not running. They were just defeated and they were beaten. I must say it was a great moment."

Lieut-Col Hew Pike.

of the Paras Third Battalion also praised his men and said their deeds rated alongside any of the achievements of World War Two.

Clear

Asked why he thought the enemy had given up, he replied: "When we got into Stanley and looked back at the high ground it was clear psychologically that once this had fallen we were so dominating that they must have accepted they were on a loser."

The Parachute Regiment lost a total of 40 men in the Falklands battles, with 159 wounded.



Doggone . . . master and pet are reunited

for July 30 — be there!" Their May 29 wedding had to be cancelled because of the conflict.

But romantic Spike, even while stuck on the Falklands, still managed to send 36 red roses to Denise's Tyne and Wear home.

Lance Corporal Baz Bardsley, 24, from Manchester, received the present. The Sun had told him about weeks before.

Shock

His wife Margaret, 24, showed him their seven-week-old daughter Catherine.

After the remembrance of Port Stanley, Baz picked up his favourite newspaper and saw a picture of Margaret and Catherine.

It came as quite a shock. The Ministry of Defence had sent him a signal saying he had a son.

THEY DIED FOR BRITAIN

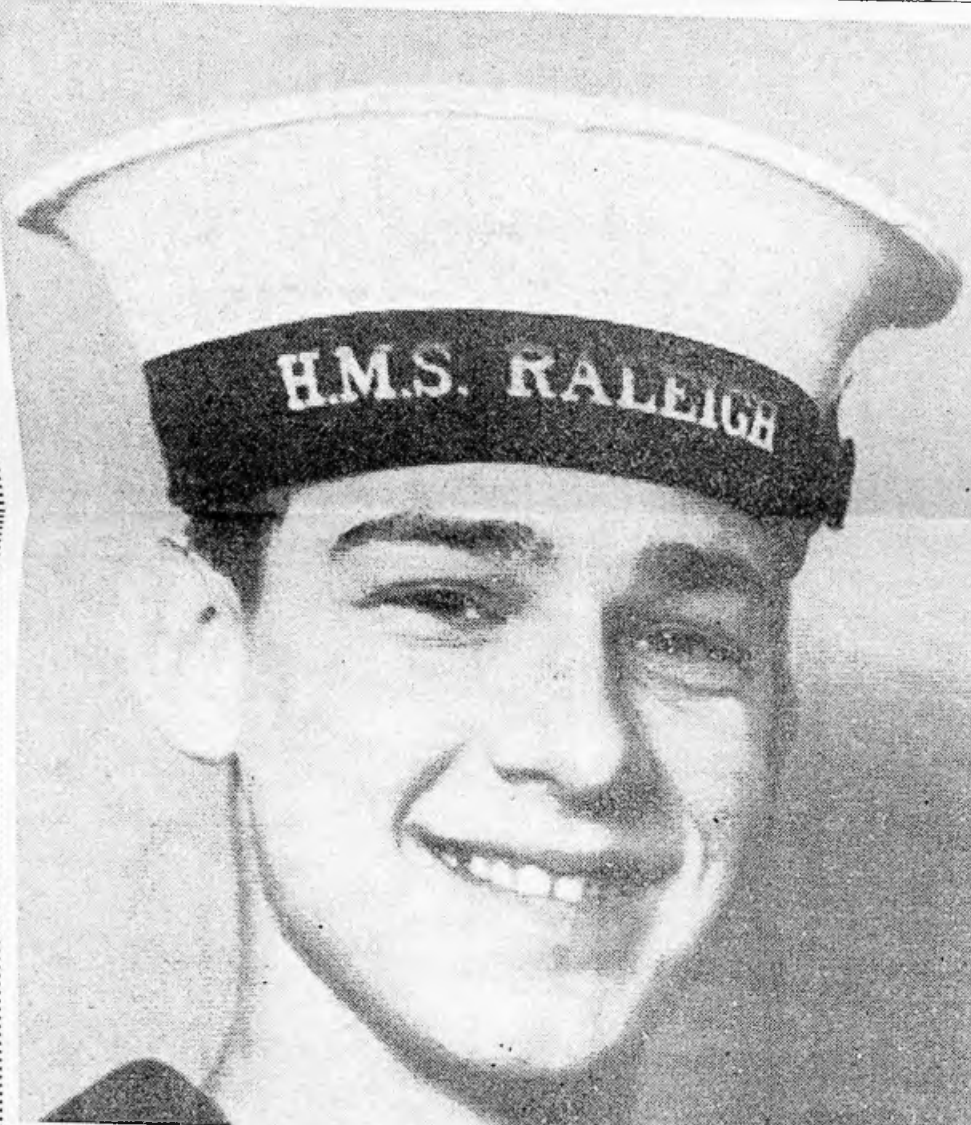


The Gallant Men of the Royal Naval Task Force





Stephen White shire.



His mother, Mrs. Carole Hayward, said last night "We're proud of Sean

Twenty one who died when a

explosives expert on HMS Antelope, killed trying to defuse a bomb on Sunday.

will give more details on the national fund tomorrow.

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KEEGAN SNUBS SOCCER REBELS



NEWLYWEDS: Sue and Grahame Wood after they arrived in Southampton yesterday.

Bride Sue's honeymoon at war

A COUPLE who spent their honeymoon with the Falklands Task Force sailed back to Britain on the Canberra yesterday.

Crew members Sue and Grahame Wood were with more than 2,000 Royal Marines and other servicemen on board the liner when she arrived at Southampton.

Sue, 29, Canberra's assistant shop manageress, said: "During air attacks we took cover together in gangways and covered ourselves with lifejackets, always holding hands."

"We thought we had been hit when a bomb landed 30 yards away. But to be honest we didn't really appreciate the danger we were in."

"It could have been a lot different, of course. We were told that two Exocets were heading for us but were intercepted by anti missile missiles."

Sue and Grahame were married in Honolulu on February 4 when the Canberra was on her last world cruise before the Falklands emergency. They

By GEOFFREY LAKEMAN

volunteered to sail with the task force.

Grahame, 24, a bar steward, said that at one stage the Canberra got down to her last case of beer.

Fresh supplies arrived just before the troops drank the ship dry.

After a joyful welcome from crowds at Southampton the marines set out for their base in Plymouth.

Their convoy was halted for more than an hour by thousands of well-wishers at Dorchester in Dorset.

At Plymouth the welcome was overwhelming. Throughout the city and in nearby villages, street parades had been arranged for the heroes' return.



HERO WORSHIP: A boy welcomes Canberra. Picture: PETER CASE

ENGLAND soccer captain Kevin Keegan has turned down a £250,000 offer to lead a "pirate" tour of South Africa.

He was invited to join a star-studded squad which will fly tomorrow to start a six-match tour.

The trip clearly flouts an international ban on sporting links with South Africa.

It is being sponsored with a reported £1 million by South African Breweries, the firm which put up the money for last winter's tour by rebel English cricketers.

As a storm brewed last night over the tour, Keegan's business manager Harry Swales made it clear that the 34-year-old Southampton star had flatly rejected the invitation.

Mr. Swales said: "Kevin wouldn't even have discussed the invitation. He gets asked to do all sorts of things."

"He wouldn't have anything to do with it."

Keegan, a wealthy man with many business interests, said on TV recently that he wanted to spend more time with his wife and two young children.

Mick Channon,

By MIRROR REPORTER

Keegan's former England and Southampton teammate, is listed as a definite starter for the tour.

So is Ian Gillard, former Queen's Park Rangers and England defender, although a relative claimed last night that he had turned down the invitation.

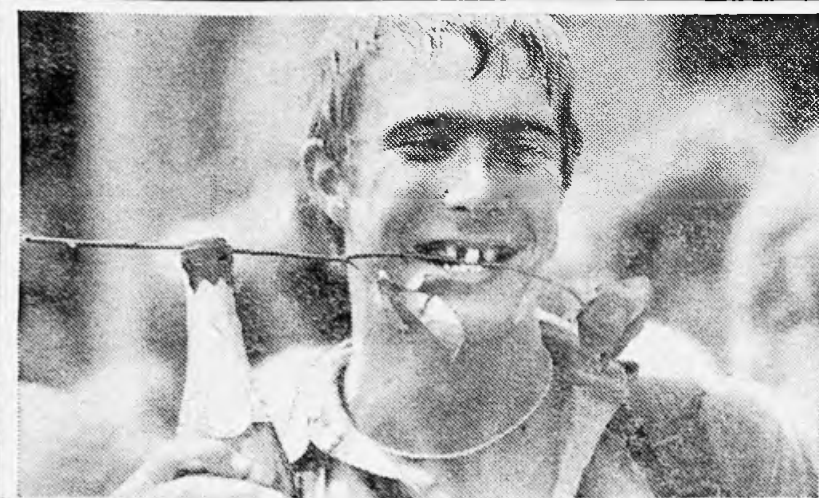
Others said to be going are Argentina's world cup stars Ossie Ardiles and Mario Kempes.

Football Association secretary Ted Croker warned the players last night that they would almost certainly face a life ban if they went ahead with the tour.

ITALY ARE
THE CHAMPS

SEE
BACK
PAGE

Heroes return in triumph—Centre Pages



I'M BACK! Marine Marty Coveney celebrates with a rose in his teeth.

Joy as Canberra's Falklands heroes return home

AT first they were only tiny white plumes in the 6 am heat haze hovering at that point in the Solent where the sky ended and the sea began.

Then, as the weary Canberra pushed herself home through the frisky sea, the wispy little shapes became definite.

They were sailing craft of every conceivable size—sleek yachts, lumbering catamarans, even dumpy dinghies—and all were tearing through the waters to welcome home a liner more used to the luxurious murmur of world cruises than the ugly clamour of war.

I had helicoptered to join the Canberra at 5 am yesterday for the last few hours of her triumphant journey home to Southampton.

She brought with her more than 2,000 Royal Marines, other servicemen—and 400-odd members of her own Merchant Navy crew who had volunteered to stay with the ship in the Falklands.

What they saw out of the dawn's horizon was a joyful Dunkirk of a welcome—a mass of boats which grew into thousands as they bobbed and wobbled excitedly like children around a favourite parent.

It was a welcome that took everyone's breath away—not least, the ultra-tough marine commandos who had seen some of the toughest and most brutal fighting in the Falklands.

These marines—precisely balanced fighting machines—do not cry easily, but even the hardest wiped away a tear, then grinned sheepishly.



we had anchored," he said. "It just went on all day long."

"And I'll tell you this—I was scared, very scared. It was the first time as a professional sailor that I had seen action."

"And I was even more scared than I had been as a child when the German doodlebugs were falling on where I lived."

Then, in a classic display of English understatement, Capt. Scott-Masson added: "We felt really rather large sitting there. It was a miracle we weren't hit."

There was the Canberra's 35-year-old confectionery chef, John Munnelly. He was less prone to understatement.

"I was making chocolate eclairs at the time when the Argies started flying low over the water," he said.

"I don't know what happened to my eclairs. I just ran like buggery."

One of the 12 women on board, primly spoken and pretty 24-year-old Fiona Fitzpatrick (an assistant purser), recalled a daunting detail.

"When it started, I glanced out of a porthole and could see one of their planes so closely that I could even read the pilot's name on the fuselage. It was Rodriguez," she said.

But the gleaming spirit of morale and unity on board was something that moved Prince Charles.

He, too, was helicoptered on to the liner and after meeting marines and members of the crew he told me quietly in the midst of babbling men preparing to disembark: "There is such a terrific spirit on board."

"As for the Royal Marines... well, what can I say? They have done the most fantastic job."

I'm sure that people do realise the remarkable feats they have performed."

It was a moving moment. Prince Charles shone with sincerity and you could tell from his face that he was not uttering mere pleasantries.

Finally, with the lumbering grace of her 44,807 tons, the Canberra edged to the side of the quay—the hoarse greetings of mothers, fathers, wives, children and lovers lost amid the ear-busting boom of a thousand ships' horns.

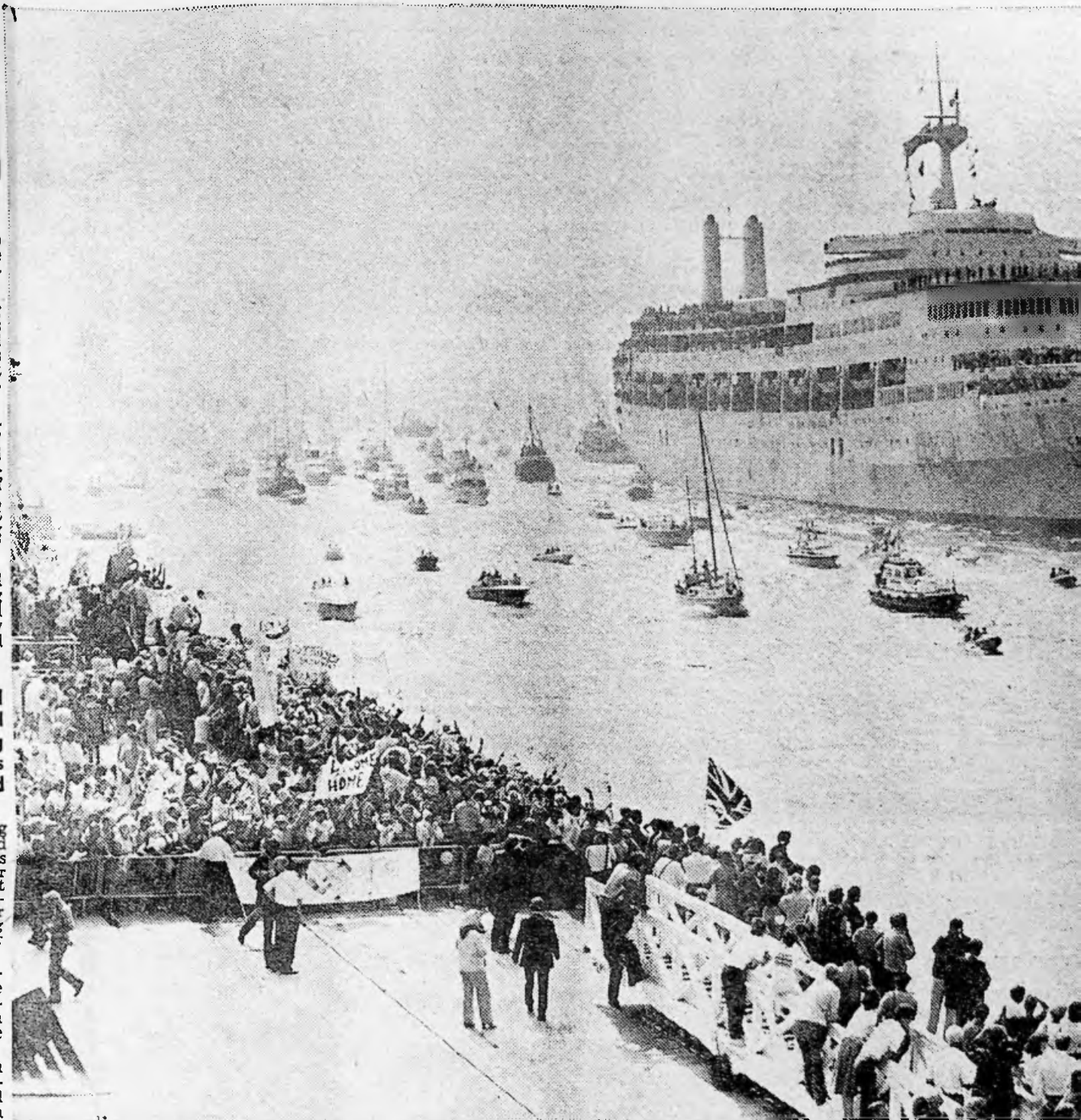
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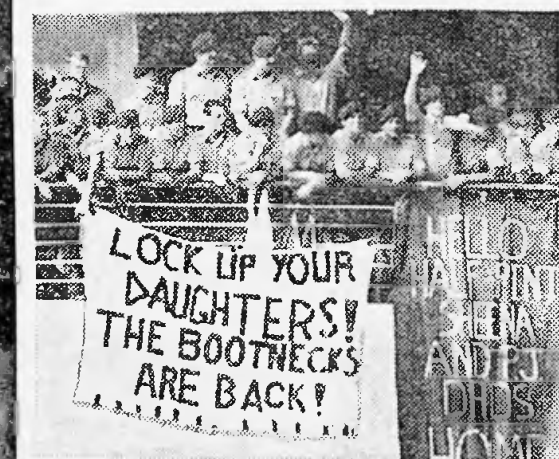
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WELCOME BACK! A bobbing flotilla of yachts and dinghies give the troop carrier Canberra an exciting home coming at Southampton.

Marines don't cry, but even the hardest wiped away a tear . . . and then grinned sheepishly

Pictures: BRENDAN MONKS and PETER STONE



BEWARE! The troops give a "Lock up your daughters" warning as they step ashore.

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Joy as Canberra's Falklands heroes return home in triumph

AT first they were only tiny white plumes in the 6 am heat haze hovering at that point in the Solent where the sky ended and the sea began.

Then, as the wearied Canberra pushed herself home through the frisky sea, the wispy little shapes became definite.

They were sailing craft of every conceivable size—sleek yachts, lumbering catamarans, even dumpy dinghies—and all were tearing through the waters to welcome home a liner more used to the luxurious murmur of world cruises than the ugly clamour of war.

I had helicoptered to join the Canberra at 5 am yesterday for the last few hours of her triumphant journey home to Southampton.

She brought with her more than 2,000 Royal Marines, other servicemen—and 400-odd members of her own Merchant Navy crew who had volunteered to stay with the ship in the Falklands.

What they saw out of the dawn's horizon was a joyful Dunkirk of a welcome—a mass of boats which grew into thousands as they bobbed and wobbled excitedly like children around a favourite parent.

It was a welcome that took everyone's breath away—not least, the ultra-tough marine commandos who had seen some of the toughest and most brutal fighting in the Falklands.

These marines—precisely balanced fighting machines—do not cry easily, but even the hardest wiped away a tear, then grinned sheepishly.

For some—just boys really, in some cases—the climax was a little too much. They had killed, had nearly been killed and had seen their friends killed.

So they stood in isolated corners of the ship's tiered decks and just stared out to sea, lost in the ocean of their own thoughts.

For many of the P & O crew of the Canberra their 30,000-mile, 94-day task force service crowds the mind with hosts of memories.

There was the slightly gruff, plum-voiced master of the Canberra, Captain Dennis Scott-Masson. He will never forget when the Argentine air force Pucara fighters swept dangerously past his ship in the unmovable waters of San Carlos Bay.

"We were so surprised—it started off on such a lovely morning just after

we had anchored," he said. "It just went on all day long."

"And I'll tell you this—I was scared, very scared. It was the first time as a professional sailor that I had seen action."

"And I was even more scared than I had been as a child when the German doodlebugs were falling on where I lived."

Then, in a classic display of English understatement, Capt. Scott-Masson added: "We felt really rather large sitting there. It was a miracle we weren't hit."

There was the Canberra's 35-year-old confectionery chef, John Munnelly. He was less prone to understatement.

"I was making chocolate eclairs at the time when the Argies started flying low over the water," he said.

"I don't know what happened to my eclairs. I just ran like buggery."

One of the 12 women on board, primly spoken and pretty 24-year-old Fiona Fitzpatrick (an assistant purser), recalled a daunting detail.

"When it started, I glanced out of a porthole and could see one of their planes so closely that I could even read the pilot's name on the fuselage. It was Rodriguez," she said.

But the gleaming spirit of morale and unity on board was something that moved Prince Charles.

He, too, was helicoptered on to the liner and after meeting marines and members of the crew he told me quietly in the midst of babbling men preparing to disembark: "There is such a terrific spirit on board."

"As for the Royal Marines... well, what can I say? They have done the most fantastic job."



I'm sure that people do realise the remarkable feats they have performed."

It was a moving moment. Prince Charles shone with sincerity and you could tell from his face that he was not uttering mere pleasantries.

Finally, with the lumbering grace of her 44,807 tons, the Canberra edged to the side of the quay—the hoarse greetings of mothers, fathers, wives, children and lovers lost amid the ear-busting boom of a thousand ships' horns.

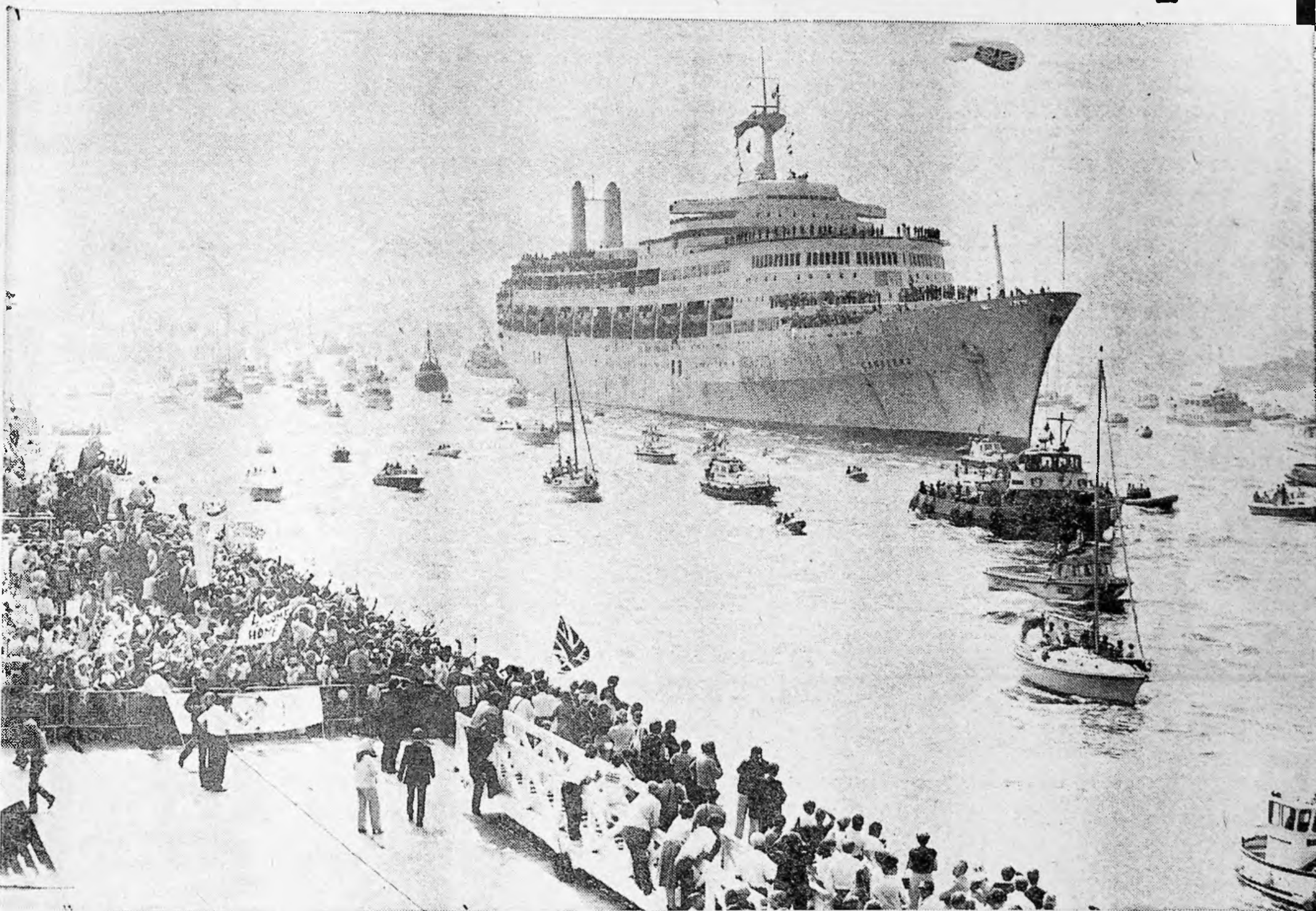
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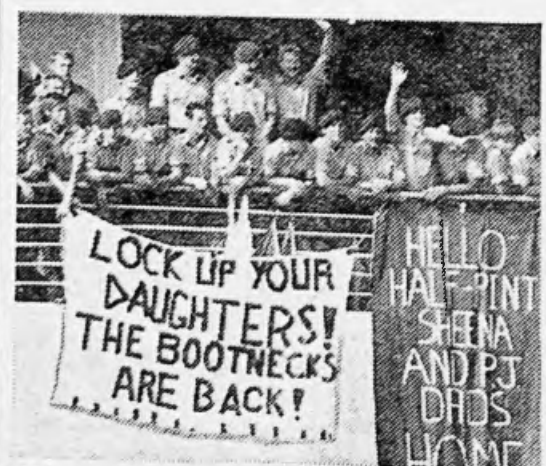
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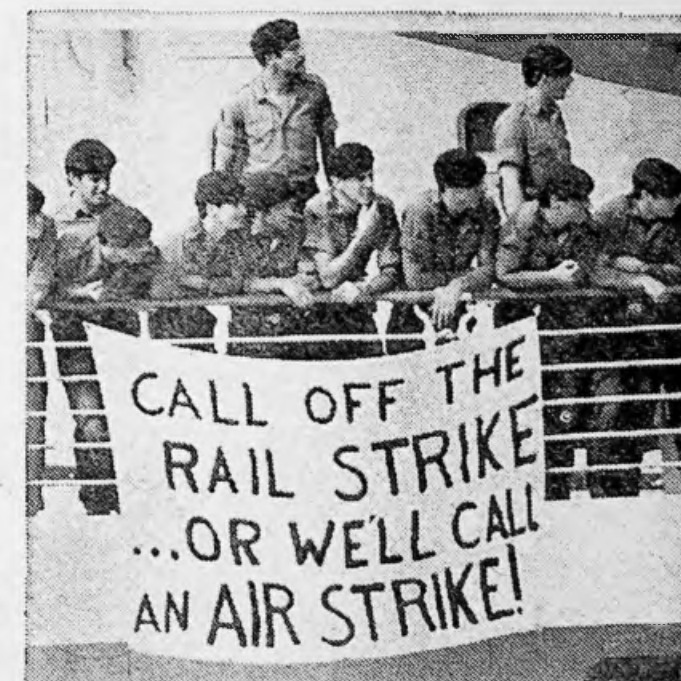
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Pictures: BRENDAN MONKS and PETER STONE



BEWARE! The troops give a "Lock up your daughters" warning as they step ashore.



STAND BY! The Falklands heroes show they have kept up with the news by issuing an ultimatum to ASLEF strikers.

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Medical lessons from Falklands

By IAN GLOVER-JAMES

WHEN the Falklands crisis erupted, Surgeon-Cdre Godfrey Milton-Thompson, a senior Navy medical planner, reached for his files on Suez and the Korean war.

"The Korean war was the last time we actually used a hospital ship," he said.

"The files were not much help. All that was a long time ago."

As Deputy Medical Director General (Naval), the Surgeon-Cdre is now piecing together a picture of casualties sustained during the Falklands fighting and studying how the Task Force medical operation coped with them.

What began with a degree of improvisation, the medical arms of the services ended with a casualty survival ratio that could match the best achieved in modern warfare.

Serious cases

Surgeon-Cdre Milton-Thompson is cautious of making the claim. The full statistics are not yet available. But other senior officers believe they will show less than 10 per cent of casualties died of their injuries.

Casualty survival rates of more than 90 per cent have been achieved in recent years by American medical teams in Vietnam and the Israelis in Middle East battles.

The key to success is the rapid movement of injured men

Thousand Find Clearer Hearing

Literally thousands of people who are really deaf are now able to hear clearly. A new hearing aid, the first of its kind, has been developed by a team of scientists at the Royal National Institute for the Deaf.

The new hearing aid, called the 'buddy' aid, is a small, portable device which is worn in the ear. It is designed to help people with a hearing loss of 20 to 40 decibels to hear more clearly.

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EXOCET TAKEN FOR 'HARRIER'

By ANDREW WETTER

Argentine Navy was this to hit the guided missile destroyer Sheffield on July 4, because, it is thought, the British Sea King was not in the area.

But the lack of any air-borne early warning aircraft at the time was a major factor in the success of the Exocet.

Today's new SCIENTIST, however, has had 17 minutes' warning of the Argentine attack from radar-equipped helicopters.

It is claimed that the radar decided on board that the radar was from the approach of a ship.

Sea Harriers.

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British firms produce parts for new Exocet

By Air-Cdre G. S. COOPER Air Correspondent

British workers making parts for Exocet anti-ship missiles are helping to produce a new version of the weapon without knowing what it is for or who will use it.

The sea-skimming missiles are assembled by Aerospatiale of France. The new member of the Exocet family, about which little has been said, is the SM39—a development of the air-launched AM39 version for use by submarines.

The French Navy has decided to arm its attack and nuclear submarines with the new missile. The concept is simple. Exocet AM39s are fitted with the wings folded into a watertight container and fired from the torpedo tubes of a submerged submarine.

The container is steered under water by the missile's navigation system and propelled by a separate rocket motor. When it emerges from the water, the canister shroud is ejected and the missile's own booster motor is ignited. The missile is guided by the submarine's detectors.

The behaviour of the SM39 in flight is similar to that of all Exocets launched from Super

SO MUCH IS OWED BY SO FEW TO SO MANY, SAYS HUNT

By CHARLES NEVIN in Port Stanley

MR REX HUNT, resplendently familiar in cocked hat, ostrich plume, and full ceremonial uniform, was driven through Stanley in his equally famous red London taxi yesterday to open the first session of the Falklands Islands Legislative Council since the Argentine invasion.

It was the first time Mr Hunt had worn his uniform since he donned it in defiance of the Argentines as he was deported from the islands.

A driving blizzard subsided as Mr Hunt, then Governor of the Falklands, now Civil Commissioner, completed his quarter-mile journey from Government House to the council chamber.

Waiting outside, watched by Stanley's hardy schoolchildren, were a quarter guard of the Queen's Own Highlanders and a detachment of the Falkland Islands Defence Force, splendid in scarlet and blue.

After receiving a general's salute, Mr Hunt entered the chamber, in the same building as the post office and the court house, to meet his councillors and Mayor-General David Thorne, the Military Commissioner who was sworn in as a non-voting member.

Mr Hunt opened his address by paying tribute to the British Government and the Merchant Marine for the magnificent campaign in the south Atlantic that led to the liberation of these islands and their dependencies in the incredibly short time of ten and a half weeks.

He went on "It was a feat not only of outstanding courage and professionalism on the part of the fighting Forces but also a remarkable effort of logistics in keeping them supplied from a base 8,000 miles away."

"This council salutes all those thousands of men and women who took part in the planning and execution of what will surely go down in history as one of the most successful military operations of all time."

"If I may paraphrase Churchill's immortal words, never in the field of human conflict was so much owed by so few to so many."

Mr Hunt then paid special tribute to the dead and wounded. "I accept it as our bounden duty to ensure that this sacrifice shall not have been in vain."

He confirmed that June 14 would henceforth be remembered annually in the islands, and announced that a memorial would be set up in Stanley.

"For the present, however," he said, "all our energies and efforts are concerned with getting back to normal. By this I do not mean returning to the way of life we had before April 2. I am not naive enough to think that possible, even if it were desirable."

'Look to the future'

The Civil Commissioner also had words for the resentment that exists in the islands against Government employees who left during the occupation, a resentment redoubled by the overseas administrative supplement, a tax-free increment on island salaries to expatriates who come to work.

"I know there has been some argument about Government servants (and others) who left their posts during the occupation," said Mr Hunt. "This is a futile and sterile argument, and I hope people will look to the future, not the past."

He continued: "We are not yet on top of our problems, but I am beginning to see the light at end of the tunnel. As I have said before, I am optimistic about the future of these islands."

They could take comfort from the Prime Minister's firm and clear statement to the United Nations Secretary-General that there was nothing to negotiate with Argentina.

The islands' future was concerned with the type of association they had with Britain, not with Argentina. But this was something to be considered in quieter times when things had settled down.



Mr Rex Hunt.

MINISTRY'S 'INACCURATE NEWS'

By ANTHONY LOOCH

JOURNALISTS with the Falklands Task Force were astonished on return to London to see "how much wildly inaccurate information" generated by the Ministry of Defence had been published, MPs were told yesterday.

Max Hastings, of the Commons Select Committee on Defence, which is inquiring into the handling of public and Press information during the conflict.

In a written memorandum he attributed the inaccurate information partly to inter-service rivalry.

"There was deep ill-feeling among the Task Force about the amount of information accorded to the 2nd and 3rd Para Regiments, which 'fought very valiant actions' and 'suffered heavy casualties, went unmentioned', he said.

He also complained that many journalistic despatches cleared by operational staffs on the spot were altered by the Ministry of Defence in London.

"For instance, the commanding officers on the spot greatly valued any mention of their men by name, for the morale of families at home," he said.

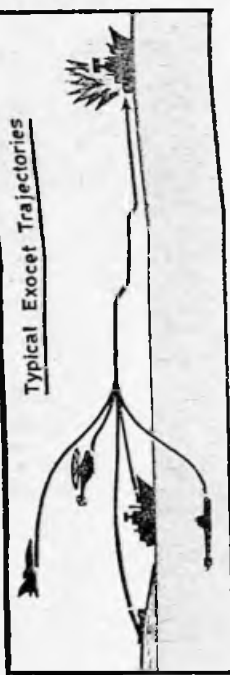
"I have found since my return that they were even angrier than the correspondents to discover that the Ministry of Defence in London had deleted almost every name from despatches."

Question of food

Mr Hastings also said arrangements for accrediting correspondents to the Task Force were dogged from the outset by resolute opposition of "some parties" in the Royal Navy and the Ministry of Defence to taking correspondents to the South Atlantic at all.

Robert McGowan of the Daily Express was asked by Mr Bruce George (Lab., Walsall S.) if journalists were sometimes "fed" with inaccurate information.

Mr McGowan said this had happened. "We were told the Argentines were suffering from dysentery, did not have very good food, and were reduced to eating cats and dogs."



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MENENDEZ

'WILLING TO DIE IN WAR'

GENERAL MARIO MENENDEZ, Argentina's military governor of the Falklands during their 74-day occupation, said yesterday that his nation's sacrifice in the islands was not in vain.

He would willingly have died fighting there if that would have averted defeat at the hands of Britain.

Menendez's comments were published in the Argentine news magazine SIETE DIAS (Seven Days). They were his first substantive statements since he went home on July 14, a month after surrendering his forces to Gen. Jeremy Moore at Port Stanley.

'Defeat hurts'

"The defeat hurts, but I have a clear conscience, both as a man and as a soldier," said Menendez. He surrendered "to avoid an unknown number, perhaps an indiscriminate (number) of deaths that would not have had a later justification regarding the result of the battle."

Argentina has said 712 of her soldiers died in the fighting.

Surrender was "tremendously hard" for a soldier. "In reality, personally I understand that it would have been better for me to die in the course of the operations, if that would have resulted in victory."

'Honourable surrender'

The general, who has been relieved of his post on the army high command, pending the result of an internal investigation into the troops' performance in the islands, said the surrender was "honourable."

This was because Argentine flags were not handed over to the victors, Argentine officers retained their sidearms and the command of their troops between the surrender and repatriation, and Argentine ships were used, along with British vessels, to take the defeated soldiers home.

'U.S. support'

The major reason Argentina lost the war was the enemy's superiority in men and equipment.

Argentina last "against more than two enemies," he said. "As a principal enemy we had Great Britain. Then there was the logistic support given by the United States, and we must not forget the role played by Europe through Nato and the Common Market."—AP.

ARGENTINA REBUILDS AIR FORCE

By Our Buenos Aires Correspondent

Argentine is rebuilding its diminished air force, according to military sources. They said that following the Falklands conflict Argentina is buying 22 used Mirage IIIC aircraft from Israel as well as 10 Mirage Vs armed with Exocet-like AS-38 missiles bought from Peru at the height of the conflict.

Five AM-39 Exocets of the 10 originally bought from France were delivered in November, together with five Super Etendard aircraft bought by the Argentine Navy, the sources say. The remainder will be delivered as soon as France lifts its embargo on arms sales to Argentina.

Zone rejected

Argentine rejected Britain's new protection zone around the Falklands yesterday and said in a letter to the United Nations Security Council that Britain's attitude showed hostilities in the area were suspended but had not finally ceased.—Reuter.

New Antarctic home for 18 men

"SO HOW do I find you?" I said to Jenny, the receptionist who was on the phone.

"Oh dead easy" she said. "Drive down to the industrial estate. You can't miss us."

And she was right. Nearly 200 miles away from Cambridge, at Ross on Wye stands one of the weirdest structures conceived by man. Two huge plywood cylinders, sitting in what resembles a large dry dock, are propped up by scaffolding. Inside the tubes are a series of rooms in which 18 men will live throughout the perpetual cold and darkness of the Antarctic winter.

The buildings are part of the new one-and-a-half million pound scientific base which is being shipped down to the Brunt Ice shelf this winter (their summer) by the men of the British Antarctic Survey, whose headquarters is on the Madingley Road, Cambridge.

In conception, the new base is not unlike the present base at Halley. It, too, uses large tubes and it, too, hangs the rooms in the middle of the tubes. But when I visited it in 1977, it was showing signs of stress. Twenty to 30 feet below the ice and snow, it was being slowing ground out of shape by enormous forces. Soon it will be unusable.

The new base takes this original and unique concept and polishes it to the nth degree. Structaplay, a firm at Ross on Wye have the contract to produce the base. They worked very closely with the men from Cambridge, who after years of experience at living in the ice, knew what the problems were.

Eventually a stressed plywood skin made to form a segment of a circle and heavily insulated, was chosen as the basic building brick for the tube. It went to the Building Research Centre who applied so much pres-

sure to it that it dare not go any further in case its test equipment was damaged. The segment held. Now, Al Smith the man who masterminds BAS building projects and his opposite number at Structaplay, Graham Boyce, are more than certain that the new base will withstand the Antarctic winter and last for the 15 years of its design life.

Why not make it last longer than 15 years?

There is not much point, explains Al Smith who is the brother of showjumper Harvey Smith. The ice on which the base sits will probably drift loose as an iceberg by then.

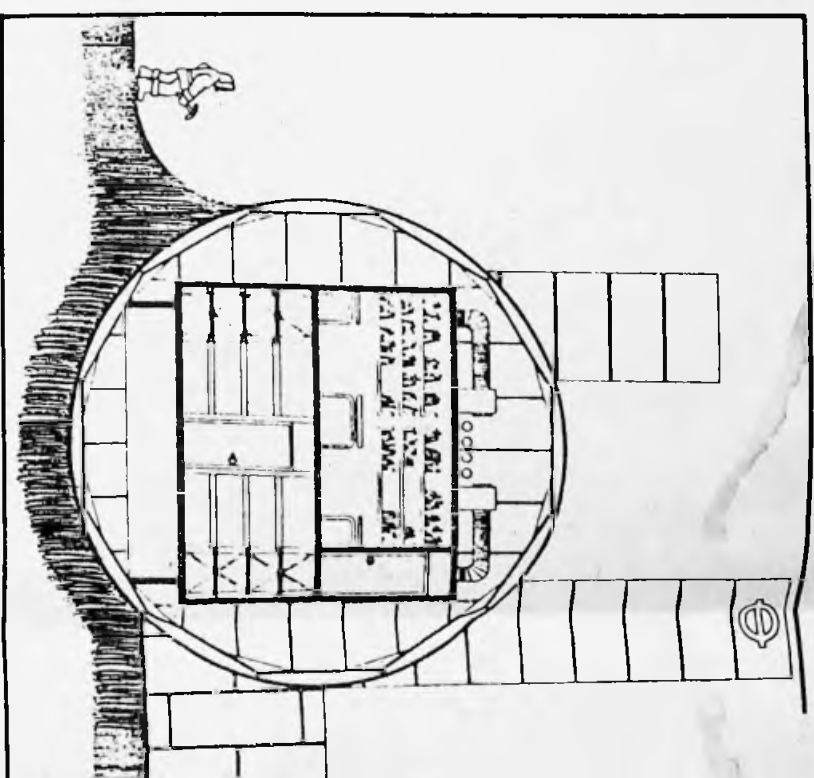
At the moment, Structaplay and some of the men from Cambridge who will eventually put it together, are assembling the base to make certain that everything works and fits. Then, it will be taken apart, the sections numbered and packed into the holds of the Royal Research Ship Bransfield.

Bransfield sets sail in early November and will be anchored to the ice for about 72 days in January and February. During that time, it will put ashore not only the new base but also the provisions and fuel to keep it going in the future.

The new building, which is in an H-shaped formation, must resist a series of different stresses throughout its life. At first it will sit virtually on the surface of the snow and ice, resting in grooves cut for it and prevented from rolling along by snow packed alongside with the aid of a snow milling machine.

Then, as the snow of the Antarctic falls and falls without ever melting, the base will be covered. Instead of having to hold itself up, it will then have to keep the external pressures in their place. Finally, it will have to resist weight as well.

Initially the tubes, which are made up of independent rings fitted with neoprene



The London Underground sign on the top of this cross-section such a sign.

seals, will be held in place by longitudinal beams. In due course, the structure will be freed from these and be able to move slightly in the ice. But whichever way it moves, the interconnecting corridors will remain intact because every junction is designed to slide telescopically.

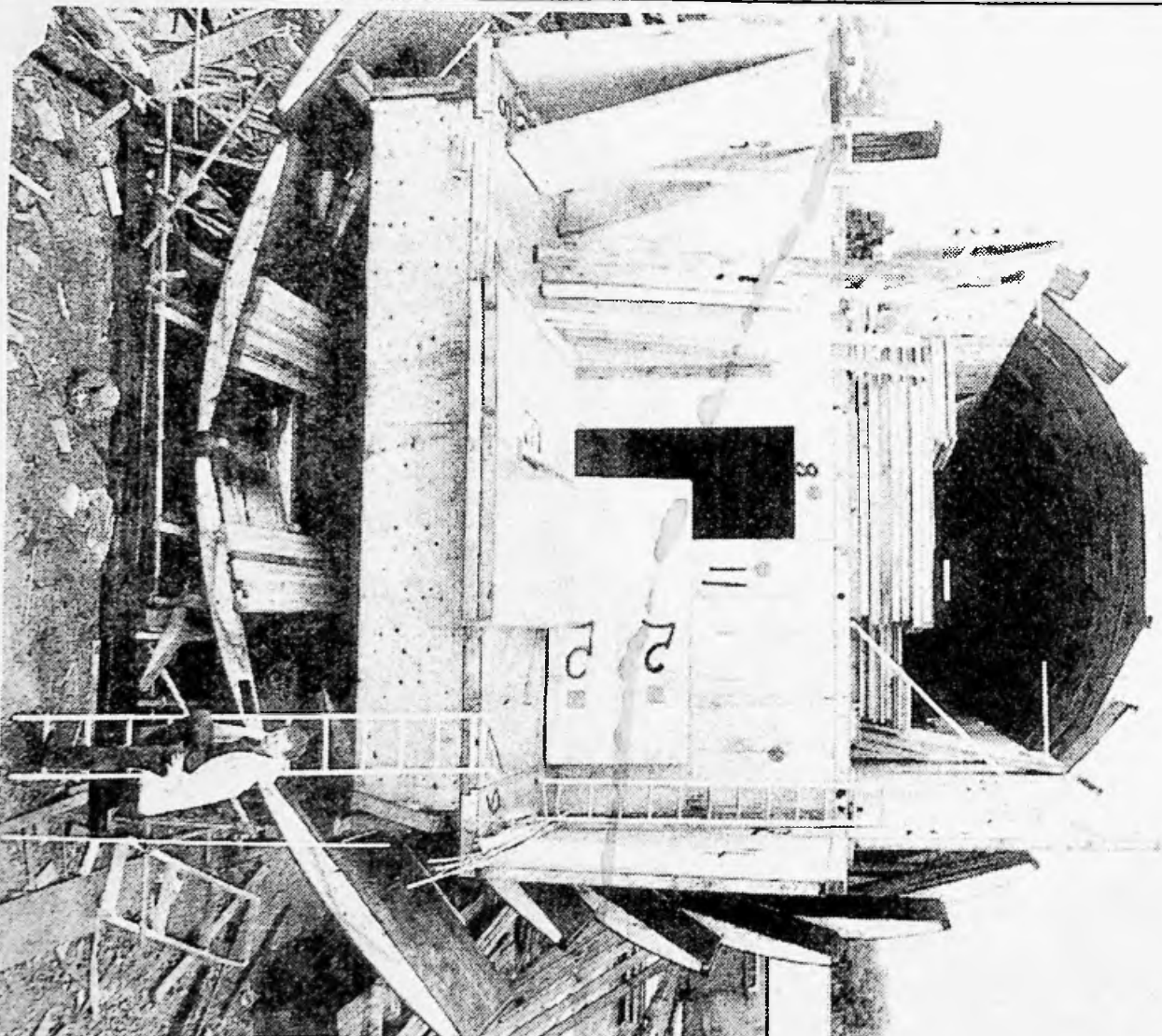
Inside, the 18 men will have every home comfort. Fire detection, ventilation, heating, water supply, sewerage, have all been taken care of. They will have a roomy dining area, a games room, kitchens, a workshop large enough to repair a crawler tractor brought in from the cold, laboratories, and a radio room.

There are two storeys of rooms in each of the four huge tubes. Cold air is drawn between the tubes and the rooms in order that internal heat should not melt the ice and fill up the bottom of the tube.

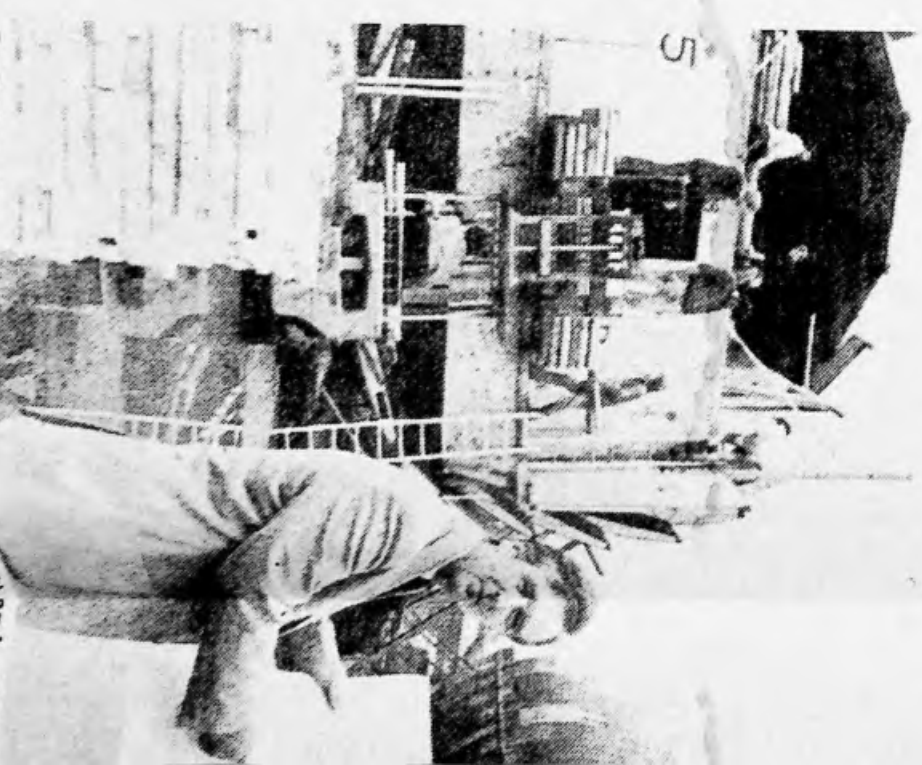
Very spacious stairways connect the internal decks. Special shafts and an elevator will connect with the surface, and they will provide escape routes, in addition to access, in the event of fire.

Putting up the base in the rolling countryside of the Welsh border is one thing. Putting it up for real in the Antarctic will be another.

However, one big obstacle, the Falklands War, has been removed. Now Bransfield can safely complete her journey south without that problem.



The wooden tunnel with its end re moved. Two levels of interior rooms are supported inside heavily-insulated ply wood structure.



Graham Boyce, Director of Structaplay (left) and Al Smith

Inside one carpeting, color

Antarctic home men

sure to it that it dare not go any further in case its test equipment was damaged. The masterminds BAS building projects and his opposite number at Structaplay, Graham Boyce, are more than certain that the new base will withstand the Antarctic winter and last for the 15 years of its design life.

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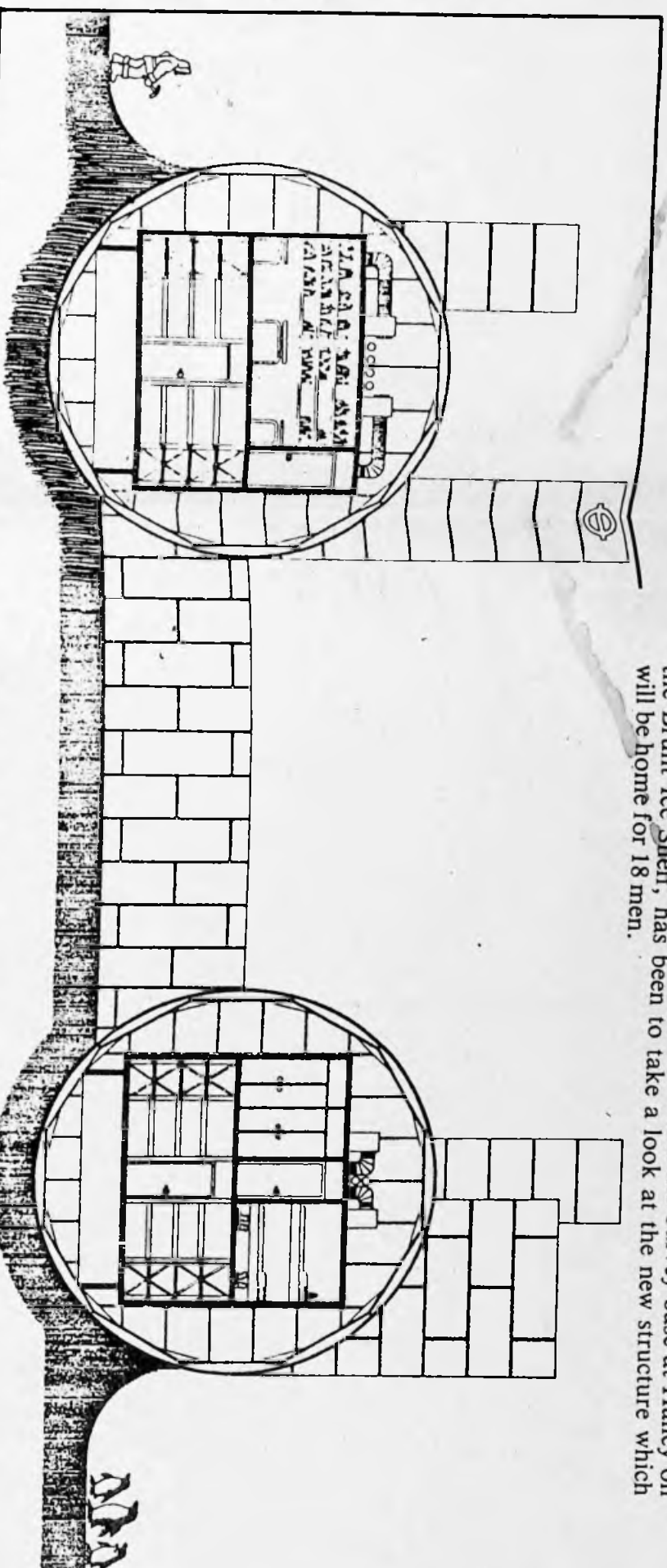
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Initially the tubes, which are made up of independent rings fitted with neoprene



In the Herefordshire countryside, a strange building is emerging which will resist the ice and snow of the Antarctic. RODNEY TIBBS, one of the few journalists to visit the old British Antarctic Survey base at Halley on the Brunt Ice Shelf, has been to take a look at the new structure which will be home for 18 men.

The London Underground sign on the top of this cross-sectional drawing of the base, is not a whim of the designer. The present base has somehow acquired such a sign.

seals, will be held in place by longitudinal beams. In due course, the structure will be freed from these and be able to move slightly in the ice. But whichever way it moves, the interconnecting corridors will remain intact because every junction is designed to slide telescopically.

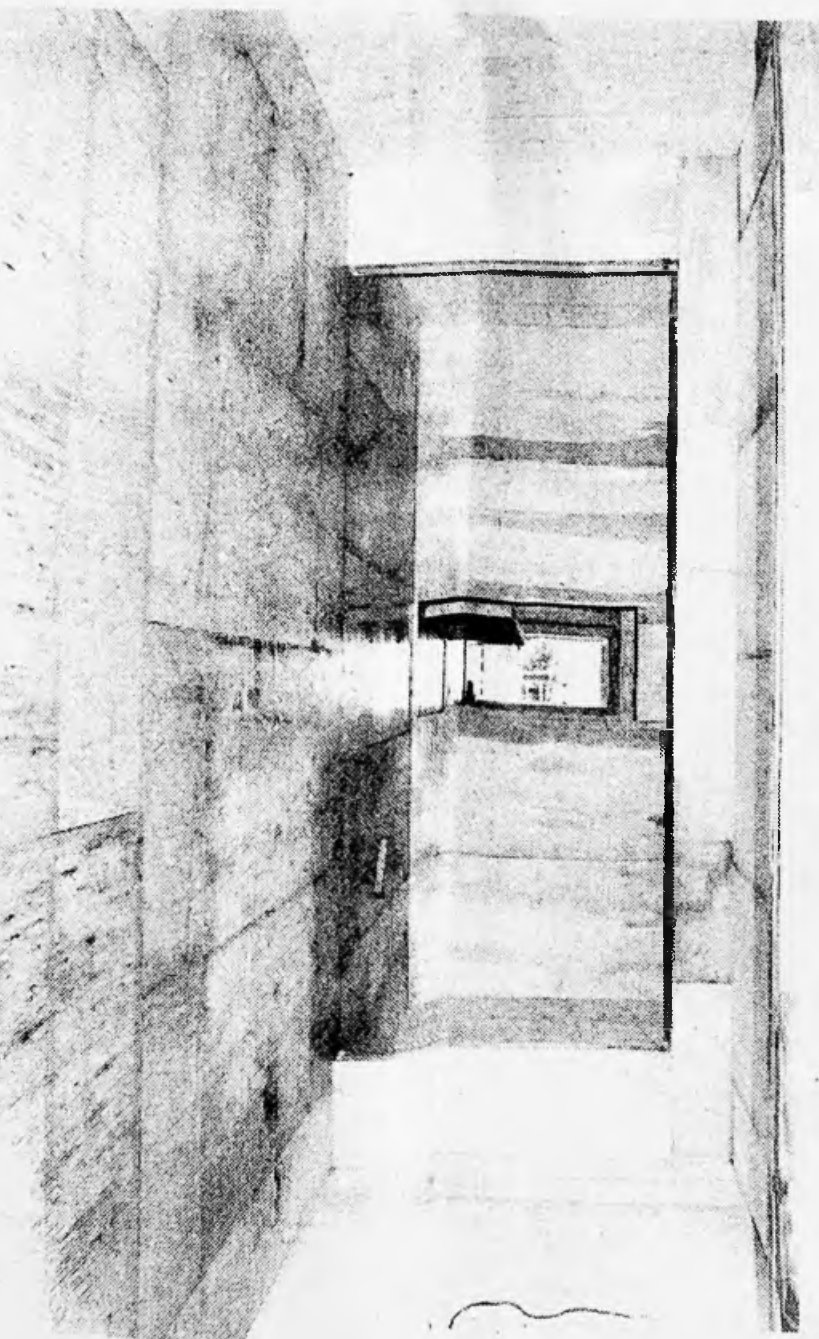
Inside, the 18 men will have every home comfort. Fire detection, ventilation, heating, water supply, sewerage, have all been taken care of. They will have a roomy dining area, a games room, kitchens, a workshop large enough to repair a crawler tractor brought in from the cold, laboratories, and a radio room.

There are two storeys of rooms in each of the four huge tubes. Cold air is drawn between the tubes and the rooms in order that internal heat should not melt the ice and fill up the bottom of the tube.

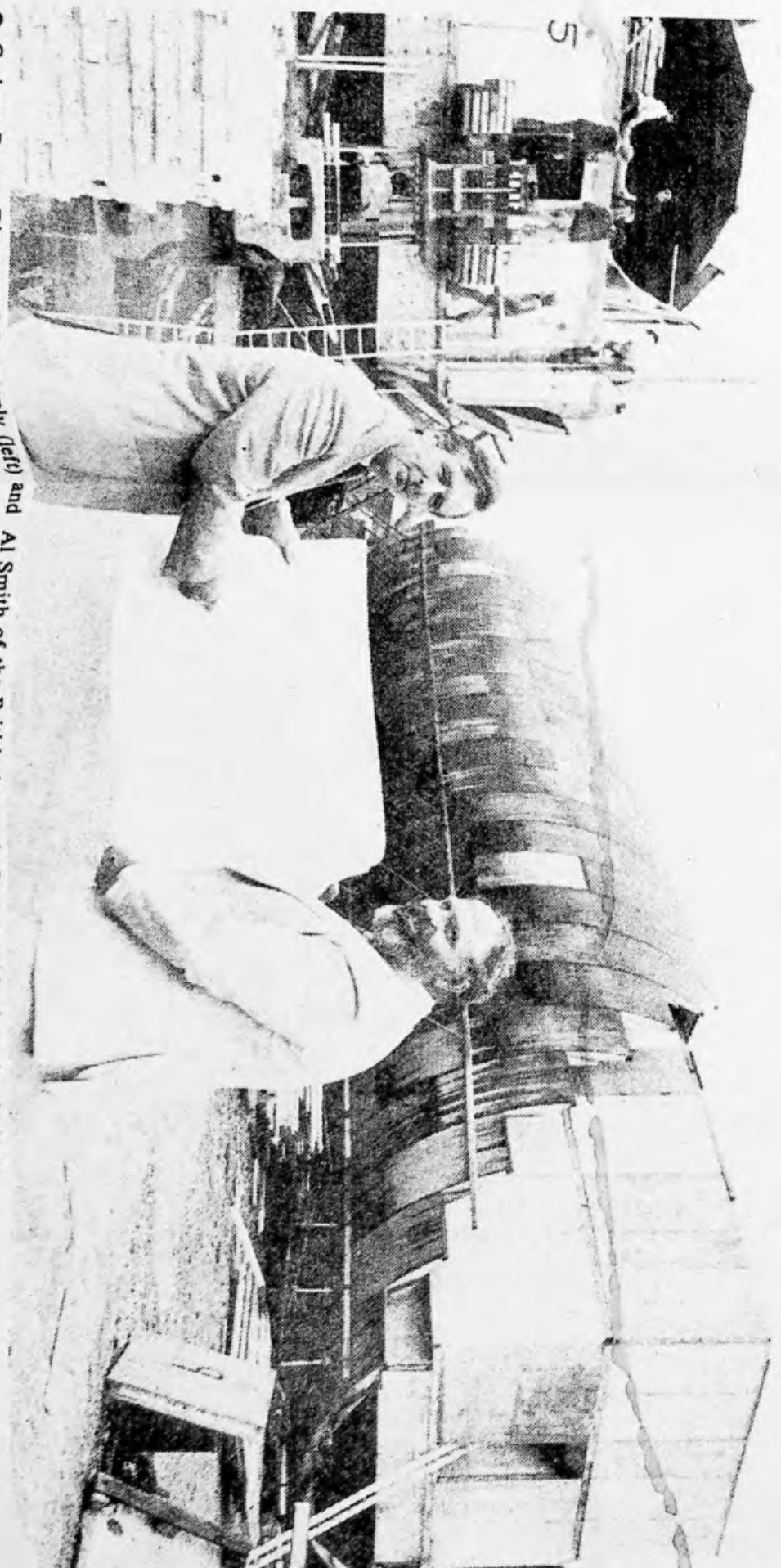
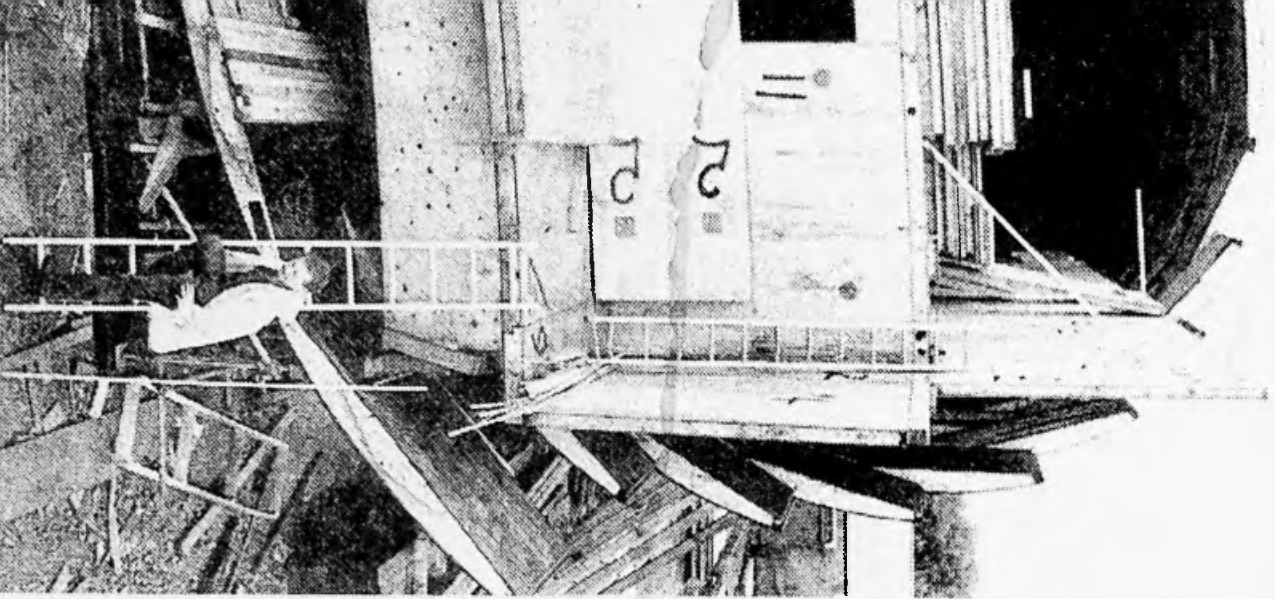
Very spacious stairways connect the internal decks. Special shafts and an elevator will connect with the surface, and they will provide escape routes, in addition to access, in the event of fire.

Putting up the base in the rolling countryside of the Welsh border is one thing. Putting it up for real in the Antarctic will be another.

However, one big obstacle, the Falklands War, has been removed. Now Bransfield can safely complete her journey south without that problem.



Inside one of the floors. When completed, the walls, ceilings and floors will be fully finished with carpeting, colours and hangings.



● Graham Boyce, Director of Structaplay (left) and Al Smith of the British Antarctic Survey, with plans for the base.

Two levels of interior rooms are supported

WELSH GUARDS' DARKEST DAY IS REMEMBERED

By COLIN RANDALL

THIRTY-EIGHT soldiers, mainly men of the 1 Bn Welsh Guards, who died at Bluff Cove on the British Forces' darkest day in the Falklands, were honoured yesterday at the memorial service at Llandaff Cathedral, Cardiff.

Four other members of the regiment lost in the conflict were also remembered on an occasion whose solemnity and sorrow contrasted sharply with the joy and jubilation of the Canberra's triumphant return home the previous day.

PARROT WAS LUCKY SHIP'S MASCOT
After the sunshine of Southampton, heavy showers followed a gloomy morning in South Wales to present a fitting background for the memorial.

More than 5,000 people associated with the Welsh Guards, past and present, wanted to attend the service in the relatively small 12th-century cathedral. In the event, about 1,000 were accommodated.

Determined to ensure an essentially regimental occasion, the Welsh Guards paired the list of V.I.P.s to a minimum and gave priority to bereaved families and relatives of guardsmen still serving in the Falklands.

Pilgrim's Progress
Hundreds of people unable to gain entry stood in silent, respectful groups outside the cathedral as the Prince of Wales, in the uniform of the Colonel of the Welsh Guards, arrived to read the lesson, a short extract from "Lunyan's Pilgrim's Progress."

After the service, the Prince had a private meeting with about 120 bereaved relatives in the cathedral offices.

Some 20 survivors of the Argentine attack on the Sir Galahad, many still suffering the effects of flashburns, were also among the congregation. In all, 32 guardsmen died at Bluff Cove together with six members of R.E.M.E. and the Army Catering Corps attached to the battalion.

The regiment's other casualties were three soldiers attached to the S.A.S. killed in a helicopter crash, a lance-corporal who died during the final push on Port Stanley and more than 80 wounded during the hostilities.

In a powerful sermon the Rev Michael Walters, former chaplain to the 1 Bn Welsh Guards, said that one guardsman in five was killed or injured while three in five lost weapons and equipment.

'Outstanding discipline'
Nevertheless, he said, the battalion advanced to capture Sapper Hill and were among the first British troops on the outskirts of Stanley.

"Does that not speak volumes for the outstanding discipline of a typical Guards regiment?" he asked.

Mr Walters described the Welsh Guards as by tradition, "a family. It was therefore right that the widows, children, parents, grandparents, aunts and uncles, friends and sweethearts of guards lost in the conflict should be present to pay their last respects to men who had made the supreme sacrifice."

'Unfailing loyalty'
"In such turbulent times, it was their dedication and self-sacrifice which has kept intact the very heritage which the rest of the nation seems hell-bent on squandering," he said.

"Unfailing loyalty and devotion to duty," he went on. "They did their duty. They were called to set out across the wide ocean to a wild windswept speck on the map to do their duty just as the Welsh Guards have always done in two World Wars, Aden, Cyprus and Northern Ireland."

"How much criticism is levelled at the youth of today, but let us not forget how many young lives set out willing to defend everything our country stands for."

"The battalion continues to serve in the Falklands but is expected to return to Britain by the end of this month."

Five runs
Cdr Andrew Ritchie, 38, senior Royal Navy officer on board the Elk, put the ship's survival down to its lucky mascot—Lord Nelson, an African grey parrot taken on at Sierra Leone on the way to the Ascension Islands.

Cdr Ritchie said: "We lived a charmed life among the bombs and the crew genuinely believed the parrot brought us luck. His biggest right was the air raid warnings; he used to screech his head off."

The Elk made five runs in San Carlos Water, offloading ammunition and vehicles as troops established the bridgehead. With her sides cut away she provided the only close-in covered helicopter maintenance facility for the Task Force.

After crew of 10 officers and 15 ratings joined the ship only a day before she was requisitioned and sailed with the Canberra from Southampton.

Capt. Morton said: "They were given the option not to go. But all went."

Pumped fuel

Elk returned with helicopters, military vehicles, ammunition and one of the biggest souvenirs of the conflict: an Argentine anti-aircraft gun weighing nine tons captured by the paratroops at Port Stanley.

The Olmeda came alongside at Devonport, her home port, minutes after the Elk. The tanker, with more than 100 officers and crew, spent the conflict refuelling 185 ships at sea with 64,000 tons of fuel.

She pumped fuel into the carriers Hermes and Invincible, and as many as 10 ships supporting them.

Capt. Gilbert Overbury, 58, from Putney, said: "I have never seen people work so hard. We steamed 30,000 miles non-stop, for 96 days, without a breakdown."

"We have never worked so intensely before. The ships just kept coming."

DIFFERENCES ON FALKLANDS SERVICE

By Our Political Staff

With less than a fortnight before the national thanksgiving service for the liberation of the Falklands is held at St Paul's Cathedral, discussions over the order of service have still not been completed.

Difficulties between the Church authorities and the Ministry of Defence, who are jointly organising the service, have led to an unusual delay in announcing details of the service, which will be held on Monday, July 26, at 11 a.m. Deep differences between the two sides are understood to have emerged, with the Church anxious that the war dead of both sides should be commemorated.

The exact title of the service is "A National Service of Thanksgiving for the Liberation of the Falklands and in Commemoration of Those who Died."

£1m ANONYMOUS GIFT TO SOUTH ATLANTIC FUND

By Our Political Staff

A £1 million donation to the South Atlantic Fund from an anonymous British resident of the Bahamas has been received by Mrs Thatcher, Downing Street, announced yesterday. The fund for the benefit of those who fought to liberate the Falklands and their families now stands at £8,639,000.

A spokesman for the fund said last night that the £1 million was not the largest contribution.

In the past few days another donation of substantially more than £1 million had been received from an overseas resident who wishes to remain anonymous. The spokesman added: "We have had a great many donations from overseas."

Helicopter bore giant workload

BRAVO November was the one that got away — the only giant RAF Chinook helicopter saved from the sinking Atlantic Conveyor.

The other Chinooks went down with the ship after it was hit by an Argentine Exocet missile.

But Bravo November escaped — and went on to do the work of the others.

Helicopter crews who returned to RAF Brize Norton, Oxon, from the Falklands yesterday, spoke of the twin-rotored machine's colossal workload and of its flying almost non-stop up to the end of the campaign.

Squadron Leader Dick Langworthy, commander of 18 Squadron RAF Odiham, Hampshire, said: "That machine was in the air most of the time and it was flying four times the normal rate."

"The compasses packed up after two days, the windscreen wipers were useless and the heating in the cockpit didn't work."

But in support of one raid the American-made Chinook carried 81 troops crammed shoulder-to-shoulder — its normal maximum capacity is 44 troops.

In air during attack

Bravo November, piloted by Flight Lt John Kennedy, 55, from Alton, Hampshire, was in the air carrying out a delayed test 40 miles from the Atlantic Conveyor when she was hit.

"At first I thought it was the carrier Invincible with its landing deck lights on. But I then saw it was the Conveyor burning."

He was able to land on the Hermes and the next day he flew Bravo November to the Falklands.



PICTURE: KENNETH MASON

Flight Lieutenant John Kennedy reunited with his wife, Mary, at RAF Brize Norton, Oxon, yesterday.

'FREEDOM SOON' FOR 600 P o W s

By A. J. McILROY
in Port Stanley

ARGENTINE prisoners — including Gen. Menendez, commander of the defeated Falklands garrison — aboard the British Rail ferry St Edmund have been told they are soon to go home.

International Red Cross workers said that all of the prisoners, nearly 600, want to get back to their families. They are still under guard on the ferry which has been out to sea to replenish and is expected back in Port Stanley harbour before sailing to the Argentine.

There are still Argentine dead on the battlefield at Tumbledown Mountain. The Argentines, booby-trapped at least one body and a Scots Guard was injured. The bodies are in an area mined indiscriminately by the Argentines.

Painstaking

Until the area can be cleared by Royal Engineers, who have to go through the painstaking process of prodding inch-by-inch to locate the mines, the bodies cannot be recovered.

A Scots Guards officer said yesterday that although the Argentines had among them those who did not "play it straight" the bodies lying unrecovered "are after all soldiers like ourselves."

The St Edmund is expected to take the prisoners to Argentina, then return to take the Welsh Guards home. The date for the departure of the Guards is likely to be within the week.

The Daily Telegraph, Tuesday, July 13, 1982

Herculean task by RAF in maintaining Falklands airlift

By A. J. McILROY in Port Stanley

ENDURANCE records are being broken by RAF Hercules transport aircraft maintaining the air link between Britain and the Falkland Islands. Air crew in 47 Sqn have each flown 400 hours since the operation began three months ago.

That is about 50 hours more than their norm for a year.

Early weeks of the operation were to service Task Force ships with mail, essential supplies and spares.

But once the ships were off the Falkland Islands preparing to land troops, the Task assumed truly Herculean proportions.

'Space capsule'

With mid-air refuelling by a fleet of five or six Victor tankers, the Hercules—known affectionately as "fat Alberts" after an American cartoon character of that name—were continuously making the round trip between Ascension Island and the forward ships.

Because of the political and military situation they were unable to land for refuelling at friendly South American air bases. So the Hercules set off from Ascension, roughly halfway in the 8,000 miles between

Britain and the Falklands, and made return trips.

"It is like sitting in a noisy space capsule," was how one pilot described the 28-hour mission he had just completed. Now air crews can land and sleep at Port Stanley.

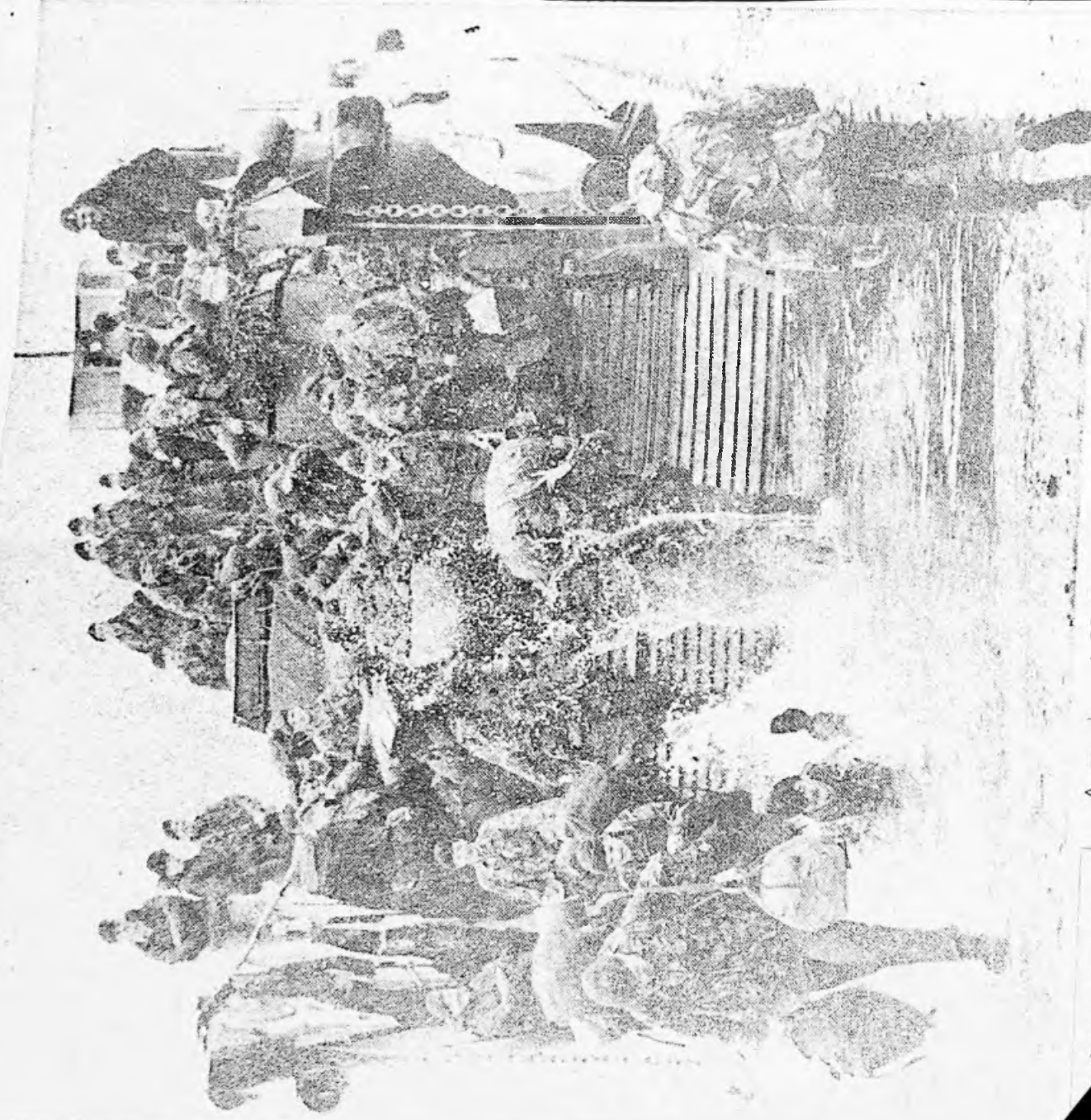
Master Engineer David Wood, from Hankerton, Wiltshire, and Master Air Loadmaster Roy Lewis, from Swindon, said the worst moments were those before making the rendezvous point with the Victors.

'More tense'

"In the days when because of the Task Force operation we were operating in radio silence it was always an immense feeling of relief to see that other aircraft, even though to refuel, it has to come closer than quick instincts tell us is safe."

"The refuelling operations are tricky and for 20 minutes or so you sweat a little. But it was more tense in the fighting because the Hercules flew completely without defences."

"Frankly our worry was the chance we might get shot down by one of our own ships or Harriers. Remember the Argentines were flying Hercules, too, and they did try bomb shipping."



A member of 29 Commando, Royal Artillery, making a splash yesterday as troops from the Falklands arrived by landing craft from the assault ship Intrepid at the slipway of RAF Mountbatten at Plymouth. Another picture—p5.

PICTURE: ANTHONY VERRILL

WAPER

Dublin jails Tuite London crimes

THE SHERIFF Legal Correspondent
The suspected IRA bomber who after escaping from Brixton jail was jailed for 10 years at Criminal Court yesterday for and bomb-making equipment

that provisions of the Anglo-Irish Agreement to combat terrorism had been broken by a citizen in the Republic for the first time.

ARGENTINA OFFERED SOVIET MIGS

THE Russians are seeking a major expansion of their arms sales in Latin America by trying to persuade Argentina to replace its lost aircraft with MiG-23 and MiG-21 jet fighters "on easy terms" according to political informants in Washington. Argentina would be given 10 years to pay. The Russians apparently believe the offer will attract the Argentines because of their shortage of ready cash. But the general feeling among United States officials is that Argentina will resist the Soviet bait. Despite the dispute with Washington during the Falklands crisis, Buenos Aires still looks to the West, politically and philosophically, and its military leaders would be reluctant to become dependent on Moscow.

CARRIER DEAL IS HALTED

By Air Cdre G. S. COOPER
Defence Staff

AUSTRALIA has been told that the aircraft carrier *Invincible* is no longer for sale, but *Hermes*, flagship of the Falklands Task Force, is on offer.

But Australia is reluctant to take up the offer of the 25,000-ton *Hermes* because it is larger than Melbourne (16,000 tons) the carrier it would replace, and, being an old ship, would not meet the requirement for an anti-submarine carrier for the 1990s.

Britain has decided to keep the three anti-submarine carriers ordered for the Royal Navy to ensure that there are always two available for "out of area" operations.

A statement by Mr Ian Sinclair, the Australian Defence Minister, was issued in London yesterday after discussions ended on the *Invincible* contract.

Australia is to examine various options, one of which would be to buy a new carrier built in Britain for £550 million—twice the amount asked for the 16,000-ton *Invincible*.

Limped to victory

PETER ANCHUT, Press Association reporter who was aboard *Invincible*, writes: *Invincible* limped her way to victory in the Falklands, she developed serious engine trouble on the journey south.

QUEEN APPROVES ATLANTIC MEDAL

By Our Defence Staff

The Queen has approved the South Atlantic Medal for military and civilian personnel who have served one day or more in the Falklands area, in any sort of south of Ascension Island, or 30 days in the support area in the Ascension.

Those qualifying for the actual Falklands Medal will be allowed to wear a distinguishing rosette on the medal ribbon, which will be blue, white and green, shaded and watered.

SAS MADE INVADERS EDGY

By A. J. McILROY
in Port Howard,
West Falkland

MEMBERS of the 1,200-strong Argentine garrison in Port Howard on the West Falklands became "edgy and tense" when it was realised the British forces were carrying out covert operations before the settlement was liberated on June 15.

And in Pebble Island relations between the settlement families and the nervous Argentines became so bad that the invaders threatened to turn their big guns on the houses, it was told yesterday.

Mr Robin Lee, who manages the biggest privately-owned farm in the islands, was giving the first interviews on West Falklands concerning the occupation. He told how an SAS sergeant was held prisoner for five days in a hole under the floorboards of a Port Howard farmhouse.

The sergeant, who along with colleagues and members of the Special Boat Squadron had been carrying out the early operations, was captured five days before the British troops landed in force. He was held in the 4ft-deep hole but apart from discomfort was not ill-treated, although his capture began to make the Argentine soldiers "very uneasy."

Mr Lee said that when freed the sergeant came out laughing, but because of his dark complexion the British soldiers thought he was an Argentine and one shouted to the others: "This one speaks better English than I do."

Mr Lee went on to say that at the time of the covert operations the British lost a captain but the islanders did not know.

"Argentine officers came to the door and asked us if we would find them a British flag. We had hidden them and we refused because we thought, knowing that the Task Force was here and landings imminent, they wanted the flags for some trick or other."

Hungry soldiers

"They said a British officer had been killed and they wanted to bury him with military honours and needed the flag. We did not believe him and now we feel terrible because they were telling the truth."

Married, with two sons, aged nine and seven, Mr Lee said the Argentines' threat to turn their big guns on settlement houses came after the successful pre-landings attack by British forces destroying so many aircraft on the ground. He then told how, when refused food, Argentine officers were still courteous, "but they were not good to their own men. These men became so hungry they were stealing stale bread and organic peel while the officers would come to the store and try to barter food for a bottle of whisky."

Recalling other incidents Mr Lee said they found one Argentine pilot who had been living like a shepherd for a week. Uninjured, he had settled in a shepherd's house and clearly was not interested in moving out.

"My shepherds who found him had the distinct impression that he was prepared to sit the war out. The place was spotlessly clean but he had to come down to the garrison where he gave away his flying gear to the kids."

U.N. CHIEF IN LONDON FOR 'PEACE' TALKS

Sr Javier Perez de Cuellar, Secretary-General of the United Nations, arrive in London yesterday with instructions to encourage Britain to sit down with Argentina at a negotiating table. But he said he would not press the issue if he felt the moment was not right.

"Timing is all important," he said. The lack of a stable regime in Buenos Aires coupled with Britain's desire to "let the dust settle" in the Falklands are likely to play a considerable part in persuading the Secretary-General not to push his mandate.

He will, however, impress upon Mrs Thatcher the need to remember that, in the end, face-to-face negotiations will have to be considered once again.

Brilliant entitled to her arrogant name

By COLIN RANDALL

WAR-SCARRED Type-22 frigate Brilliant sailed proudly home to Devonport yesterday with a Task Force record to justify her arrogant name. She earned the reputation in the South Atlantic as the vessel which went everywhere, did everything and had a fondness for "firsts."

And the people of Plymouth spared no effort to make the 5,258-ton warship's return equally memorable, cheering themselves hoarse as she ended her epic 58,000-mile voyage.

For sheer versatility in action, Brilliant amply merited the warm reception. Some of her achievements were recounted, with a little modesty, by the ship's commanding officer, Capt. John Coward, to journalists flown on board for the last leg of her marathon expedition.

Brilliant discharged her principal role, as an anti-submarine warship, with great success and her two high-speed Lynx helicopters played a vital part in crippling the Argentine submarine Sante Fe immediately before the recapture of South Georgia.

The frigate featured prominently in the defence of the carrier Invincible, rescued 52 survivors from the Atlantic Conveyor and the crashed SAS helicopter, and landed key forces on both East and West Falkland.

The first ship to sail for the South Atlantic, at least "one day ahead of all others," Brilliant was also the first Task Force surface vessel to shoot down Argentine aircraft.

An entire wave of four Skyhawks was destroyed when the frigate used the Sea Wolf missile for the first time against a "live" enemy.

Ice-cold water

On "D-Day" and the day after, Brilliant's first lieutenant, Lt-Cdr Lee Hulme, was personally responsible for directing Sea Harriers on successful strikes against at least seven Mirages and five Skyhawks.

The closest she came to potential disaster was when three bombs "bounced" above the flight deck, bridge and masts. In another incident a shell ripped through a box of 5in launchers.

"Somehow or other, we seem to have been involved in most of the things that were going on," said Capt. Coward, 45, married with two sons and from Antony, near Torpoint, Cornwall.

He added: "But then we were meant to be. Type-22 frigates are the most capable, as far as weapons' systems go, and the admiral wanted to use us for anything and everything."

Of the loss of the troop-carrying helicopter with SAS men on board and the missile-hit Atlantic Conveyor, Lt-Cdr Hulme said "I feel people at home still don't fully appreciate just how cold the water is."

Capt Ian North of the Atlantic Conveyor, got into the water quite satisfactorily but died while hanging on to the life raft. He was an older man and just died of the cold. His mate saw him just let go of the life raft."

Brilliant's officers claim as a Task Force record their 107 days spent continuously at sea since being despatched from Gibraltar and having the British forces' youngest member in the campaign, Jnr Asst Cook John Battersby, who was only 16 when the ship embarked for the South Atlantic.

Helicopter heroes fly home with Argentine prizes

By IAN GLOVER-JAMES

CAPTURED Argentine helicopters with Royal Navy crews at the controls swooped triumphantly over the Fleet Air Arm base at Yeovilton, Somerset, yesterday.

They were leading 846 Squadron's Sea King helicopters back from the Falklands.

A Royal Marines band struck up and about 1,000 relatives burst ranks and rushed on to the tarmac as the rotor blades clattered to a stop.

Within seconds the apron was a sea of embracing couples, crewmen clutching babies and older children tugging at the sleeves of fathers overcome with emotion.

Lieut-Cdr Simon Thornewell, 36, the Squadron's Commanding Officer, stepped from the cockpit of an Argentine Bell Augusta 109, and into the arms of his wife Penny and three children.

"It is a very nice, sporty machine. We found two of them on the Port Stanley racecourse," said Chief Air Crewman Alfred Lupper.

Trophies of war

The Argentine helicopters, complete with rocket and machinegun racks, were the trophies of war for 846 Squadron. They are estimated to be worth £1 million apiece and one already has the squadron's name written on the nose.

"We did not really capture them. The Argentines left them behind in the rush," said Lieut-Cdr Thornewell.

"We approached them cautiously in case they were booby-trapped and they needed a bit of work to make them operational."

The Argentine helicopters are only the first war booty to reach Britain from the Falklands conflict.

It is understood examples of the ground strike Pucara aircraft and abandoned Argentine air defence weapons, found near Stanley, are also en route to Britain.

Two crew lost

The squadron's 11 Sea King helicopters completed more than one year's normal flying schedules during the Falklands war. Three helicopters and two members of the squadron were lost.

Their Sea Kings landed SAS men on Pebble Island in the raid which destroyed 11 Argentine aircraft on the ground. On "D-Day" at San Carlos they lifted one million pounds of stores and 520 troops.

The crews performed heroic rescues as the destroyer Coventry sank and the Sir Galahad burned at Bluff Cove. At the height of the fighting 846 Squadron carried 15.1 million pounds of stores and 9,000 troops in one day.

"The squadron was absolutely magnificent," said Lieut-Cdr Thornewell. "There is a tremendous pride in our achievements and the job we did. "We are happy to be home with our families, but sad for the friends we lost."

Hero praised

He described the dramatic rescue of the Coventry's survivors. All but 22 of the blazing vessel's crew were saved after an Argentine air strike.

"We were scrambled to a sinking ship about 10 miles north of Pebble Island. When we saw Coventry, she was burning and settling on one side."

"It was a problem getting people off. There were some individual acts of courage," he said.

Lieut-Cdr Thornewell singled out Chief Air Crewman Alf Tupper, who volunteered to be winched down into the life rafts, unhooked his lifeline and guided in wave after wave of rescue helicopters to the wounded seamen.

"He saved 40 or 50 men," said his CO.

Chief Air Crewman Tupper said: "They were obviously going to be badly injured, so I went down to them. I stayed in the rafts as the helicopters came over, sorted out the

priorities as to who was badly injured and put them in the hoist.

"As we flew out we were worried by another Argentine air strike. We saw a fixed-wing plane. It turned out to be a Harrier giving us top cover. After that you did not have time to think about risks."

"There were 28 or 30 men to a 25-man raft. Some were badly hurt. They needed tender loving care."

"It is very difficult to go up to a bloke hurt like that and say—'It's going to be alright. You are O.K.'"

Rescue in smoke

The squadron is most famous for the equally dramatic rescue of soldiers from the Sir Galahad landing-ship.

Argentine Sky Hawks attacked with devastating force in the last major air strike of the war, killing more than 50 troops and setting the Sir Galahad and her sister ship Sir Tristram ablaze as fuel and ammunition exploded.

Lieut John Miller, 27, was among the helicopter pilots who repeatedly plunged into thick black smoke pouring from the stricken Sir Galahad to snatch burning men from the decks and sea.

A modest figure, overcome with emotion on greeting his wife Nicola and new daughter Charlotte, 6½ weeks, Lieut Miller had difficulty finding words to describe the incident.

Crash in Chile

846 Squadron arrived back in Plymouth yesterday on board the troop carriers Intrepid and Fearless.

Most of the squadron then flew back to their base in eight Sea King helicopters and the captured Argentine hardware to be welcomed by Vice-Adm. Sir John Cox, the Flag Officer, Naval Air Command.

Among the aircrew who arrived home in advance of the main party was Lieut Dick Hutchings, a pilot of the Sea King helicopter which crash-landed near Punta Arenas, Chile.

Lieut Hutchings proved unforthcoming about the helicopter's mission.

The official explanation was that it crashed in bad weather while on a reconnaissance mission, but he described how the crew survived in bleak open countryside.

"We spotted a large hill as we came down. We made our way to that. It took four nights, moving slowly, at about half a mile an hour. There were fallen trees and it was difficult terrain," he said.

"We spent three days on the hill. We could see a town, a port and ships moving in and out."

Held at Post

"We thought this was Punta Arenas. We studied the ships and thought they were Chilean. Eventually we decided to walk into town and try to find a British vessel."

"But we had to pass a Chilean Marine post and were detained. After that, we were in the authorities' hands, but they treated us very correctly."

The squadron lost two helicopters during the Falklands campaigns as well as that which crashed in Chile. One hit the sea on the way south from Ascension Island, killing PO Ben Casey.

The second crashed off the Falklands with a full load of SAS men on board.

More than 20 men were killed, including the Squadron's Royal Marines Corporal "Doc" Love.

Work in darkness

Throughout the Falklands campaign the squadron's helicopters flew eight to 10 hours a day.

They were maintained by night. Mechanics often worked without lights from land bases to avoid giving away their positions to Argentine pilots.

The lessons learned from intensive helicopter warfare are already being absorbed.

ROYAL WELCOME FOR NAVY'S TWIN ASSAULT SHIPS

By GUY RAIS

FEARLESS and Intrepid, both 11,060 tons, the Royal Navy's only two assault ships, without which the successful landings and ultimate victory in the Falklands could not have been achieved, returned with some 500 troops to Plymouth yesterday — and a Royal welcome from Prince Philip.

He boarded Fearless in Plymouth Sound and talked to the men who had risked their lives as they were ferried ashore for the first landings in San Carlos Bay.



Capt. Roderick Bell at Plymouth yesterday.

Menendez wept after capture

GENERAL MARIO Menendez, the Argentine commander on the Falkland Islands, wept in front of senior British officers after his surrender, according to Capt. Roderick Bell, 32, a Spanish-speaking officer with the Royal Marines.

Already saddened in defeat, the General broke down and cried after Maj-Gen Jeremy Moore, commander of the British Land Forces, refused his request that he should be allowed to remain with his captured troops and share hardships.

He was moved, with three other senior Argentine staff officers, to an Argentine ship, the assault ship.

Capt Bell also disclosed that he was in radio contact with Gen Menendez and his staff for 10 days leading up to the British call for an Argentine surrender to save lives on both sides and ensure the safety of civilians.

Fluency surprises

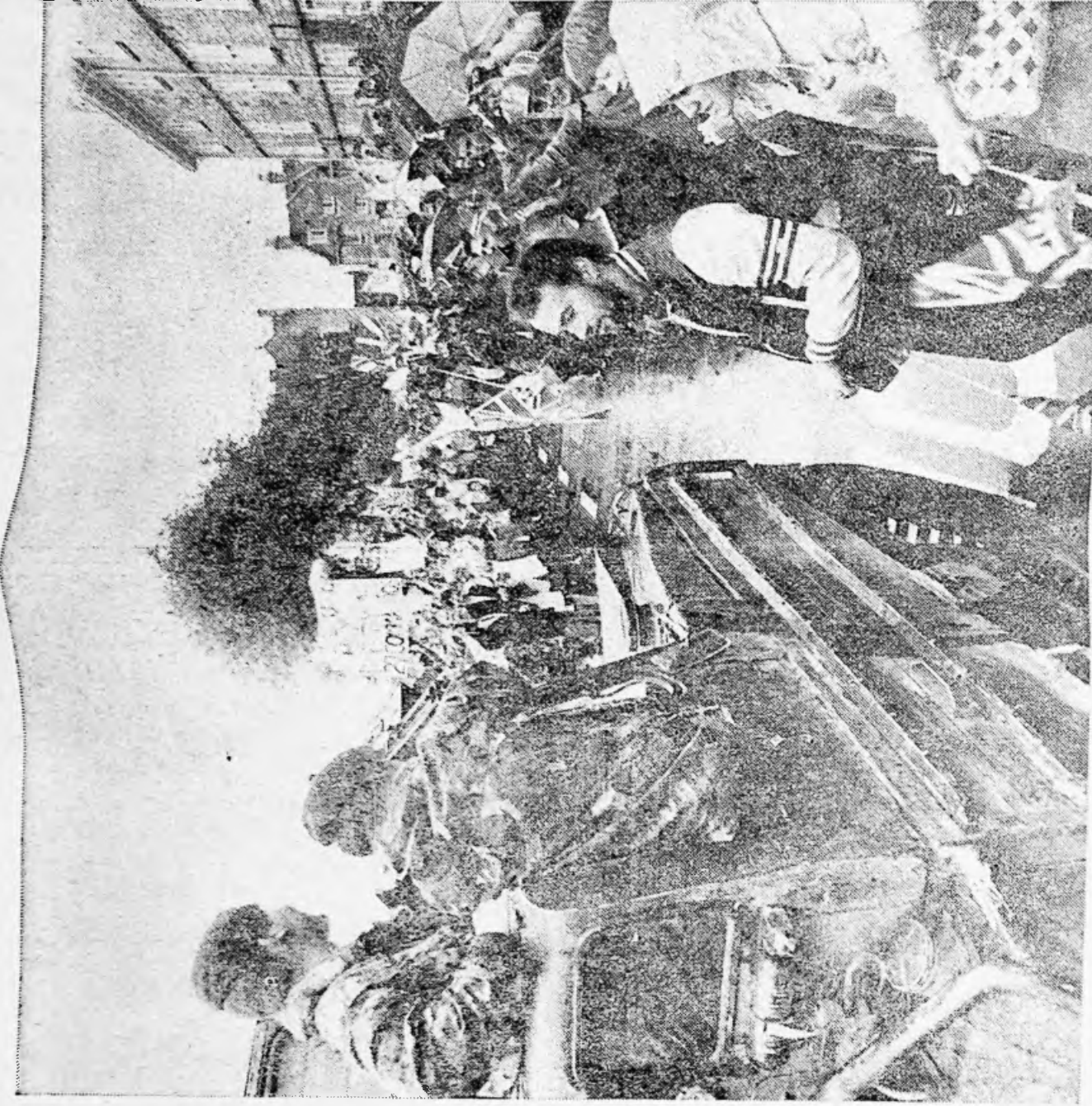
"He was quite surprised at my fluent Spanish and I think I impressed him.

"Sometimes I spoke to him from Fearless and other times after we landed. But all the time we were trying to get him to surrender to save lives.

"Finally, after he agreed to lay down arms, I flew to Port Stanley with Col Mike Rose of the Special Air Services in a helicopter which had a white flag pinned underneath for final negotiations."

The captured general "never thought that we would go to war and didn't believe it — until we got down there."

Capt. Bell, 13 years in the Royal Marines, learned Spanish when his father, a United Nations officer, served in the Central Americas.



Relatives lining a road in Citadel Barracks, Plymouth, to welcome home men of 29 Commando, Royal Artillery, who arrived in a tracked personnel vehicle from the assault ship Intrepid which returned yesterday from the Falklands.

PICTURE: ANTHONY MARSHALL



The Daily Telegraph, Wednesday, July 11, 1982 5

Spoils of war

Fearless returned with spoils of war—two Argentine 20mm anti-aircraft guns captured at Goose Green—which P.O Brian Connacher, of Newcastle, a gunnery expert, put together and "used to good effect against Argentine aircraft"—and two Italian-made Augusta helicopters.

Lt John Miller, 27, of 846 Squadron, told of the agonising last hours as helicopter pilots risked their lives after the Sir Galahad was bombed and set on fire.

"I was 20 yards away when she was hit. Some of the survivors were in life rafts, some in rescue boats while others, including those wounded, were on the burning deck waiting to be winched up.

"Ammunition was exploding in the hold as we hovered above the thick smoke waiting for the crew in the ship below us to winch up the wounded."

Lt Miller, who yesterday saw his six-week-old daughter Charlotte for the first time, when he was reunited with his wife Nikki at their home in Sherborne, paid tribute to the heroism of the crew who remained behind in the burning ship helping to evacuate the wounded.

But he modestly said little of his own efforts or those of the other helicopter crews who helped in the dramatic rescue.

'Horrific' bombing

It was left to Cdr Thornewell to praise the efforts of his helicopter pilots. "The bombing and burning of Sir Galahad will be etched in my memory — it was quite horrifying. We were flying into smoke and it was Lt Miller who with bombs and ammunition going off around him continued hovering while the wounded were winched up."

Capt Peter Dingemans, captain of Intrepid, said that normally an assault ship would carry about 600 men for an operation. "But this time we had three times as many. There were so many men on board that I couldn't reach the bridge without stepping over half a dozen paratroopers.

"Luckily we were not hit although a bomb landed in the sea just 75ft away."

The 400 islanders who can't be British

SHOCKWAVES of anger are still being felt over the way 400 Falkland Islanders have been "stabbed in the back" by the Government's refusal to give them British citizenship.

Labour MP Robert Kilroy-Silk made a Commons bid last Friday to have the 400 accepted as full citizens, with an automatic right to live and work in Britain.

But Tory Whips, acting on the orders of Home Secretary William Whitelaw, killed the Bill by standing up and shouting "Object, object."

Now many Labour MPs and furious islanders are wondering why Britain bothered to wage war to keep the Falklands, but refuses to give islanders citizenship.

Fears are growing that the Government still wants to wash its hands of the islands—an attitude originally blamed on the Foreign Office.

Questions

Mr Kilroy-Silk said: "It seems like it. But I can't believe it. We wouldn't have gone to war over the islands if we felt like it."

"But then, I had been led to believe my Bill would go through unopposed. I shall be questioning the HOME Secretary about this reasons."

He will try again, next Friday, but if he fails the 400 will get second-class status.

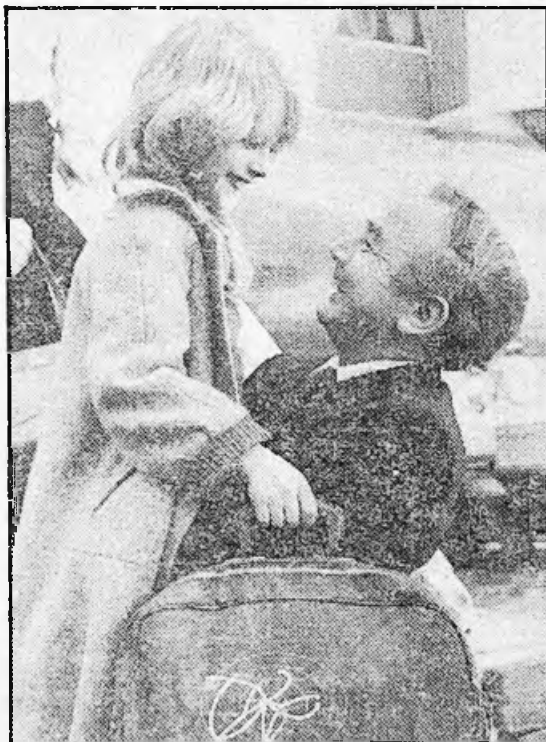
They will not have automatic rights of entry because their ancestors were born in the islands.

By ROGER TODD
and MALCOLM MUNRO

To count for citizenship a parent or grandparent must be British.

One of those directly affected by the decision is children's nanny Colleen Biggs, 33, of South Kensington, London. Her ancestors first came to the islands in 1842.

She said: "I think the Government are being less than honest about the situation. The islanders should be treated as exceptions—I'm sure no one from other colonies would mind."



Governor Rex Hunt greets a Falkland refugee. But will she always be so welcome in Britain?

MEDICINE

New hope from the depths

TREATMENT used to cure deep-sea divers of the "bends" may offer hope to victims of multiple sclerosis.

About 100,000 people suffer from the paralysing effects of MS in Britain. And now a link between the disease and the paralysis which hits divers who surface too quickly has been found by Dundee University lecturer Dr Philip James.

The high-pressure tanks used to treat

divers also lessens the acute symptoms of MS. And Dr James thinks it is because both forms of paralysis are caused by a blockage in the nervous system's blood supply.

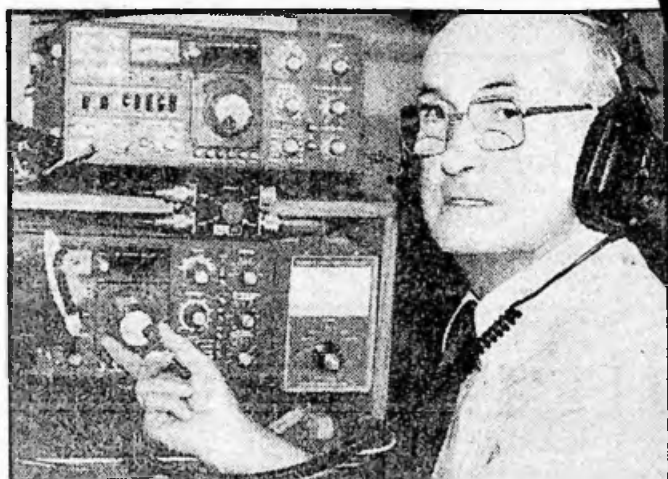
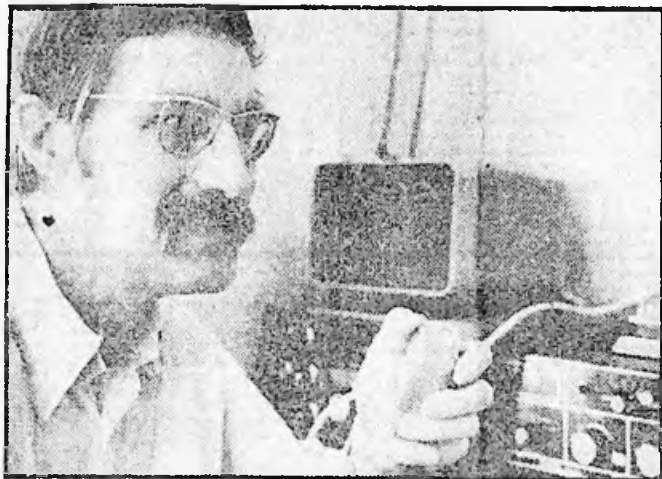
Now a Dundee charity group has bought a pressure chamber of its own and in a few weeks treatment will be available to local MS sufferers.

DENISE WINN

GETTING YOUR HOLIDAY M
IS AS EASY AS TAKIN

Simon Winchester

Mike Phipps



In touch: (left) Reginald Silvey, the Phantom Voice of Radio Port Stanley. And, right, Bob North.

The Phantom Voice the Argentines never silenced

THROUGHOUT the 73 days of the Argentine occupation of the Falklands, a secret daily radio link was maintained between Port Stanley and — improbable though it may sound — the resort of Bridlington-on-Sea, Yorkshire, via the good offices of one of the principal unsung heroes of the South Atlantic war.

Reginald Silvey, assistant keeper in the Imperial Lighthouse Service, can now be revealed as The Phantom Voice of Radio Port Stanley, The Man With The Plastic Shopping-Bag, The Man The Argies Never Found.

Silvey, who came to the Falklands 10 years ago as junior keeper of the Cape Pembroke light, is a ruminative, taciturn bachelor of 43, whose main interests are fishing and ham radio. He set himself up on the islands—as he had done when he worked in the British Antarctic bases—as station Up 8 QE, broadcasting to whoever in the world would listen on 21.325 megahertz in the 15-metre band.

When the Argentine commandos stormed ashore at dawn on April 2, he saw, as he now puts it, “no particular reason why I should close down.”

His first messages, picked up all around the world, relayed some of the awful drama of the first hours of the invasion. But later on that first Friday,

Simon Winchester reports from Port Stanley

a ham operator in Bridlington —Bob North, call-sign G4 KHR—made firm contact with Silvey, whereupon someone, as yet unidentified, realised the value of retaining a link between the two operators for as long as possible.

“I realised by the Monday morning that Bob North had been taken over by the Ministry of Defence,” Silvey says now. “He would come on each evening around 4 pm, saying: ‘This is G4 KHR, waiting for traffic from the South Atlantic,’ and I could tell from his manner there was a ministry man breathing down his neck. I had to decide whether it was worth the risk, my talking to him any more. I thought about it a lot, and then decided I had to do my bit. So we would talk almost every day. He would pass on their questions, and I would pass back the answers.”

Silvey is well known in the Falklands as a ham operator. His equipment was listed in the Post Office register in Stanley, and it was only a few days before the Argentine occupation forces arrived at his front door to confiscate it. But he then managed to borrow an unregistered transmitter—an American Atlas 210-X, with the paltry output of 100 watts.

“But the advantage of this

set was that it was so small that it fitted neatly into a plastic shopping-bag. I was able to carry it around from house to house without any of the Argies noticing,” Silvey explains.

And so, every tea-time, he would move into a house, string up a crude aerial, plug in his set, lie on the floor, tune in to the 15-metre band and listen for Bridlington. “Bob used to ask how I was, where our new friends were, what they were doing, what movements there had been in the harbour, and that sort of thing. We would talk for five minutes or so, and then I’d close down. It was too risky. They were always looking for me.”

They knew someone was operating a clandestine set. Each day a detector van would roam the streets of Stanley, waiting for the transmission. “Sometimes they got pretty close. A neighbour once told me they had broken into her house while I was on the air. They searched her place from top to bottom, convinced I was there.”

“Once in a while, they got so close that I got really nervous, and I did think about giving it up. They put the word around that they would do all sorts of nasty things if they ever found me. But it was so

exciting, really, being able to hear England calling, and being able to talk back. It’s difficult to explain if you’re not mad on radio.”

Silvey’s mischievous enthusiasm was not limited merely to sending Argentine military secrets to Bridlington. He spent some weeks rigging up a transmitter to jam the Argentines’ two-metre local radio network, and, according to other islanders, caused havoc.

“He would jam them for a while, and then stop jamming and start sending false messages to various army units. He had great fun. Best of all was that the Argies knew that someone in Stanley was doing it, but they could never find out who. It was great for our morale. We called him the Phantom Voice, a sort of Lord Haw-Haw in reverse.”

Silvey, sadly, no longer has a paying job. The Cape Pembroke lighthouse—one of only two in the world still run by the once great Imperial Lighthouse Service—is unworkable, surrounded by Argentine minefields. So the Phantom Voice is coming home by boat next week, and is already busily writing out cards to hand to those privileged few who heard his ghostly transmissions during the war. He is preparing, too, to meet in person for the first time the mysterious Bob North, and see what Bridlington-on-Sea looks like.

OVERSEA

Falklands issue may be raised at UN

From Jeremy Morgan
in Buenos Aires

Latin American countries are willing to raise the Falklands issue at the next United Nations General Assembly in September, a senior Argentine diplomat said yesterday.

Mr Raul Quijano, Argentina's Ambassador to the Organisation of American States, claimed there was "great agreement" in the region that the Falklands problem was "not one for Argentina alone, but for Latin America."

He was speaking on his return yesterday from a tour of other Latin American countries seeking support for Argentina's case in the South Atlantic territorial dispute.

"There is great willingness to present the problem at the next United Nations Assembly

Falklands Company, page 13

... on a special request signed by all American foreign ministers, as one of the fundamental issues," Mr Quijano said.

Presenting the issue at the United Nations would "not necessarily" mark the renewal of negotiations with the British, but instead the formal beginning of an intervention by the Secretary-General, Dr Perez de Cuellar.

Discussions with the British would probably follow at a later stage "if the United Kingdom is disposed to negotiate... Argentina has a clear willingness that this issue be resolved the diplomatic way," Mr Quijano explained.

In Lima, his last port of call before returning home, the Argentine diplomat said that Argentina was not resigned to losing the Falklands.

● The Liberian-registered supertanker Hercules, damaged during the Falklands war between Britain and Argentina, was sunk in 10,000 feet of water yesterday.—Reuter.

Norwegians convince the minister but no one else

THE BRITISH shipping industry has been dismayed by the outcome of talks held in Norway last month between shipping minister Mr Ian Sproat and his Norwegian counterpart.

The purpose of the talks was to discuss the allocation of work for supply ships in the North Sea, and Mr Sproat had promised to argue for more UK ships to be allowed to trade in the Norwegian sector.

But the communiqué issued afterwards stated only that the two ministers had 'reaffirmed the strong commitment of their governments to keep their respective sectors of this market open to vessels from their trading partners, without flag discrimination'.

And at a press conference Mr Sproat told journalists he had been convinced that the Norwegians did not practice protectionism.

Of the 60 supply ships operating in the Norwegian sector, 57 are Norwegian and only one is UK-owned. Of the 171 ships in UK waters, only 71 are British, with the balance being made up of 47 Norwegian, 15 Dutch, 11 US, ten West German and a few ships of other registration.

Commented MNAOA general secretary Eric Nevin: 'Before he went to Norway, Mr Sproat talked about what he himself described as a "gross imbalance" in the number of UK offshore ships working in the Norwegian sector compared with the many Norwegian ships allowed to operate in our own sector.'

'Everybody with any connection with North Sea oil, including Mr Sproat, knows the Norwegians operate flag discrimination in an undercover way.'

'It has been reported, for example, that applicants for offshore licences are told that factor in the success of their bids will include their past record in using Norwegian goods and services, and this must predispose them to choose Norwegian ships and require a fluency in the Norwegian language.'

'It is obvious that Norway regards its offshore oil industry as an important national asset, to provide benefits for the country as a whole,' said Mr Nevin.

'Our government, however, seems to see our North Sea oil assets as something to be sold to the highest bidder'.



Survivors from the Royal Fleet Auxiliary ship 'Sir Galahad' are taken off by helicopter after the Argentinian air attack

Now the questions start

IN THE wake of Britain's successful military operation to repossess the Falkland Islands, the lessons of a conflict that cost over 1,000 lives are now beginning to be assessed.

And for the MNAOA and other seafaring unions, the hope is that the Government will at last acknowledge the urgent need for action to halt the decline of Britain's merchant fleet.

In Parliament shipping minister Mr Ian Sproat told MPs that he was writing to the MNAOA and other organisations seeking their views on the lessons to be learnt from the Falkland Islands operation, and said he would study their responses closely.

Earlier, he and other MPs had paid tribute to the role played by the merchant navy in the crisis.

Speaking during the third reading of the liner conference bill, he said: 'It has for centuries been the role of the merchant service to support the Royal Navy in times of crisis.'

'There is a long and distinguished record of that support, and we are now seeing in the Falklands a further dramatic example of the skilful and brave way in which the Merchant Service fulfils this historic role.'

'I am sure the whole House welcomes this opportunity to pay that tribute', he said.

Replying for the opposition, shadow shipping minister Mr Ken Woolmer paid 'a sincere and deep tribute to the services of the Merchant Navy and to the merchant seamen in the South Atlantic'.

'Our sympathy and understanding goes out to those who have been bereaved of loved ones in the most recent action (the attack on the RFA ships) and in the attack on the *Atlantic Conveyor*', said Mr Woolmer.

But, despite all the tributes, there was little tangible indication of any major rethink on the Government's part. Last month, in a statement of its approach to shipping, the Government effectively rejected the recent call by an all-party committee of MPs for a co-ordinated national maritime policy.

Among the proposals it rejected were increased subsidies for new buildings and flag discrimination. 'The interests of the UK fleet, which is not subsidised, lie in as much free competition in shipping as possible and in the restoration of normal competition in shipbuilding', it said.

Said MNAOA general secretary, Eric Nevin: 'It appears lessons have not been learnt from the disastrous decline of the

fleet or from the South Atlantic crisis. The Task Force has been totally dependent on the merchant navy, but how long would this be possible with the present rate of decline?'

'We feared it would take an armed conflict to prove the point that a strong merchant fleet is essential to this country, but sadly the Government does not seem to accept that.'

As this issue of *The Telegraph* went to press, most of the survivors from the Argentinian attack on two Royal Fleet Auxiliary ships, *Sir Galahad* and *Sir*

Tristram, were being flown back to the UK.

Three officers and two Hong Kong ratings died on the *Sir Galahad*, which was subsequently towed away and sunk. It has been declared a war grave. Two Hong Kong ratings on the *Sir Tristram* also died.

The three officers were second engineer officer Mr Paul Henry, third engineer officer Mr Andrew Morris and

continued on page 16

BONUS FOR LEBANESE COAST

Seafarers on British-flag ships which go within 25 miles of the Lebanese coast will qualify for a 100 per cent in pay following the outbreak of hostilities in the area, it was agreed by the National Maritime Board last month.

The 100 per cent allowance applies to certificate pay, prolonged service abroad increments, seniority increments, tanker allowances and radio officers' 'in charge' pay.

The allowance applies from 0001 hours on 8 June and will continue until there is a cessation of hostilities in the area. It is payable for the day of arrival, all subsequent days the ship is in the

area, and the day of sailing, with a minimum of five days.

Under the NMB agreement, seafarers who are engaged to sail on ships proceeding to a designated hazardous zone have to be advised accordingly by the owner before being asked to sign a crew agreement. Seafarers already on a crew agreement have to be given the opportunity to terminate their engagement if facilities for repatriation are available.

The MNAOA and other seafaring unions had asked for a 150 per cent bonus payable within 50 miles of the Lebanese coast.

Safety fines worry MNAOA

URGENT representations are being made by the MNAOA to persuade the Department of Trade to drop a proposed new provision for ship-board safety officers to be liable to fines of up to £1,000.

The provision forms part of the draft Merchant Shipping (Safety Officers) Regulations, which are due to come into force on 1 October this year.

The Association is hoping to persuade the shipowners to agree to an approach by the National Maritime Board, representing both sides of the shipping industry, to the shipping minister, Mr Ian Sproat.

In the meantime assistant general secretary John Newman has written to

Mr Sproat describing the idea of fining safety officers for not carrying out their duties as 'iniquitous and outdated'.

Mr Newman said: 'It is quite unacceptable that seafarers should be liable to such fines as well as being open to disciplinary action by their companies if there is an alleged failure by them to perform these duties adequately.'

'Safety officials in shore-based industries are not liable to such fines, and we can see no reason for treating seafarers differently.'

The MNAOA will also be taking up other aspects of the proposed new regulations and is asking shipowners to let it know what steps they are taking to prepare the way for implementation of the regulations.

The Association is concerned that company safety officers will not have adequate time to carry out the additional duties.

Another point worrying the Association is whether sufficient officers will have gone through the necessary training by the time the regulations are in force.

It is also feared that officers designated as safety officers could find themselves being dealt with less sympathetically if they themselves are involved in a ship-board accident; the possibility is that a court would hold that, as a safety officer, the officer should have been more aware of the dangers and so award a lower level of compensation.

ON OTHER PAGES

General meeting

Preparations for the next Biennial General Meeting, the MNAOA's top policy-making body, are now under way. **Page 2**

Salvage claim

Awards to the crew of a BP Tankers ship involved in the salvaging of the 'Andros Patria', described by the arbitrator as a 'long, arduous and politically sensitive operation', have now been finalised. **Page 3**

Honours list

Three members of the Association were among those honoured in the Queen's Birthday Honours list. **Page 4**

Readers' letters

Contributions from readers this month include comments on the Falklands Island, ocean litter, the working hours of cadets, and the rights and wrongs of the Employment Act. **Pages 6 and 7**

Pensions fund

The Merchant Navy Officers' Pension fund has been stepped up its overseas holding, the fund's annual report reveals. **Page 5**

Channel Tunnel

Plans to resurrect the Channel Tunnel project appear to have taken a knock, with the Government announcing plans for yet another inquiry. **Page 16**

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Channel Tunnel plans hit as minister calls another inquiry

THE LIKELIHOOD that any Channel tunnel project will reach fruition now seems remote.

Transport minister Mr David Howell has announced yet another inquiry into the financial and legal implications of a fixed link. This comes after the long-awaited report from the Anglo-French study group, published last month.

Of the schemes submitted, the report favoured a twin seven-metre diameter bored tunnel — as was widely predicted. However, although technically feasible, it accepts that a fixed link may not be necessary.

'There is no doubt in our minds that port and shipping services could be developed to handle the growth in surface traffic projected up to the year 2000 and beyond', the report says.

'We assume that the ferry services will achieve great improvements in efficiency by comparison with their present performance'.

However, it casts doubt on the scale of reductions in unit costs which the ferry companies claim will enable them to

reduce tariffs still further.

The hopes of Channel Tunnel protagonists were dashed by the publication of the Channel Tunnel study working party's report, produced under the auspices of the Dover Harbour Board. In addition to casting doubt on some of the claims made for a fixed link, it found that ferries could cope effectively with the transport they would have to handle in the future.

These arguments have been coupled with the difficulties any British project would face in view of the Government's insistence on funding through private finance only.

The new study will concentrate on financing a fixed link and both British and French banks, including the National Westminster and Midland, will be involved in preparing the report.

It will not be ready before the autumn, and there is no indication that the Government will be ready to give the go-ahead for any project even then, given the uncertainties cited by the Anglo-French report.

Regulations for safer movement on board ships

THE ASSOCIATION has culled on the Department of Trade to explain how Western Shipping was allowed to operate the *Canilla Weston* in the middle trades with only two certificated officers instead of the three specified in regulations.

The company was given an exemption for its 492 grt general cargo ship which extends until the end of next March.

District organiser (south) Steve Morrison points out that at no time did the DoT consult MNAOA and MMSA representatives serving on board before granting the exemption, and that details of it were not provided for inclusion in the official log book and crew agreement.

Western Shipping's action comes at a time when there is urgent concern among seafarers that inadequate crew complement levels are putting safety at risk.

It also comes shortly after the company declared four certificated officers redundant.

Western Shipping's parent company, Associated Foods, made pre-tax profits of £139.2 million in the last financial year.

Urgent talks to halt strike throughout ASN

LAST MINUTE talks aimed at preventing a major stoppage throughout Atlantic Steam Navigation were due to take place as the *Telegraph* went to press.

MNAOA members from the northern service went on strike last month, stopping the *European Gateway* at Larne and the *Free Enterprise IV* at Carrigan. The stoppage was caused by anomalies discovered in an agreement signed earlier in the year. The company, a subsidiary of Townsend Thoresen, reacted by suspending the officers.

ASN had reversed a decision to reduce its Carrigan-Larne service from one ship to two after negotiations with the unions. As a result, 135 seafarers' jobs were saved. However, 15 officers were made redundant.

Members accepted a six-months' delay in payment of the NMB increase, and the southern services contract was modified to become a company agreement.

Although a few officers from the northern service received higher salaries after the agreement, all stood to lose 22 days' leave.

The deal was accepted on the basis that other unions with members employed by ASN would be asked to make similar sacrifices to keep the *European Gateway* and *Free Enterprise IV* in operation. However, while the company demanded savings of £280,000 from some 200 MNAOA members, it sought only the same amount from about 700 ratings.

All liaison officers will be represented at talks with ASN management. The Association hopes negotiations will prevent the strike spreading to the Felixstowe-Europort and Felixstowe-Zeebrugge routes.

No flag-out, members advised

conditions on company ships registered outside the UK; and if the company intended to transfer one or more of its eight ships to another register.

Reardon Smith chairman, Mr C. R. Chatterton, admitted that the company had been sounding out officers to gauge their willingness to serve on foreign-flag ships.

'We are looking at the possibility, but no decision has been taken and none is imminent, he said. If we have plans, we will consult with our officers and the trade unions'.

FALKLANDS

continued from page 1

third engineer officer Mr Christopher Hallwood.

Mr Henry, aged 33, came from Berwick-on-Tweed and had served with the RFA since 1974, having previously been with Souter Shipping. His first ship with the RFA was the *Sir Galahad*, going on afterwards to serve on several others in the fleet. He held an Extra First Class certificate.

Mr Morris, aged 25, came from Poole, Dorset, and had joined the RFA as a cadet in 1974. He qualified as a junior

engineer officer in 1977 and was promoted to third engineer officer in 1980.

Mr Hallwood was 27 years old and came from Farnborough, Hants. He too joined the RFA as a cadet in 1974.

A fourth RFA officer, 37-year-old first radio officer Mr Ronald Hoole, died on the *Atlantic Conveyor* when she was hit by an Exocet missile. Before joining the RFA in 1970, Mr Hoole was a lecturer in marine electronics at Colwyn Bay. Three RFA Hong Kong ratings were also killed on the *Atlantic Conveyor*, in addition to the ship's master and five ratings.

Another of the requisitioned ships, P&O's *Canberra*, came close on a number of occasions to becoming a victim of the Argentinian air force, while the BP tanker *British Wye* had a narrow escape when a bomb bounced off her deck without exploding.

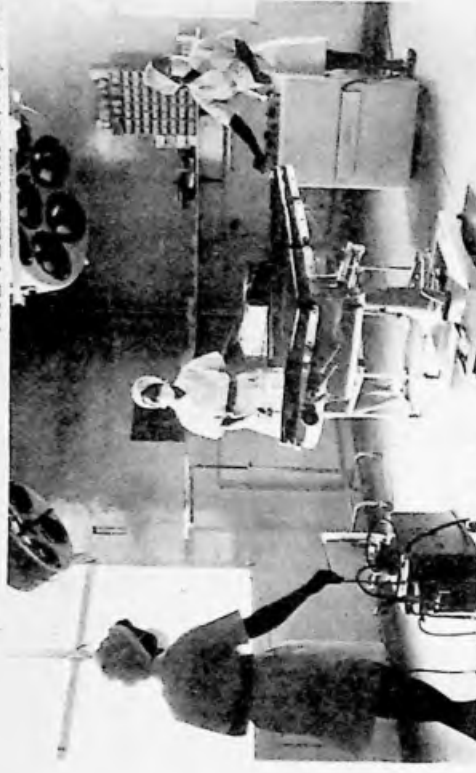
• The National Maritime Board agreed that, with effect from 27 May, the 150 per cent bonus on earnings applicable to service in the zone bounded by 50 deg West to 70 deg West and 34 deg South to 60 deg South should be extended to all ships.

But the shipowners refused to agree that RFA officers serving on requisitioned or chartered ships should be eligible for the full bonus.

Plan to arm merchant ships

A proposal to arm UK merchant ships with missiles to protect them from attacks has been made by Mr John Lovridge, Conservative MP for Upminster. Introducing his bill under the ten-minute rule, he said the Falklands crisis had highlighted the need for such 'defence'. It would also be cheaper than providing Royal Navy ships as escorts, he said.

MNAOA assistant general secretary John Newman has written to Mr Lovridge seeking clarification of his intentions. The bill, which requires the Defence Secretary to set up an inquiry, has very little chance of becoming law.



Dreadnought move delayed

kept, they say. Picture shows the present hospital's operating theatre.

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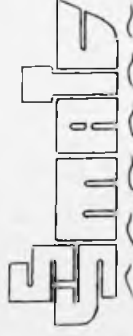
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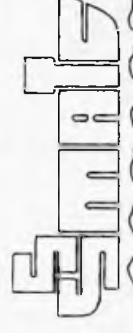
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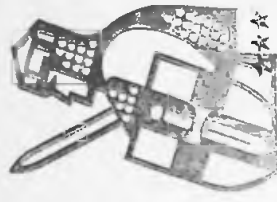
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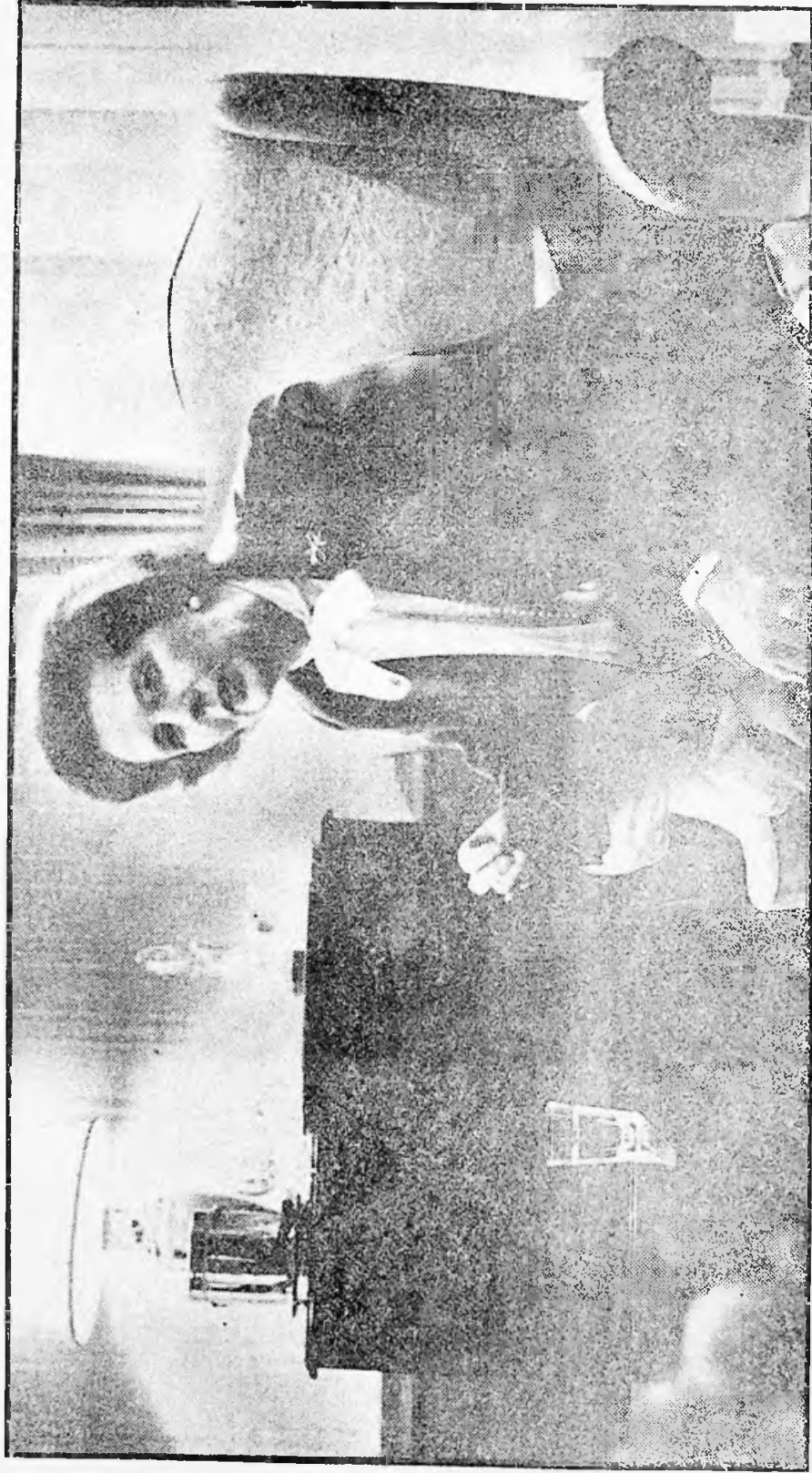
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**EXCLUSIVE**

Margaret Thatcher



The Premier's private thoughts: Mrs Thatcher talks exclusively in her study at No. 10

Picture: John Downing

THE INTERVIEW OF THE YEAR

By George Gale

THE FAIRHANDS

“I had at the back of my mind the winter. What will the winter do? The wind, the cold...it beat Napoleon at Moscow”

THE WIFE AND MOTHER

“Denis, Mark and Carol just turn up to support me when bad news comes. They just come to hug me”

THE PALACE

“I was very, very upset, horrified. The Queen, of course, handles everything so absolutely superbly. She is marvellous”

THE INTERVIEW OF THE YEAR

MARGARET
THATCHER

talks to George Gale



THE Prime Minister strikes everybody who meets her as a most formidable, and most formidably fit, woman.

She likes a glass of whisky, with some water added. In the morning she takes a couple of vitamin C tablets, which she recommends to all and sundry. She catches the odd cold. She suffers from the odd bit of hay fever — and not always in the summertime.

"I sometimes get hay fever at Christmas," she says. "It must be the room bugs."

She sleeps in a room in Downing Street facing westwards, towards St James's Park. Sometimes she wakes at around four in the morning.

Did she feel tired during, or after, the Falklands?

No, not really. There were always other jobs to do, and afterwards we had to think of the problems of rehabilitation.

Well, yes, but did she sleep well at night?

One sometimes worries desperately, and then sometimes you collapse into four or five hours of sleep.

Did she, then, discuss the crisis with her husband, Denis?

He's been a tower of strength. But the worst of the anxieties you have to bear, you do not burden other people with. Some you share. Others you cannot.

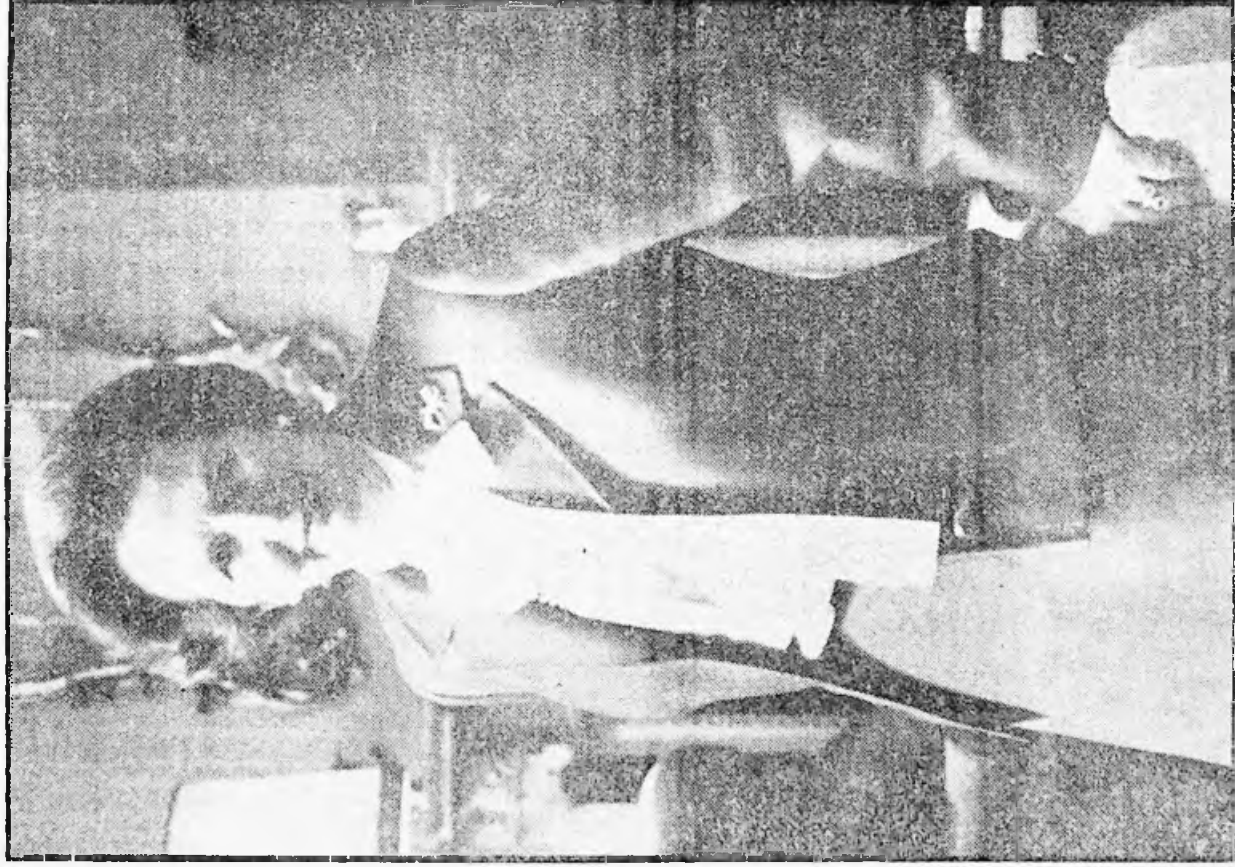
The person you live with can see when you're desperately concerned. But some things it is best always to keep to yourself. Sharing them only with that group of people who have to know. You don't burden other people.

You don't burden them with the knowledge in case, by any chance, it would alter the answer they would make.

We get used to putting knowledge into certain departments of the mind. I tell myself, this is top secret; I mustn't by any bat of an eyelid give an indication of what's happened.

But they know when you're worried. Denis, Mark and Carol will just turn up and come along and support me when bad news comes. They come to hug me.

We all have exactly the same feelings. We give immense support to one another without knowing precisely what the problem is. But when you live day by day, hour by hour, with somebody—you know.



PICTURE: JOHN DOWNING

THE QUEEN'S
SECURITY

THE break-in at the Palace horrified the Prime Minister, both as a woman and as the Queen's chief Minister.

Mrs Thatcher: If anyone had asked a week before, I would have said it could not happen. And then it did. I was shocked that the working of the system had got slack.

I was very, very upset. Obviously, every woman in the country is upset, indeed every one is deeply upset.

It is terrible for a woman to find a strange man sitting on the end of her bed.

Absolutely dreadful. I felt, as every woman felt. But I know that in security systems it is so easy to have a chink. A little gap. Coincidence does happen. This is the thing you learn in my job, that things can be right 97 per cent of the time, but all the coincidences happen in that other three per cent.

It comes to this, that the Queen is the Queen and the Palace is the Palace and the system has to be made that certain things can't happen.

I was shocked and upset. I was very, very upset. I was horrified.

And the Queen?

The Queen of course handles things so absolutely superbly. She's marvellous.

Was the Prime Minister happy with the Home Office supervision of the Metropolitan Police?

It is by far the best supervision that there could possibly be. But sometimes things go wrong. Things go wrong in all our lives.

Things get sloppy. There obviously was a lot of sloppiness around. But you have not gone along with the criticism the Home Secretary has received.

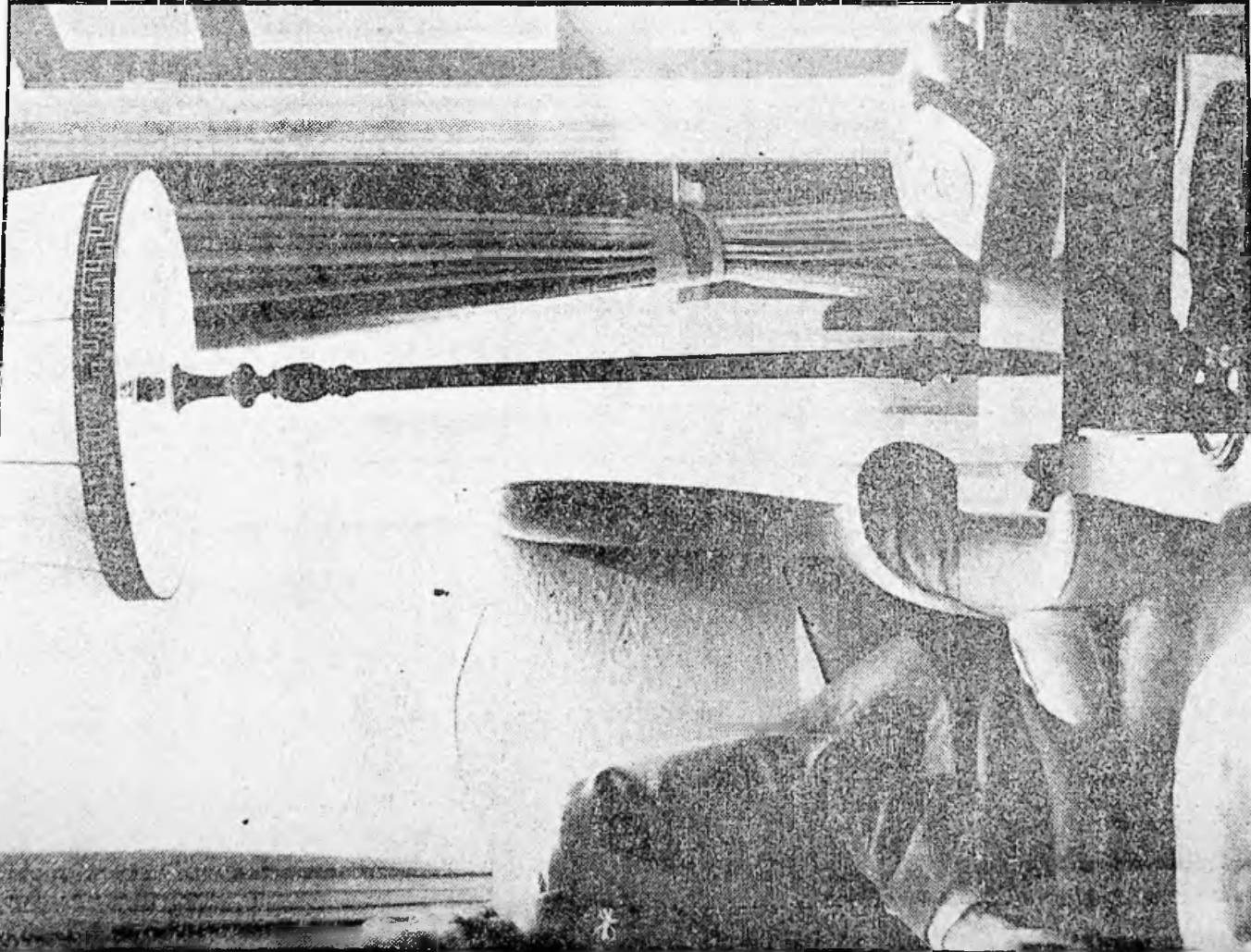
There is no protection from criticism. If you put yourself in the front line, like myself and the Home Secretary and the Chancellor, you cannot be immune from criticism. You don't sack a general if a sentry goes to sleep on duty. Why then suggest that it was the Home Secretary's fault if there were some operational deficiencies at the palace?

Denis has been a tower of strength. But the worst of the anxieties you have to bear, you do not burden others with. Some you share, others you cannot.

MAGGIE THE LEADER: Please turn to next page

TALKS TO GEORGE GALE

as a war leader. But in a way It became my bloodstream,



I asked her about her suggestion to me that I

delight. "Ah, George," I am wearing a sapphire comes from Saltaire —not white—blouse on,

out of the blue we were not found wanting. And as far as the Conservative Party is concerned: it was principles, conviction and persistence that did it. Not consensus, not compromise, but conviction, action, persistence, until the job was well and truly finished.

How was it, then, when the Falklands were over?

I felt a colossal release. It was the most marvelous release I have ever had when the news came in. There was a point of order in the House and I knew that Stanley and the flags streaming in Port Stanley and the Argentines were streaming into Port Stanley casting down their rifles and guns.

It was a day I dreamed of and lived for. And when the surrender was confirmed the next day, then I knew that whatever the problems and troubles I would have in the rest of my period in office, they were as nothing then and now.

tied with a bow. The bracelet I always wear. It was a present from Denis. So are my rings—my engagement ring, and an eternity ring. The clasp is a bow, given to me by Tory agents after the last election.

And the pearls, I said, lamely, looking at the rope around her neck and some large ones in her ears. "Not real, of course," she said, sharply.

Time for a snap election

IT IS very clear that the Prime Minister does not envisage an early, snap election.

I've not even considered a snap election. The Falklands thing was a matter of national pride, and I would never use it to further political purposes.

I would like more trade union legislation in this Parliament, and this would be possible if we went the full five years. We don't rule out certain options, and we certainly want another full year at the very minimum.

Possibly we would run the whole way and then, of course, we would have more legislation before we came to an election.

I take it that we're going to continue.

THE ECONOMY AND THE FUTURE

•We have been fairly tough and now the prospects are better•

HOW DO you see the economy, bearing in mind the CBI's gloomy view of it? Has the bottom been reached; are we now moving upwards?

We're better than we were a year ago. We started to grow, undoubtedly we started, then there was a plateau, undoubtedly a plateau.

The Chancellor's reduction in National Insurance surcharge is about to come into effect, and this will help industry. They've got that coming, and we're holding our interest rates down and we hope that the market will continue to keep them down. Therefore the prospects are better.

But we have been fairly tough and have held to sound principles in dealing with money. That's very important. No new theory, just sound principles. When the rulers of old started to debauch and clip the courage they were in danger. That is the alternative for a Government now—to say "I'm going to clip thoroughly dishonourable. I'm going to clip the courage and deliberately devalue the pound in your pocket."

Is the only way to reduce inflation to reduce public spending?

We have to watch public spending does not rise, let me put it that way. There are very few years in which in real terms you reduce public spending. You have to hold it down as hard as you can.

You have said you want another year of legislation. What have you in mind?

We are to privatise British Telecom. We have measures with regard to the selling of council houses. We have come up with problems regarding the leasing of flats. We want to sell more and more council houses. I hope before the end of the year we will have denationalised the British National Oil Corporation.

What about the trades unions?

There could be further legislation in this Parliament. There is a strong feeling, and I share it, that we really ought to have secret ballots for the election of officers in trades

We came in with conviction and we have adhered to that conviction. We have held our course through thick and thin because we believe that that was right for Britain. Nothing is deflected from that.

We have had to relax a little in order to soften the effect. Yes, we have had to soften, and sometimes we have had to go slower. But we have never changed direction, and we shall not change direction.

Our direction is right and I just hope we will go through and take the election in our stride and then continue for another full session.

Had she ever been tempted to call a snap election?

"No. Never," she said.

unions. After all, I was elected by secret ballot.

Sir Geoffrey Howe has talked of trade union reforms, vouchers for education, more private health schemes, more privatisation of local government services. Do you go along with this?

This is the direction we will go legislatively in the coming years. If you get a mood of growth and therefore increasing personal prosperity, people naturally will wish to do more for themselves.

I would like to do an experiment on education vouchers. I would like to see people deciding more for themselves, deciding more on the schools, more on the curricula. We would certainly have to do an experiment first, but I have a deep belief in a responsible society.

Do you expect to get support from the young, particularly at a time of high unemployment?

Our young people have been marvellous. I have enormous faith in them. But I don't think they want to be pushed around by a bureaucracy. I think they want to form and shape their own lives.

My purpose is to see that we get more and more small businesses starting up, and that you will only get jobs if every person does a really conscientious job of work and produces goods or services which someone else will buy.

People who have ability to build

We are looking for self-starters. We are looking for princes of industry, people who have fantastic ability to build things and create jobs.

But can the average young unemployed youth start up a business?

No, of course he cannot. But he can take advantage of all the training and education there is. I'm very disappointed at the number of youngsters who choose to leave school at 16 and take social security. I'd prefer them to stay at school or take a training course.

But doesn't the social security system encourage them to take these benefits?

At the moment I'm afraid that is so. It does encourage some of them. You see, there is no need for a person of 16 or 17 to be unemployed. There are places in the schools and places in further education.

What then about the long-term unemployed?

It bothers me very much. We are in an industrial revolution. The microchip is leading it. The effect of each new industrial revolution is to put some people out of jobs. But the second effect is to make possible the production of goods and services which were not possible before, and this creates new jobs.

We have to produce goods and services that we will buy from home — instead of importing from abroad — and which we can then sell to other countries.

We have to keep our wages within our prices. We must only take pay out for what we have put in.



"I'm expecting a bumper harvest of EEC handouts this year."

Gloomy outlook

I GOT into terrible trouble with my farming readers the other day when I wrote that they always seemed to be complaining even when things looked to be going well for them. I was only teasing, of course, but all the same, I could not help smiling when I saw this headline in the Express last Friday :

**Bumper
harvest
could be
bad news**

From Friday's Express

BATHROOM CABINETS

at only £16.95



The super Bathroom Cabinet we're offering you today for only \$16.95 may look familiar. We have run it before. And I make no apologies for repeating the offer because it proved extremely successful.

The Cabinet has three mirror doors and will hold a mass of cosmetics and toiletries. In fact, its family size—24 in. long, 15½ in. high and 6 in. deep. Behind the mirrored doors are five storage shelves. One shelf is fairly high up to that large economic size bottle of cologne and another breathes life into the rest of the shelves as fine enough apart to take in medium size bottles and jars with ease. The doors have "tary" along the bottom slightly away from the mirrors to avoid leaving fingerprints when you open the Cabinet. You have a choice of colours. The Cabinet, which is made from polystyrene and can be washed clean, is in plain white or plain brown. I must stress, however, that this isn't a medicine cabinet. All medicines and tablets need to be

Skirmish over Falklands vs



The VC...how many?

Are six Victoria Crosses too many for the eight-week Falklands Campaign? The doubters do not contest that feats of great heroism were performed

But they point out that fewer VCs were awarded for campaigns that lasted much longer—only four, for instance, during the three-year Korean War.

The figure of six VCs has emerged from broad hints from Downing Street. An explanation comes from Brigadier Sir John

Smyth, himself a VC and life president of the Victoria Cross and George Cross Association. He told

me: "The weapons used in the South Atlantic were a great deal more ferocious than those used in the

"In Victorian times they

Notre Dame

ACTOR and director Warren Beatty slipped in and out of London last week on business.

He has been linked in the past with numerous glamorous women—DIANE KEATON, GOLDIE HAWN, JULIE CHRISTIE, LESLIE CARON are just a few. Someone who went to see him last week asked which of all the women in his life he admired most.

"That's easy," he replied. "REBECCA WEST. I think she's an incredibly sexy lady."

Writer Dame Rebecca, 89, helped Beatty with his epic film "Reds," about the 1919 Russian revolution, and seemed equally taken with him. He went to see her in her flat bearing a huge bunch of flowers.

"His manners are very good," she told a reporter.

Concoctions
that give me
the shakes

WHEN the hot weather comes, there is nothing we like to do better than grab the nearest half dozen assorted bottles from the drinks cupboard, sturp them into a glass at random and call the resulting concoction a cocktail.

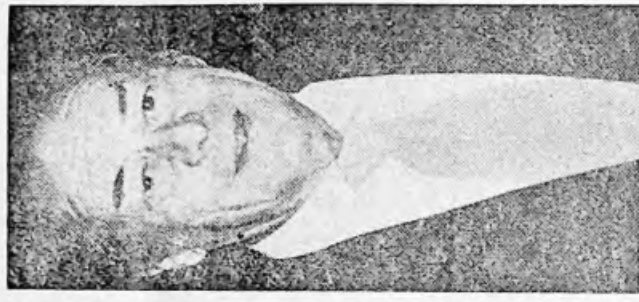
That at least is the assumption of two of yesterday's Sunday colour magazines both of which came out with colour pages of drinks recipes, many of which would require unusual bravery to attempt.

In The Observer, for instance, we are urged to pour over the back of a spoon equal amounts of creme de cacao, creme de violette, yellow Chartreuse, maraschino, Benedictine, green Chartreuse and Cognac.

The Sunday Times counted with a little number called Blue Haze, involving vodka, Cointreau and blue Curacao. Ugh!

It is a dreadful trend. I have noticed that whenever something notable happens nowadays—a Falklands victory, a royal birth—half the barmen in London invent another revolting mix ingredients to celebrate

I shall stick
Scotch and soda.



Picture : RICHARD YOUNG

Even zoo, doesn't suit the pupils

AFTER appealing in their school newspaper the other month for their ale bar to keep longer hours, the restless lads of Eton are seeking another reform.

A front-page editorial in the Eton College Chronicle calls for the abolition of their absurd school uniform.

The writer, **David Honigsmann**, waxes angry and eloquent about what he calls the "black penguin suit" he and his school-mates are obliged to wear. "It is very expensive these days to dress like a Victorian undertaker," he writes.

To the argument that fewer tourists would visit Eton if the chaps dressed normally, Honigmann responds crisply: "This is a school, not a zoo."

Things are clearly going from bad to worse at our most notorious educational establishment. You may remember that tale the other day of the pupils caught in fairly unambiguous circumstances with a notorious daughter.

His uniform did not appear to restrict his initiative. Come to think of it, he was not wearing much of it at the time. That may be why he was sent home.



Beatty...well mannered



Dame Rebecca...admired

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'This is why Brita people know how



HAPPY LANDINGS... Marine Commandos on board the Canberra

SHE would have made it alone, those last few yards to the quay, but the tug boats would not let her.

They reached out to help as the stately dowager of the Falklands Task Force, the Canberra, arrived home from the war.

The 45,000-ton P & O liner, converted to a troopship, blew a raucous whistle to proclaim her independence — then allowed the tugs to guide her towards the shore.

And as she came into view, the welcoming crowds roared their pride, their relief and their sheer joy across Southampton Water.

Some hesitated for a moment, taken aback by her appearance.

The Canberra was older now, streaked with tears of rust after her epic 27,000-mile voyage.

But she was home and she brought back, as promised, her complement of Royal Marines and civilians, each of whom helped to achieve victory.

I flew out by helicopter to meet the Canberra. The ship I had sailed in three



**By Robert McGowan
who sailed with
the Canberra to
join the Task Force**

months ago to join the Falklands Task Force.

Hundreds of small boats surrounded her—many of them dangerously close—as sirens blared a cue for the bands on the shore line.

A fanfare for the common man and some very uncommon women aboard her who had gone to war together.

Darkness

Lining the Canberra's rails — eyes straining for a sight of those they left behind — were 2,500 Marines, many of whom had grown up suddenly in the darkness of the beach-head landings on May 21.

Standing with them, as Falklands campaign, the crew of the Canberra, the 335 men and 15 women who had swapped the pleasures of ocean cruising for the reality of war.

Among them was Dr Sue West, 31, from Hainault, Essex, who wrote frequently to her family during the conflict.

Sue's letters included passages like this: "You just can't sign on for the good times and run away when things get rough."

She also wrote: "I just hope that if it comes to the action then I'll just wade in and do the job."

On May 21 and into the next day, the ships in the San Carlos anchorage, including Canberra, were attacked 17 times by Argentine Mirage, Sky Hawks and Pucaras.

Some ships were hit and in subsequent air raids the frigate Ardent went down with 22 dead; Coventry with 29 dead; and Glamorgan was hit losing 13 men, along with Antelope in which one man died.

Throughout all this, amaz-

ingly the Canberra survived. And earned herself the nickname of the Great White Whale.

Yesterday Sue said: "I know the people at home were worried sick about me. In my letters I did try to reassure them that we were all right. I felt that if I elaborated and told them all that was happening I might distress my family."

Now I am so glad that it is all over. But it is not all over for the injured. For us it is an experience to remember but for them it will mean a new life. It is a very humbling thought.

Frightening

"I must say honestly that I do not wish to do this ever again. It was at all times very frightening."

One of Canberra's nurses, Angela Devine, from Liverpool, said: "There is no doubt that it was particularly frightening throughout our time around the Falklands."

"We received our casualties on the very first day and then they kept coming. We are proud to say that we never lost a patient who came aboard and I really am proud of that achievement, and the work of all the

RETURN OF THE HEROES... crowds greet the Canberra as she slips majestic

medical staff both P & O and military.

"It is difficult to describe how I felt. All the way down I was telling myself that I was going into a war but of course you cannot imagine what it is like until it happens to you."

As they spoke, Prince Charles arrived by helicopter. He met 300 Marines and 60 crew members.

Before leaving, he said: "They have all done the most fantastic job."

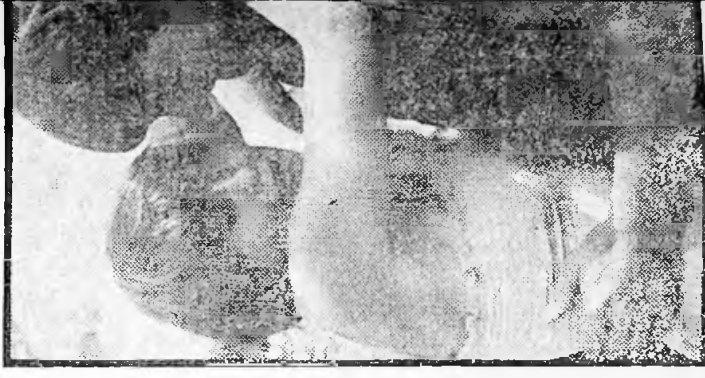
"I am sure that people do realise the astonishing feat they have achieved."

The P & O captain of Canberra, Dennis Scott-Masson, said: "It has been a tremendous experience. All this ship needs now is some cosmetic work before she goes back into service as a cruise liner to the Mediterranean in September."

"I am enormously proud of my crew who did a splendid job."

The Royal Navy captain aboard the ship, Christopher Burne, said: "The young men we had on board were going to do the fighting and nothing short of magnificent and deserve this fantastic welcome they are getting now."

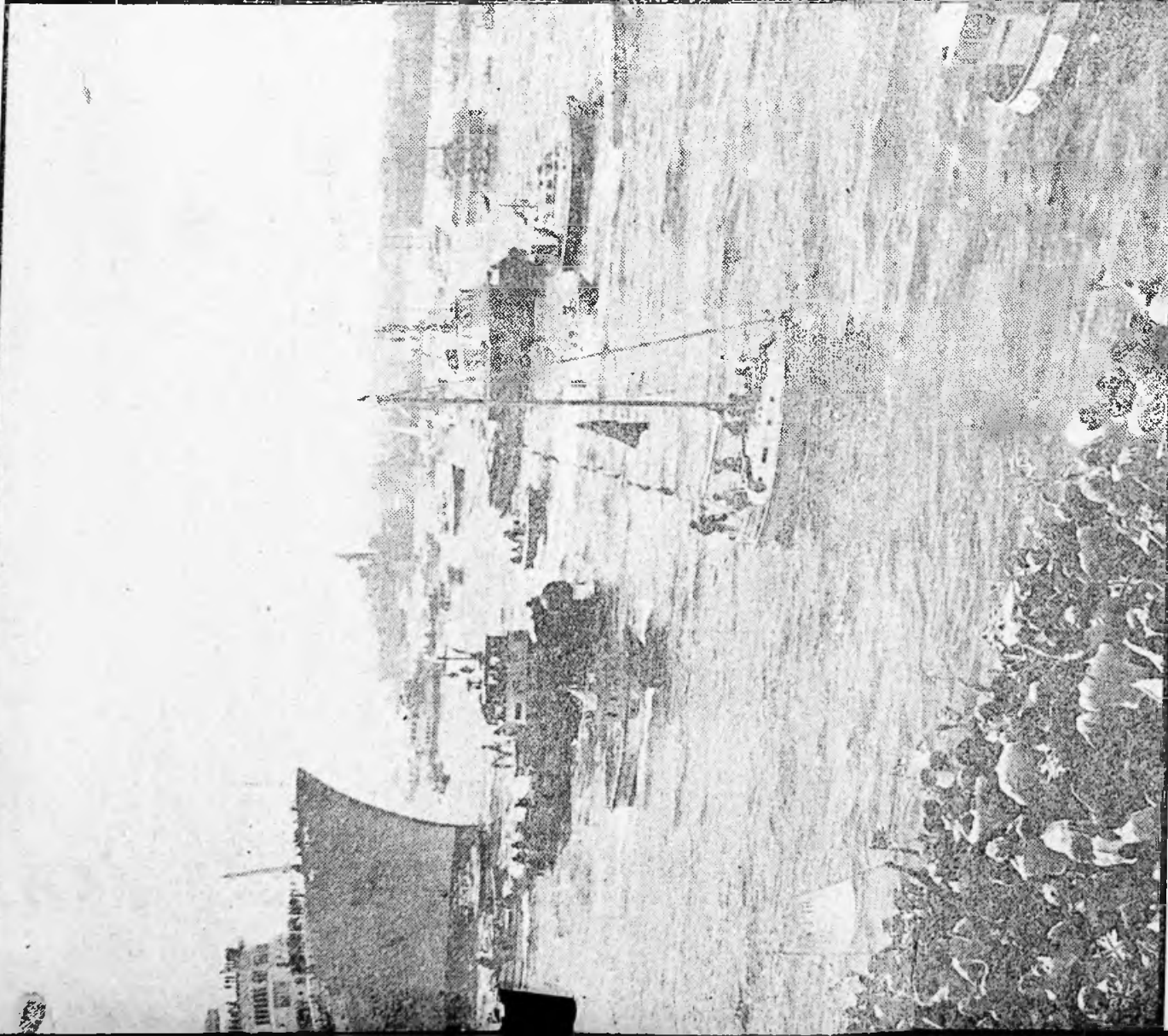
Opinion: Page 2



My man... one of many joyful

THE JEAN ROOK SERIES 'IN SEARCH OF PA

in is so good. Its to say thank you,



into Southampton Docks yesterday surrounded by a flotilla of welcoming boats



LOVING WELCOME... Anna Atkinson waves to husband Rob



reunions My son... Major Gerry Akhurst and Robin

Tears, hugs and kisses as the Camberra comes home

THE LAND was a mass of banners and Union Jacks as the great ship came home.

The Royal Marines Band burst into Rule Britannia, and the cheers went up from 12,000 wives, children and relatives waiting on the quayside.

As the Camberra eased into Berth 106 at Southampton Docks, the massive choir moved on to Land of Hope and Glory.

And thousands of red, white and blue balloons were let loose into the July sunshine. It was the biggest welcome a ship has received in a port where heroes have come home for more than 70 years.

Major Gerry Akhurst, 34, from the Seventh Commando Battery and Canterbury,

Kent, summed up the welcome: "It is tremendous, absolutely fabulous."

Clutching his 10-month tearful son Robin, and sipping champagne, he added: "This is why Britain is so good, because they know how to say thank you."

Nobody on board could believe that so many people could be here. We are overwhelmed."

Further out, along the banks of Southampton Water, there were tens of thousands more cheering people joining in a symphony of horns and hooters.

Dozens of boats joined the escort and girls flashed their bare breasts in welcome. Mayflower Park near

By DAVID THURLOW

Journey's end was overflowing as the welcoming armada became a forest of masts with yachts, cruisers, pleasure boats and speed boats joining in.

Ahead, the fire tug kept up a continuous salute of six jets, shooting water high into the sky.

Banners

From the side of the ship hung huge banners.

One said: "Call on the rail strike or we'll call an air strike."

Another said: "We have done our job so why can't BR get us home."

One declared: "Maggie rules OK."

The P & O liner was carrying 2,500 Royal Marine Commandos and a crew of 350 volunteers.

First man ashore was Martin Tate, at 17 years and six months the youngest Marine on board.

He led his mates to the 111 coaches which had come up from Plymouth where most of the Marines live.

Martin said: "It's a great honour to be selected as first off."

For some the homecoming provided the first sight of a baby.

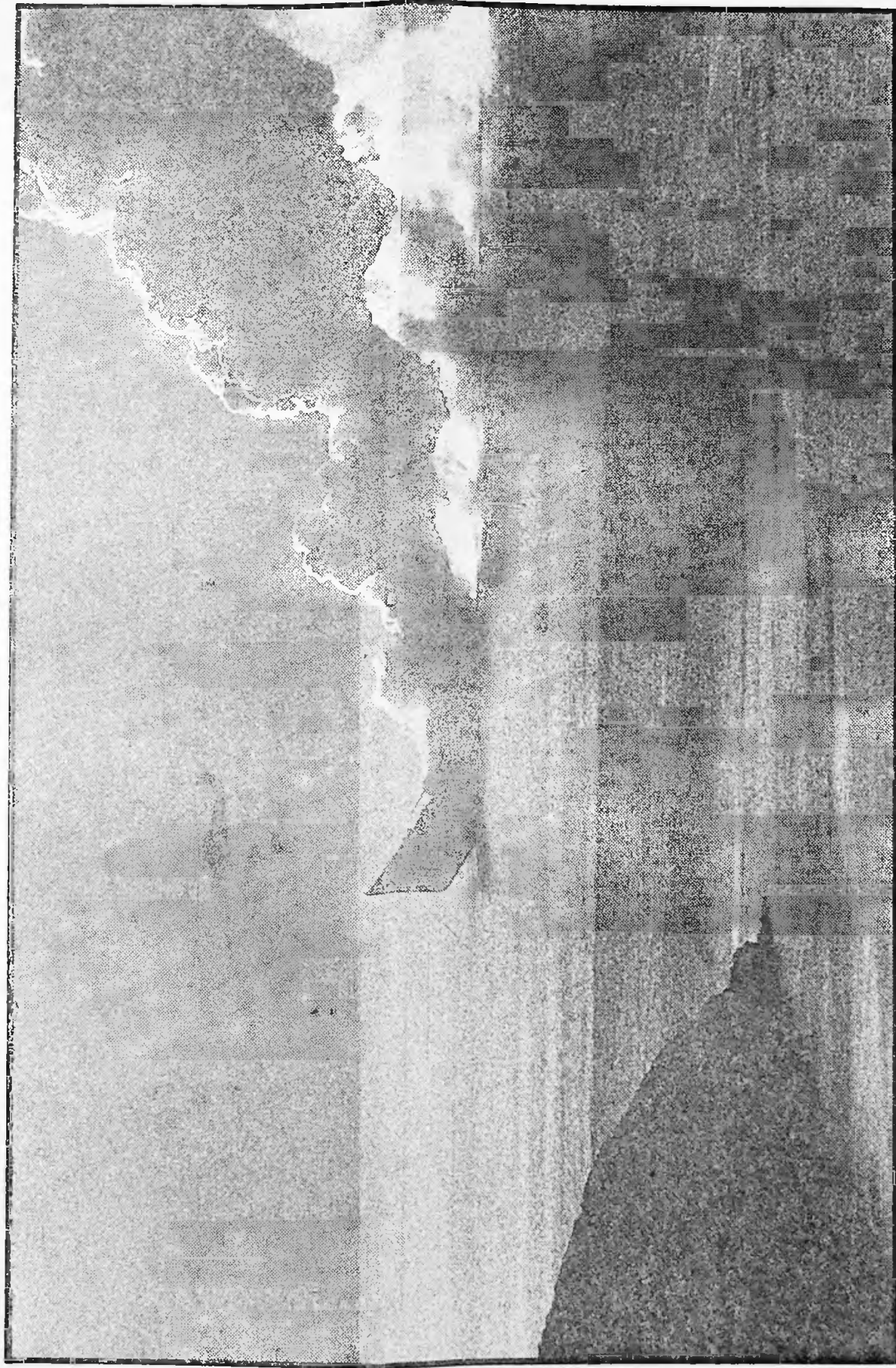
Little Amy Elizabeth Humphreys was born on June 21 while her father David, 21, was in Port Stanley.

David said: "It was great when I got the news and I had a can of beer I found."

'PARADISE' HAS BEEN UNAVOIDABLY HELD OVER

Express picture team: Terry Disney, Barry Gomer, Hilaria McCarthy and Chris Wood

The Falklands IMAGES OF WAR



WHEN we look back on the war in the Falklands, it will be images like this which stay in the mind.

In the chilly South Atlantic dawn, the frigate Antelope—burning fiercely from air bombardment, the rising sun illuminating the pall of smoke hanging above her with tragic grandeur — sinks in the waters of Ajax Bay.

Overhead, a helicopter hovers. The crew can do nothing but watch.

Moments after this picture was taken by Daily Express photographer Tom Smith, the Antelope slipped from sight, leaving only a

By ROBERT MCGOWAN

small disturbance of water to mark her grave in the calm of the Falklands Sound.

Pictures cannot tell the whole story of this war, any war. Other ships died, and so did men. There was great heroism, fear, aching physical exhaustion and dreadful muddles: But there was humour and comradeship as well.

For long, desperate days and nights the men in the ships of the bridgehead anchorage at Port San Carlos went through hell. They came ashore and were pounded again and again by the enemy.

But relentlessly they marched on, to a splendid and historic victory for Britain and for freedom.

In the Express today, we publish just some of Tom Smith's pictures of that war.

Here are images of our fighting men going about the business we sent them to do—and of the Argentine invaders who outnumbered them, but were defeated by the courage and resolution of our soldiers and that of the sailors and airmen who supported and defended them.

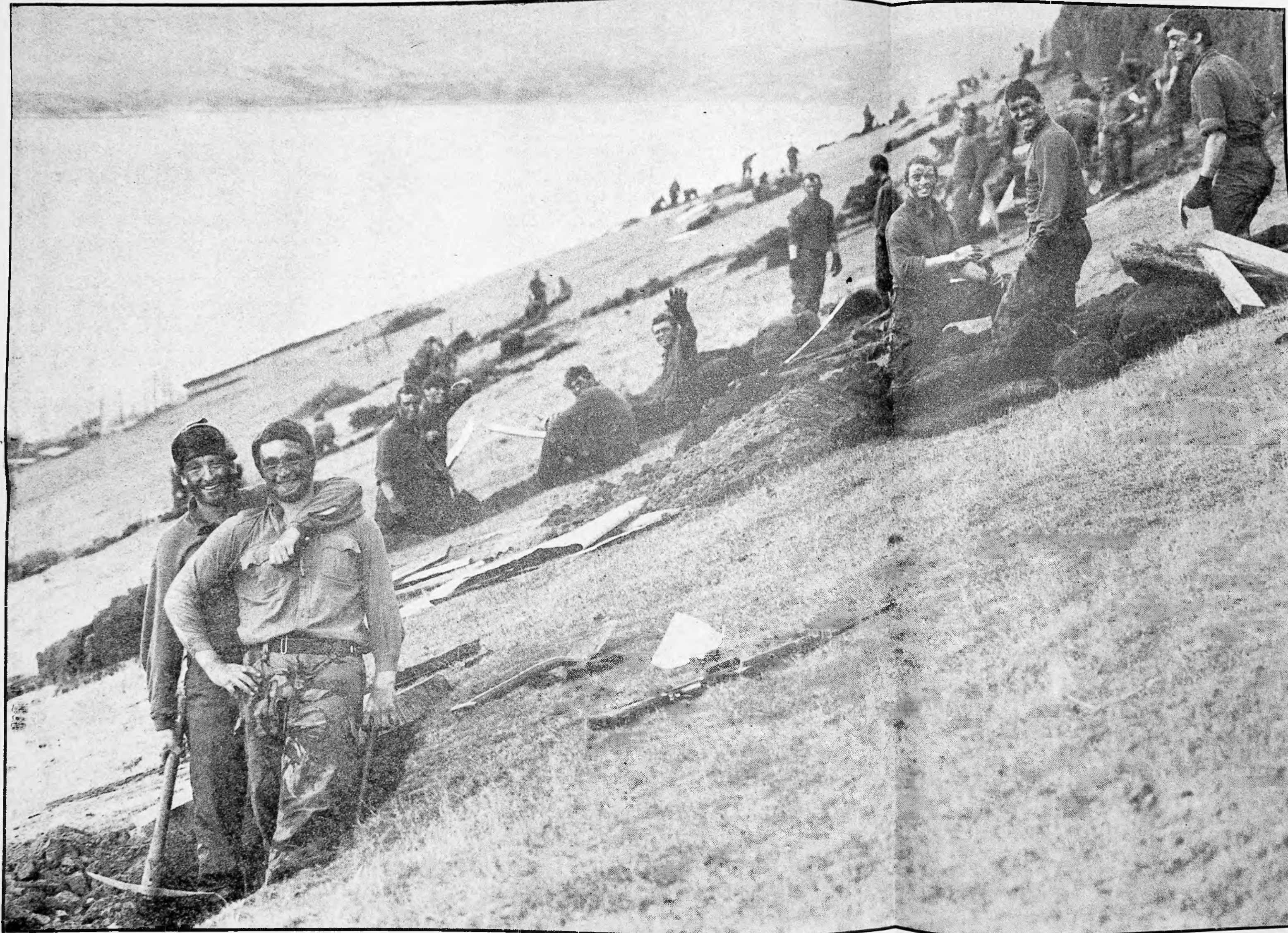
Tom Smith and I marched with these heroes and saw their bravery at first hand. These pictures show what it was like.



Expressman Tom Smith

PICTURES BY EXPRESSMAN TOM SMITH

IMAGES OF WAR



PORT SAN CARLOS BRITISH troops make their landing and, unbelievably at first, there is hardly any opposition. It was a time for digging in on the slopes around the bay, for cheerful comradeship. Later the Mirages, Skyhawks, Pucaras and Super Etendards were to shatter the peace. These men were to march to bitter battlefields and see their friends die. But they were to win.

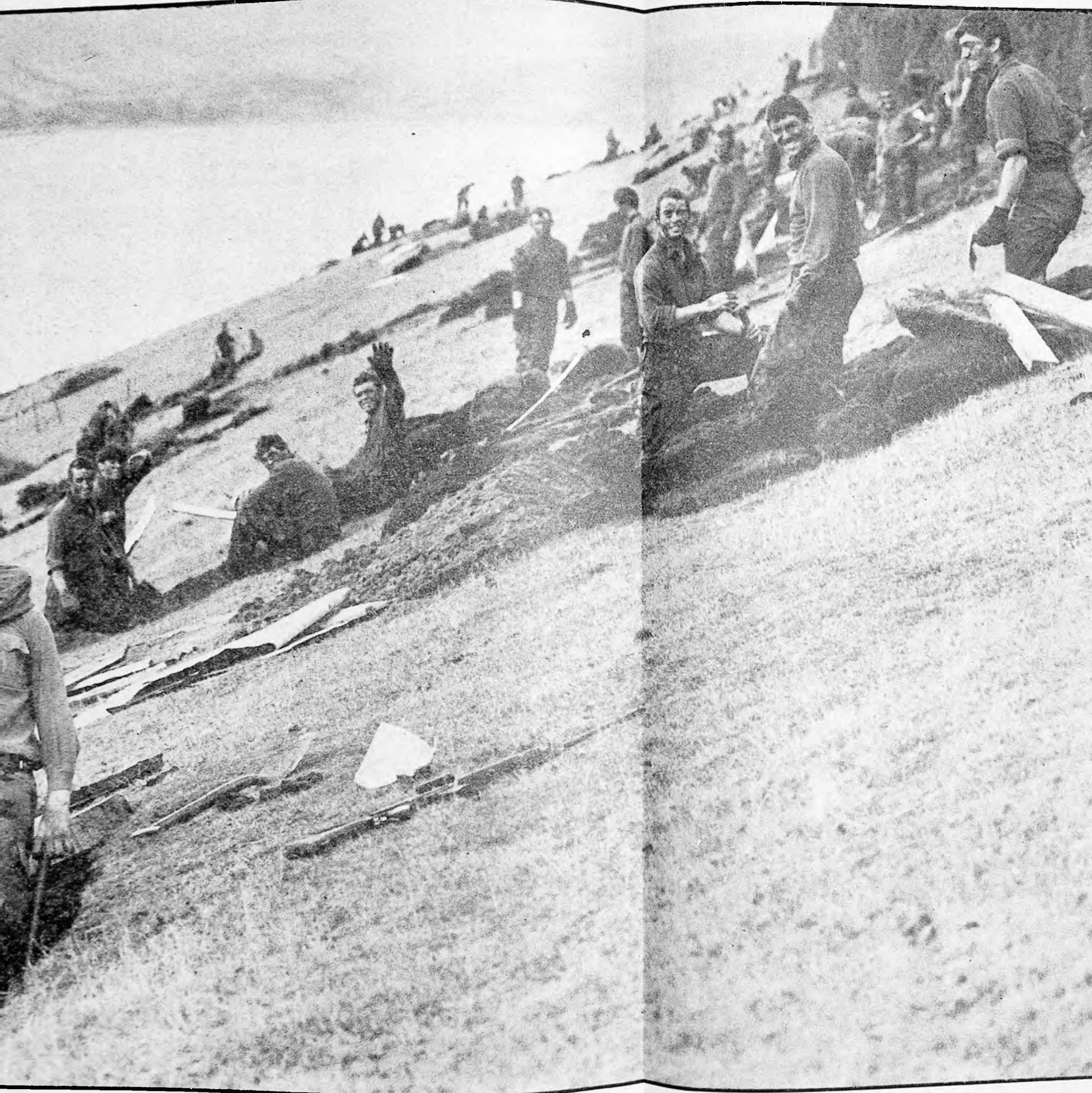
**ESTANCIA H**

AT THE foot of I
take time out to
helicopter brings

**MOUNT LONG**

WHEN the enemy v
and dugouts could
soldiers have a bre

IMAGES OF WAR Digging in for victory

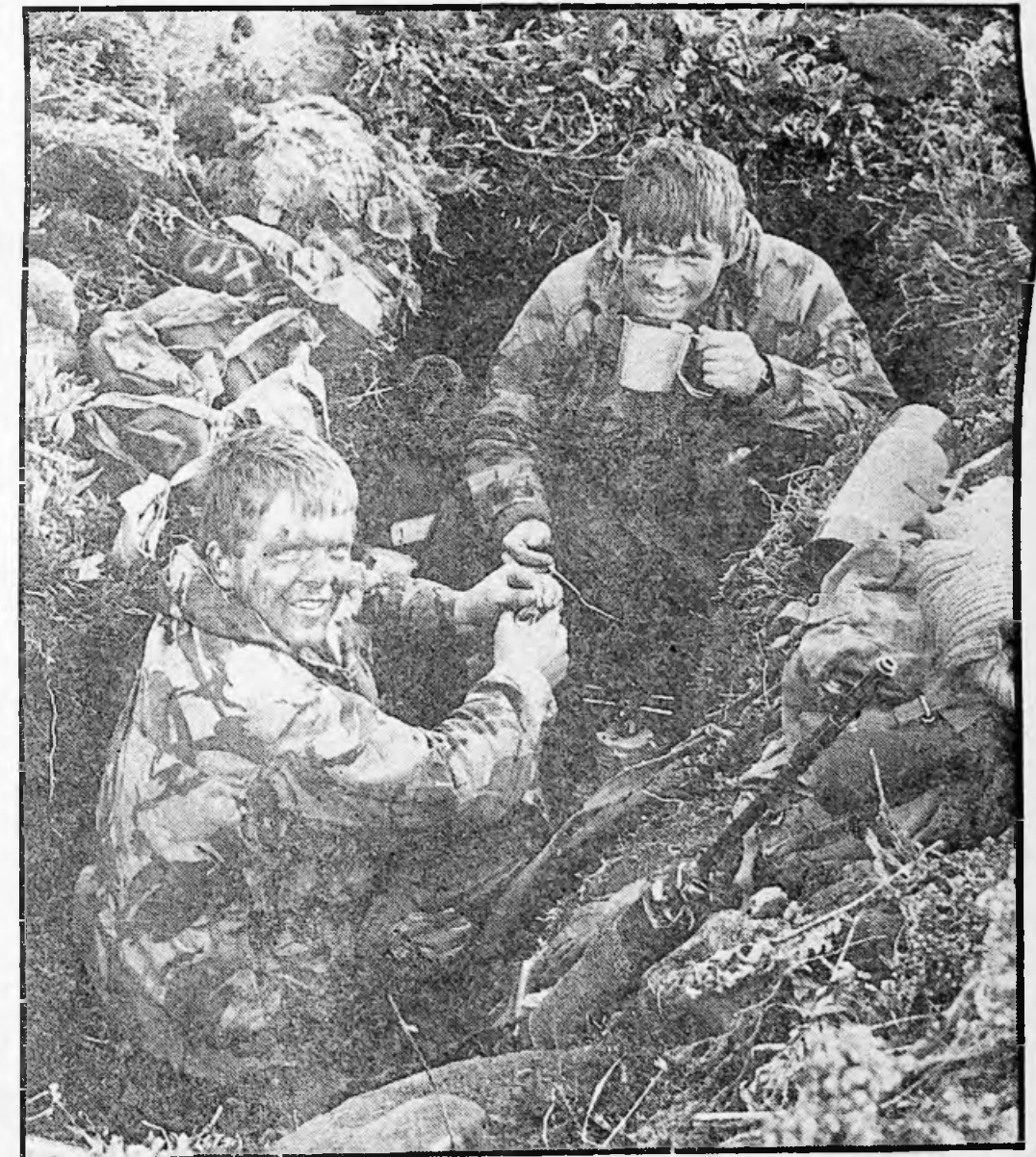


ing and, unbelievably at first, there is hardly any opposition. It was a time for digging in on the slopes around the bay, for cheerful comradeship. Paras and Super Etendards were to shatter the peace. These men were to march to bitter battlefields and see their friends die. But they were to win.



ESTANCIA HOUSE

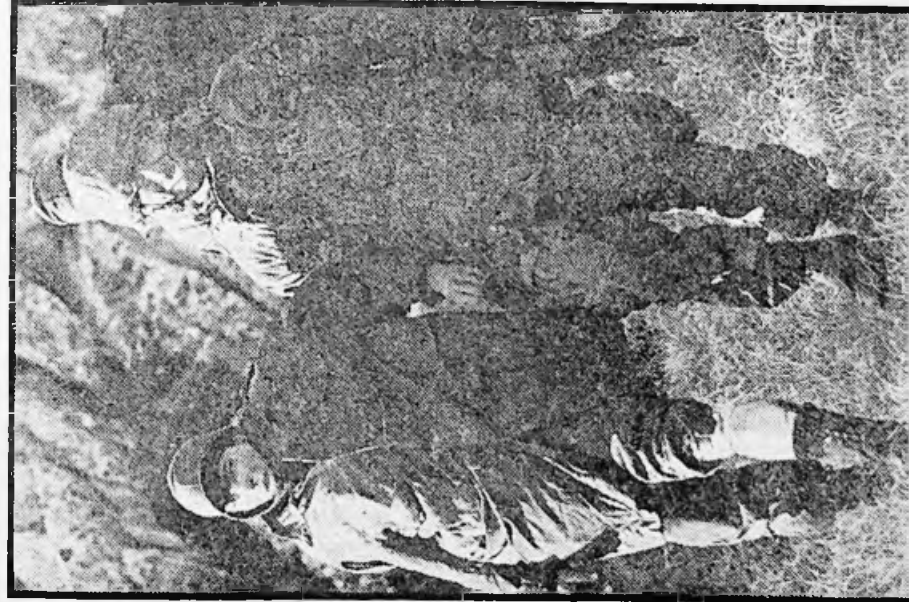
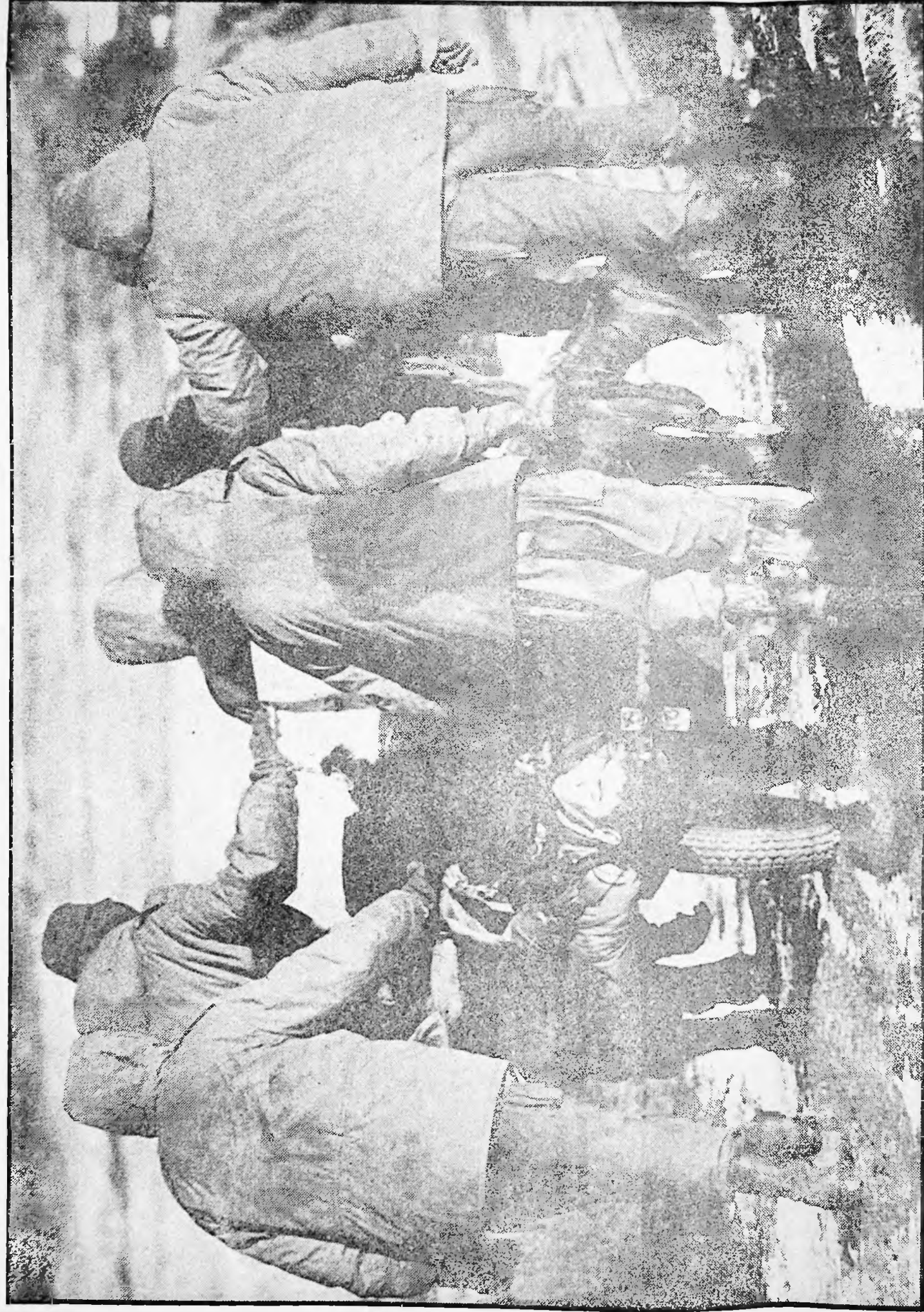
AT THE foot of Mount Kent, on the long march to Stanley, these paratroopers take time out to dry their wet clothing and sleeping bags. Overhead, a whirling helicopter brings up more supplies from the Task Force Ships.



MOUNT LONGDON

WHEN the enemy wasn't pumping fire at them, the troops in their trenches and dugouts could snatch a few moments for a hot drink. Here a couple of soldiers have a brew-up.

IMAGES OF WAR The enemy in defeat



WARS are fought by men, and not everyone can be on the winning side . . .

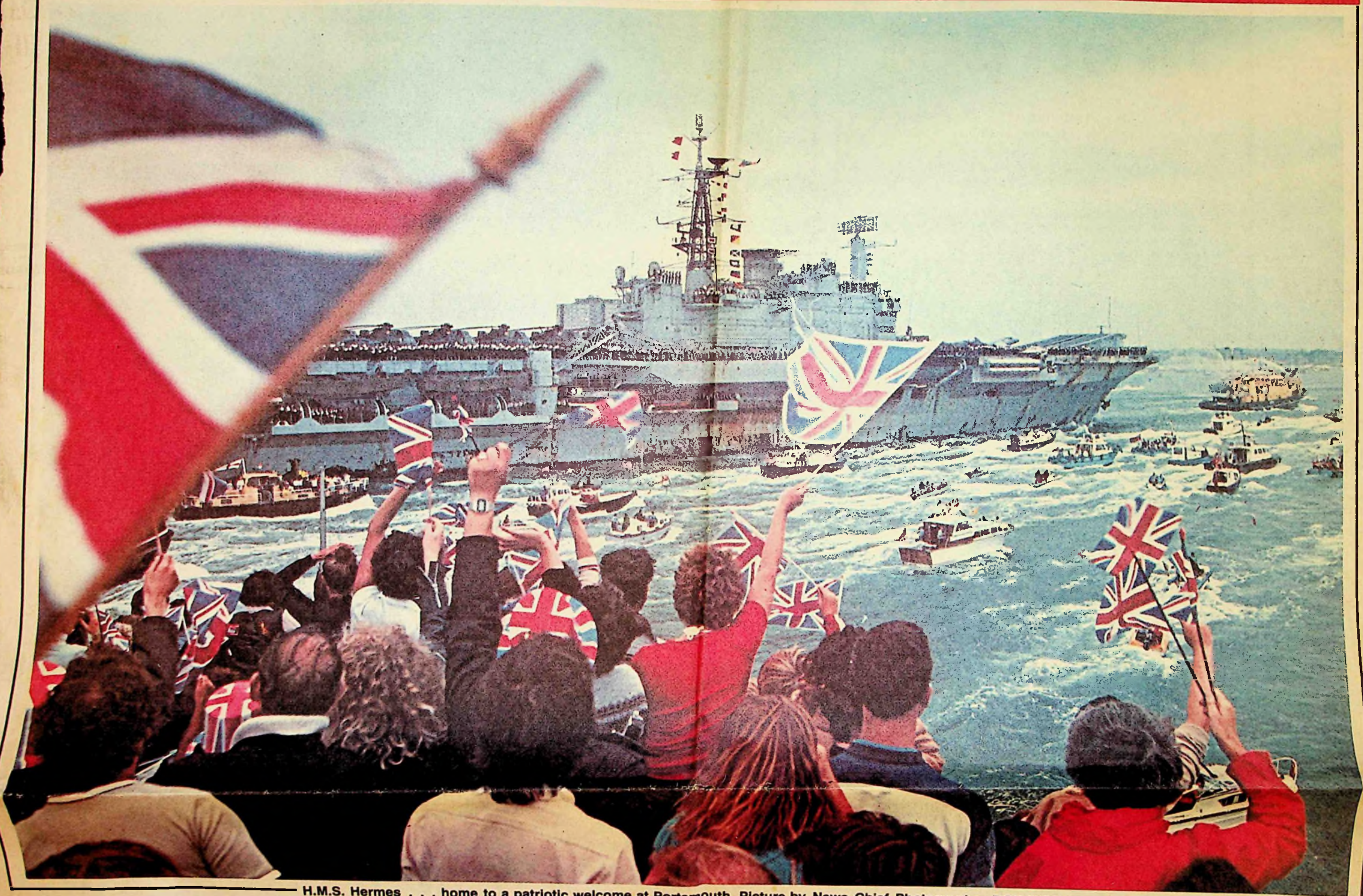
ABOVE A group of defeated Argentinian soldiers at Goose Green perform the grim task of collecting the bodies of their fallen comrades with the aid of a trolley. In death, there was little time for dignity.

LEFT He is young, his leg is injured, but he is alive. A firm British hand grasps his arm as this Argentine is led into capture at Mount Longdon.

RIGHT The end of the war for another Argentine, a prisoner at the end of a British gun. He is blindfolded as a precaution. He must not be allowed to see our troop strengths, positions or armaments in case he escapes and reports them. No one did escape.



● THE HERMES HOMECOMING ——— ● MORE COLOUR PICTURES BACK PAGE



H.M.S. Hermes . . . home to a patriotic welcome at Portsmouth. Picture by News Chief Photographer ROY WEST.

Faulty ships 'fire traps'

Royal Navy ships, like H.M.S. Sheffield, hit by Argentinian bombs or missiles became floating "fire traps" because equipment on board was faulty, says a report in a magazine.

The report says the Navy is belatedly equipping its warships and crews to survive a fire at sea.

● Full report — Page 2.

● Reports and more pictures — Page 14 and back page.

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LATE NEWS

FIVE-DAY



"He's on the phone — and I think it's a girl."



"Can't you think of a better reason for waking me than 'It's time to get up?'"



"It hasn't worked since United threw away their cup semi-final game."



"That was my first hole in one."

Navy ships dubbed 'firetraps'

Royal Navy warships hit by Argentinian bombs or missiles became floating "firetraps," leading to the deaths of sailors.

This is said by the magazine, *New Scientist*, which has carried out an investigation into what happened to the ships when they were hit.

The report details six blunders in H.M.S. *Sheffield*, the Portsmouth-based Type 42 guided-missile destroyer when the ship was hit by an air-launched Exocet missile.

- Generators which should have provided power to fire-fighting pumps were out of action.
- Fire-fighting pumps did not work because vital parts were missing.
- In some cases, breathing equipment containing compressed air was almost empty.
- Foam mattresses burned easily, giving off clouds of toxic smoke.
- Hydraulic fluid sprayed uncontrollably from burst pipes, and fed the fires.
- Polyester uniforms worn by sailors melted on their skins.

These points, and many others, have been under detailed scrutiny by senior naval officers sitting on the

boards of inquiry into the losses of H.M.S. *Sheffield* and H.M.S. *Coventry*.

The inquiries, which started last month at H.M.S. *Nelson*, the Portsmouth shore base, are still in progress.

The magazine report says, that minutes after an Exocet missile knocked out *Sheffield*'s aft main generator, the forward generator failed.

It alleges that one back-up generator was defective and the other could not be repaired because spare parts were not on board.

"Power failure stopped ventilation in the ship, which, within seconds, filled with dense, choking smoke."

"Smoke prevented crew members reaching the forward main generator, which could have provided power for one fire pump," the magazine says.

After the Exocet struck, two men in *Sheffield*'s computer room were told by telephone to stay put. They were later found dead, of carbon monoxide poisoning, says the report.

Since the loss of *Sheffield*, the Royal Navy has ordered 15,000 sets of emergency life-support apparatus which holds enough air for eight minutes.

The magazine says the Navy is now belatedly equipping its warships and crews to survive a fire at sea.

"Foam mattresses which give off clouds of toxic fumes when they burn are making way for interior sprung versions."

"Inflammable furnishings and other creature comforts are being stripped out of ships now on their way to the South Atlantic," the report says.

Dockyard 'gamble'

Portsmouth Dockyard took a "calculated gamble" and cut five months off the refit time for the guided-missile destroyer H.M.S. *Newcastle* to get her ready for Falklands duty.

Answering the request of Admiral Sir John Fieldhouse, Commander-in-Chief Fleet, to speed up the refit, the Dockyard worked flat out to finish the complex job 23 weeks ahead of the original completion date, writes Reg Betts, *The News* Defence Correspondent.

One welder had one day off in 12 weeks — and Mr. David Kilborn, project manager for the refit, commented: "The fact that the gamble paid off was entirely due to the tremendous effort put in by the whole of the Dockyard workforce."

Newcastle, 4,100-tons and a sister ship of *Sheffield* and *Coventry*, lost in the Falklands battle, is now on sea trials.

Mr. Kilborn said there was tremendous co-operation and teamwork between the Dockyard workforce and the ship's staff, and excellent support from Naval Stores.

The Dockyard's General Manager (Mr. Derek Whitwam) told me: "Lopping off 23 weeks was achieved by very hard work, long hours, taking a number of short cuts and reducing administrative procedures."

"I have set up a small team to look into what lessons can be learned from this tremendous effort and applied in the future."



The joy of being reunited with their loved ones shows on the faces of the crowd gathered at West Wall as H.M.S. Hermes edges the final yards home.



Lt-Commander Robert Blake of Titchfield, reunited with his wife Lindy and children Christopher (nine) and William (four) when H.M.S. Hermes berthed at West Wall.

Hats off to the great greeting

Portsmouth's rapturous welcome-home party took Lt-Commander Robert Blake from Titchfield, completely by surprise.

"I couldn't believe my eyes," he said. "I take my hat off to Portsmouth and Gosport for what they have put on."

"The send-off three months ago had to be seen



Waiting for the great moment . . . some of the crowd who gathered at Old Portsmouth to roar a welcome to H.M.S. Hermes.



That's my ace!

Leading Airman Kevin Arnold from Gosport, hugged a little bundle of pure joy close to his chest on the quayside.

Three-month-old Duncan Arnold will grow up knowing that the first time he saw his father was amid the bubbling patriotism of that historic day at Portsmouth Dockyard.

And dad's verdict? "I think he's ace," he said, as he gazed at his first child, dressed, suitably enough, in a sailor's suit.

BEER RATION

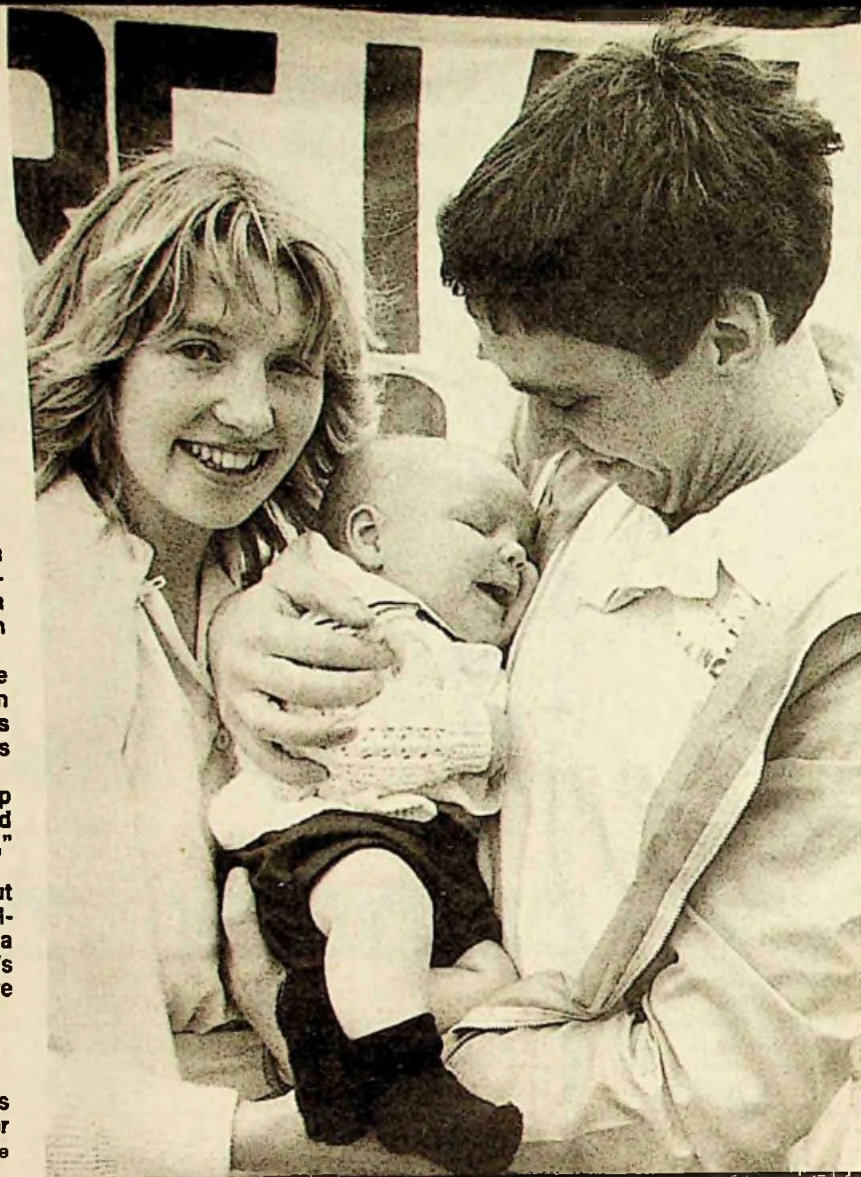
The beer ration in H.M.S. Hermes was unofficially increased on April 28, the day Kevin heard he had a son.

But if he thought he had escaped the worst in the South Atlantic, his wife Caroline had news for him.

"I've got him lined up for baby-sitting and changing the nappies," she said.

As Duncan bawled out his own special welcome, Kevin afforded a smile and said: "That's the nicest sound I've heard for a long time."

● The happy moment as dad meets Duncan for the first time. — Picture 2350-7.



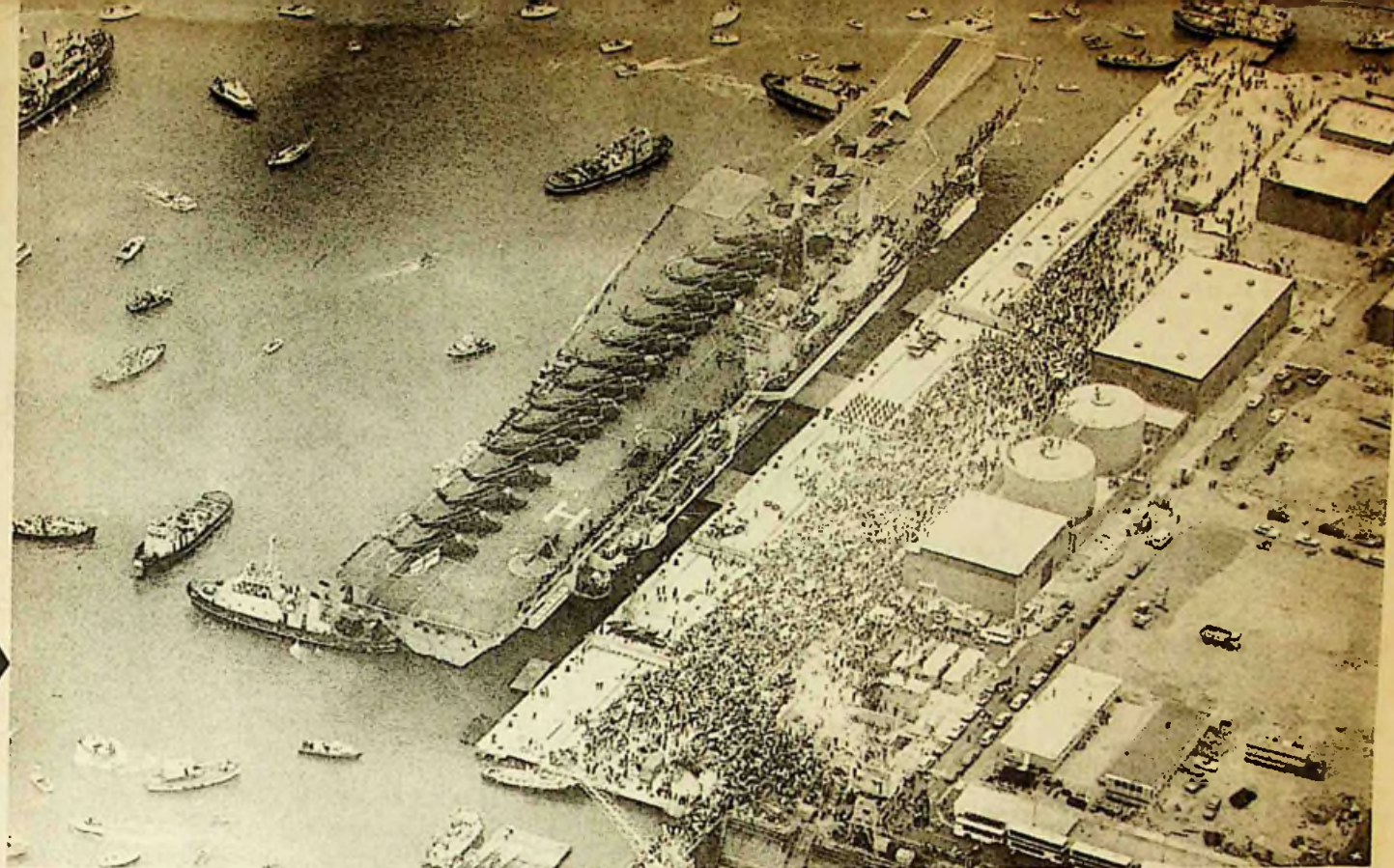
to be believed; but the crowds here today are something I never imagined in my wildest dreams.

For Lt-Comdr. Blake's family from St Margaret's Lane, — his wife Lindy, and two boys Christopher (nine) and William (four) — it was an emotion-filled reunion.

Lt-Comdr. Blake said that the moment meant a whole change in his outlook to life. "When you are stuck out in the middle of nowhere it makes you reassess your values," he said.

"It makes you think twice about worrying about the trivial things in life. Why bother when you have so much else to live for?"

● Tugs nudge H.M.S. Hermes closer to the quayside at West Wall amid the rapturous welcome given to the men on board. — Picture 2341-1.



VICTORY IN THE FALKLANDS

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● The Commanding Officer of H.M.S. Hermes, Captain Linley Middleton with Prime Minister Margaret Thatcher, who visited the ship shortly before she berthed. Picture 2340-3

'I'm over here ...'

● A young woman shows all the anxiety of trying to attract the attention of a loved one while surrounded by a large crowd on the quayside. — Picture 2350-3.



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