

D. Mail 30/4/83

Argentina's horror

20/4/83

NOW WE KNOW just how vicious were the Argentine rulers against whom we fought last year.

The Government in Buenos Aires blandly admits that thousands of its citizens who "disappeared" in the 1970's are dead.

The "vanished ones" were opponents of the military junta. It was always suspected that they had been executed. But it is chillingly horrible when it is confirmed in such an off-hand manner.

This is the régime which ordered the invasion of the Falklands.

The world should be grateful to Britain for getting rid of at least some of the murderers.

Our victory was their defeat. General Galtieri and his cronies were ousted as a direct result of their failure in the Falklands.

Yet there are people today who say we should have negotiated with them; in fact surrendered to them. How many of our own people on the Falklands might then have disappeared?

Our friends, let alone our critics, urge us to compromise with the present lot in Buenos Aires, who are not much different from the previous bunch.

When democracy is restored to Argentina and the Government there promises never to invade the islands again, we can perhaps talk about restoring air, sea and other links. Not before.

And certainly not until the gunmen who presently control that unhappy land have themselves disappeared.

Yesterday in Parliament

Aid for next of kin to visit war graves 'not feasible'

By WALTER ABURN *Parliamentary Staff*

THE prospect of Government-sponsored visits to war graves for the next of kin of the dead from earlier wars than the Falklands was ruled out yesterday.

There were just too many people involved to make it a feasible proposition, said Lord GLENARTHUR, a Government Defence spokesman, in the Lords.

Baroness JEGER (Lab.) had pressed for the Government to reconsider assisting next of kin, apart from those bereaved in the Falklands, to visit Servicemen's graves overseas.

She said she wanted to include the graves of those who died before 1967.

Plea for sympathy

Lady JEGER asked if the Government was totally insensitive to the feelings of many families who lost their next of kin in other wars. There was a new situation with the Falklands arrangements.

The Government should look with sympathy on those who felt equally bereaved "wherever their loved ones were killed and on whatever date it happened."

Lord GLENARTHUR said many would share her sympathy for the relatives of those who died in all wars. Their sacrifice was just as great as that of those who died in the Falklands.

Of course the Government would like to offer visits at public expense to the relatives of those buried overseas. It was just not practical—"there are just too many people involved."

'Phased scheme' call

Lord CLEDWYN, Opposition Leader in the Lords, queried what the cost might be, since only a percentage of all the widows involved would be able to go and the number from the First World War must now be very small.

He pressed for a phased scheme which might be based on the age of those who wanted to visit the graves of lost husbands.

Lord GLENARTHUR said there were about 172,000 identified graves overseas from the Second World War alone. It was reasonable to assume that at least one surviving relative might wish to take up the offer of a visit to each of them.

Phased visits would not significantly ease the difficulties because unless all concerned were offered a visit within a reasonable timescale there would inevitably be charges of injustice.

'Inaccessible places'

Lord SHINWELL (Lab.), a former War Secretary, said war graves were spread all over the world, some in quite inaccessible places.

Lord GLENARTHUR said this made his point. The difficulties of a visit to Burma were much greater than one to Ostend.

Viscount ST DAVIDS (Ind.) said relatives other than widows were involved. His own two half-brothers were killed in the First World War and either might have been in his place in that Chamber had they survived.

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ARGENTINES

By TONY ALLEN MILLS

Continued from P1

times over," he said. "But I won't know exactly who is travelling until I see who arrives on the dock to represent the families chosen for the voyage."

For Senor Destefanis, who claims to be a second cousin of a dead soldier, departure will guarantee international attention and domestic glory. He believes that every newspaper in the world will carry a photograph of the ship being turned back, and his career on the Right-win fringes of Argentine political life seems secure.

The Argentine Government initially keeps its distance from Senor Destefanis, apparently uncertain of how his plans would work out.

But as the voyage became a distinct probability, Government Ministers began to criticise Britain publicly. Senor Destefanis will be leaving with the implicit approval of the military regime.

British suspicion that the voyage is a publicity stunt seems well-founded. But Senor Destefanis's strongest cards are the widows and mothers who will undoubtedly shed tears when the ship is turned back.

Their grief is being manipulated for political ends, but to many in South America, the grief will still have more impact than Britain's careful arguments.

D. Telegraph 30/4/83

JUNTA WRITES OFF VICTIMS OF THE 'DIRTY WAR'

By TONY ALLEN-MILLS in Buenos Aires

IN one of the most extraordinary documents ever published by a military dictatorship, the Argentine junta has officially declared that thousands of citizens who disappeared during the anti-terrorist struggle of the mid-1970s must now be regarded as dead.

The junta's account of the so-called "dirty war" has been portrayed as the military's final word on the tragic years of cruel repression in which Left-wing subversion was replaced by the even more formidable terror of a ruthless dictatorship.

The 23-page report was presented to the nation on Thursday night by means of a peculiar television special, a glossily packaged under military supervision.

The sun rose, guitars strummed dramatically, and pictures of violence filled the screen as a narrator explained how the armed forces had come to Argentina's rescue after the military takeover in 1976.

The package was described by one Buenos Aires schoolteacher yesterday as "a little story for babies, and not very convincing." Its content was roundly condemned by human rights groups and civilian politicians.

"The armed forces have made obvious their cowardly covering-up of crimes they committed," said the Centre for Legal and Social Studies, a prominent human rights group.

'Alice' logic

"They have made clear their contempt for the country and public opinion; their inhumanity towards the suffering of thousands of Argentine families; and their total lack of the essential values of our national tradition."

In seeking to absolve themselves of moral responsibility for the fate of thousands of *desaparecidos* (disappeared ones), the military report frequently resorted to "Alice in Wonderland" logic and explanations which evoked memories of the excuses of Nazi war criminals.

All junior officers and policemen involved in the military's reign of terror were said to be following orders. "The actions carried out by members of the armed forces . . . shall be considered as acts of (military) service," the report said.

That reasoning prompted the Mothers of the Plaza de Mayo, a group representing relatives of the *desaparecidos*, to comment yesterday: "Kidnapping — is that an act of service? Torturing, assassination and lying with total impudence — are they acts of service?"

In a long exposition of the "facts" of the Argentine political situation, in the mid 1970s, the junta set its purge of subversion in the context of mounting terrorism.

Boot boys

The armed forces were called on by the democratic Government of President Juan Peron to stamp out the terrorism, and beneath the banner of "defence of the common good," the military butchers and boot boys went gleefully into action.

In the "war" that followed, the report briefly admitted: "Mistakes were made which, as in any armed confrontation, may have infringe basic human rights. These are subject to God's judgment and the understanding of fellow men." They are not subject, the military is insisting, to the judgement of civilian courts.

Argentine war dead relatives to sail today

By TONY ALLEN-MILLS in Buenos Aires

AN Argentine cargo vessel carrying 49 relatives of soldiers killed in the Falklands war will sail for the islands from Buenos Aires this afternoon in defiance of British warnings that the ship will be turned back.

As final preparations for the voyage were completed last night, its organiser, Senor Osvaldo Destefanis, said he had this message for the English people: "The Argentines have the same rights as any other nation in the world to visit a cemetery where their dead are buried."

"If Britain tries to stop us, Mrs Thatcher's Government will be shamed in the eyes of the world," he said.

The bereaved Argentines are due to board the cargo ship Lago Lacar, 8,500 tons, early this morning. They will hold a Press conference on board and the ship will sail at 3 pm (7 pm London time).

Senor Destefanis was yesterday curiously unable to supply details of the passengers in his group, but he claimed that

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more than half would be women and all would be directly related to soldiers who lost their lives during last year's conflict.

Six journalists will accompany the party, including an Australian representing the BBC. There will be a Catholic priest and a doctor on board, in addition to the Lago Lacar's civilian crew of 52—an unusually large contingent for a relatively modest vessel.

Question mark

The priest, Father Daniel Zaffaroni, said in a special Mass on Thursday that the group would sail "invoking the name of God and offering our prayers and the prayers of all Argentines who venerate these heroic deaths."

Father Zaffaroni has held a Mass on the second day of every month of the last year, commemorating the invasion of the islands on April 2, 1982.

The only question mark that now hangs over the planned departure is the attitude of the bereaved relatives, of whom little has been seen since Senor Destefanis, 40, a television engineer, first conceived of the plan that made him famous.

Some observers wonder if parents in their fifties or sixties will share Senor Destefanis's enthusiasm for an uncomfortable voyage into the mid-Atlantic in the sure knowledge that they will not reach their goal and will have to turn back.

Yesterday Senor Destefanis dismissed doubts that some of the relatives might not turn up. "We could fill this boat many

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FALKLANDS

30/4/83 Telegraph
By JOHN BULLOCH

Continued from Page One

Argentine Navy not to interfere.

If a confrontation does take place, as seemed likely last night, it is expected to come next Monday or Tuesday when the Argentine ship reaches the exclusion zone.

The Argentines will then throw wreaths into the water and hold a service while waiting for a British boarding party.

One South American diplomat said last night: "Presumably the British will not go so far to try to confiscate film, or anything like that."

"As a result, I'm afraid there is very little they can do to win this battle."

The British decision to stop the party of mourners was taken after consultations between Mrs Thatcher, Mr Heseltine, Defence Secretary, and Mr Pym, the Foreign Secretary.

A major consideration was understood to be the objections to the visit by the Falkland Islanders.

In fact, a "phone-in" programme conducted by the islands' radio station showed a remarkable degree of tolerance for the visit.

The main objection to the trip is understood to have come from Sir Rex Hunt, the Civil Commissioner, in whom Mrs Thatcher has great confidence.

ZONE RULES

Warships barred

OUR NAVAL CORRESPONDENT writes: A spokesman at Fleet HQ at Northwood said last night that all Argentine warships were banned from the exclusion zone, but their merchant ships and those of any other nation could enter it provided they had sought and been given prior approval by the Foreign Office in London.

There is no indication that the Argentine ship attempting to bring relatives of Servicemen killed in the Falklands from Buenos Aires is likely to be escorted by an Argentine warship.

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'Guardian 30/4/83

Fear of Falklands alert on anniversary

By Gareth Parry

A remarkable coincidence of dates on Monday is likely to result in a full-scale alert for British forces guarding the Falkland Islands.

On that day a ship carrying Argentinian mourners who wish to visit soldiers' graves on the islands is expected to nudge the 150-mile exclusion zone. Monday is also the anniversary of the most controversial event of the war, the torpedoing of the Argentinian cruiser, General Belgrano.

Defence analysts see this as a scenario in which the Argentinians might attempt a propaganda coup which, at its mildest, would create unwelcome publicity for Britain.

Britain has made it clear that the Royal Navy ships patrolling the exclusion zone will turn away the vessel Lago Lacar if it attempts to cross the 150-mile limit, thus forcing the 250 bereaved Argentinians to hold a memorial service at sea.

The other, more drastic, possibility is that in turning back the Lago Lacar Britain might present the Argentinians with a

motive for a "one-off" attack on a naval unit.

However, the Argentine captain of the Lago Lacar said yesterday that he will turn back "at the slightest opposition" from British forces.

Captain Jorge Bernasconi said his principal concern on the voyage will be to care for the safety of the passengers and crew.

"If the British stop us we will return immediately to Buenos Aires after allowing the family members to pay homage and throw flowers into the sea in memory of their relatives killed in the war," he said.

The General Belgrano was sunk by the nuclear-powered submarine Conqueror on May 2 last year as it headed for its home port of Uschaia killing 368 of its 1,100 crew. It has been suggested that the sinking outside the total exclusion zone was intended to prevent a diplomatic solution to the crisis.

The Argentine mourners are expected to sail for the Falklands today.

Times 30/4/83

Buenos Aires junta says 'disappeared' are all dead

From Andrew Thompson, Montevideo

Argentina's military government yesterday issued its "final document on the war against subversion and terrorism". It declared that the "disappeared" people should be considered legally dead, and signalled official protection for members of the security forces involved in "excesses" during the counter-insurgency campaign.

The announcements, on nationwide television and radio, were preceded and followed by protest from human rights groups and political parties. Most observers believe the attempt to close the issue of human rights violations in the 1970s will fail, and that the subject will inevitably end up in the hands of the new civilian Congress due to meet next year, after the elections planned for October 30.

The 7,000-word document yesterday said that between 1969 and 1979 the guerrilla organizations carried out 21,642 terrorist acts, and that at their height they had 25,000 members, of which approximately 15,000 were combatants. The role of the security forces in the repression was declared "acts of service".

The Government admitted the security forces "committed errors which, as in all wars, may have gone beyond the limits set by fundamental human rights, but which remain subject to the judgment of God in each individual conscience and the understanding of men."

"It must be absolutely clear that those people on the list of the disappeared, and who are not in exile or in hiding, must be considered dead, for all legal and administrative purposes." The statement added that the Government was unable to define the time and cause of death.

Human rights groups had demanded publication of a full list of the "disappeared", who are estimated to number

between 20,000 and 30,000. They say thousands of "disappearances" and deaths involved not guerrillas, but non-violent political opponents of the military regime.

On Thursday, human rights organizations demonstrated in front of Government House, with posters in the form of large photographs of the "disappeared". The demonstrators, numbering more than a thousand, recognized a senior police officer and attacked his car. The officer left.

The Government statement has also been widely condemned by political leaders. Señor Fernando de La Rúa, a presidential hopeful from the Radical Party, has condemned the attempt to place all illegal actions by the security forces under the jurisdiction of military, and not civilian courts. He said that under the constitution, jurisdiction of the courts cannot be altered retrospectively, as the Government is trying to do. Other political leaders have described the Government's handling of the issue as repugnant.

The Mothers of the Plaza de Mayo, the group of women who have been campaigning for almost five years to learn what happened to their "disappeared" children, condemned the statement: "In reality it is nothing more than a new and unsuccessful attempt to escape justice and guarantee the impunity of the cowards who were responsible for the last decade of horror and tragedy in Argentina."

● **BUENOS AIRES:** Señor Jorge Bernasconi, master of a ship scheduled to try to take relatives of Argentine war dead to the Falkland Islands, said he will turn back "at the slightest opposition" from British forces. The *Lago Lacar* is scheduled to sail from Buenos Aires today.

Sat 30 April '83

Financial Times Saturday April 30 1983

Argentine junta says missing thousands died in open combat

BY JIMMY BURNS IN MONTEVIDEO

ARGENTINA'S military Government has announced that thousands of people who went missing following the 1976 coup are now dead and that the bulk of the victims were left-wing guerrillas killed in open combat by the armed forces.

The announcement, made by a military official in a special nationwide broadcast on Thursday night, drew immediate protests from local human rights organisations.

They claim that there were never more than 1,200 Argentines actively engaged in guerrilla warfare and that many individuals went missing simply on account of their political views.

International organisations like Amnesty, the United Nations, and the Organisation of American States estimate that as many as 30,000 "disappeared."

Their reports, based on eyewitness accounts, claim that most victims were kidnapped from their homes and summarily executed after torture in special military camps.

The Government's announcement recognised that "some excesses had been committed but said that in any war there were 'innocent victims.'"

The Government, speaking on behalf of the armed forces, said

those dead had been killed by officers on active duty and under orders from the junta.

This information reinforces the military's refusal to accept the trial of individual officers by civilian courts as urged by relatives of victims and political parties.

The "Mothers of May" — a human rights organisation representing relatives of the missing — described the announcement as "an attempt to escape justice and to ensure the immunity of those responsible for the horror and tragedy which had occurred."

James Buxton in Rome adds: Reacting to the Argentine statement, the Italian Foreign Ministry said it was "amazed" the junta should try to dispose of the issue in such a dismissive and insensitive way. The Ministry has been pressing Buenos Aires for information on the fate of 45 Italians, 241 people of dual Argentine and Italian nationality and a further 221 people of Italian origin who have disappeared in Argentina.

Mr Cranley Onslow, Britain's Minister of State for Foreign Affairs, arrived in Uruguay yesterday as part of a week-long tour aimed at strengthening Britain's ties with "friendly" South American countries in the wake of the Falklands war.

Falklands concern

Falkland islanders said they would be "surprised" and "angry" if bereaved Argentinian relatives were allowed to visit in present circumstances.

'Guardian' 30/4/83

Junta excuses itself

From Jeremy Morgan
in Buenos Aires

Argentina's military regime has assumed responsibility for operations against left-wing opponents during anti-guerrilla action in the 1970s.

The Institutional Act was announced immediately after the Government released a long-awaited report on what the armed forces call the "dirty war."

The ruling Junta said that "all operations against subversion and terrorism" had been carried out in accordance with plans "approved and supervised by the armed forces and the military Junta as from the moment it was formed."

The new law was seen by human rights groups as the military leaders' response to pressure from officers who had active roles in the repression.

There is mounting controversy about the "disappearance" of between 6,000 to 15,000 people during the "dirty war." Some officers fear that they may be brought to justice if the regime is unable to avoid pressure for a full investigation.

The 22-page document on the struggle against the left did not get a favourable reaction. Human rights organisations, politicians and trade union leaders strongly criticised the report and the 45-minute television programme that accompanied its release on Thursday night.

The Permanent Assembly for Human Rights said that the Junta had "tried in vain" to put an end to the problem of the "disappeared" without offering an explanation.

The Assembly disputed the report's thesis that most of those who had "disappeared" had died in gun battles, or were in hiding or in exile.

The report did not include an explanation of any incident among the thousands documented by human rights groups.

Another of the most active groups, the Centre for Legal and Social Studies, accused the Junta of a "cowardly cover-up" of its crimes. A spokesman said the regime could not "face the truth without hiding behind falsehood."

The Mothers of the Plaza de Mayo, who marked the sixth anniversary of their weekly protest outside Government House with another protest on Thursday, rejected the report bitterly.

Referring to the report's claim that the armed forces' action had been "acts of service," a statement by the Mothers asked if "kidnapping, torture, lying with bare-faced insolence" could be considered "acts of service."

Most politicians dismissed the report as inadequate. One leader compared it with Hitler "holding a press conference to announce the massacre of six million Jews."

Whitewashing a dirty war,
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(20p)

Navy will stop relatives at sea

By Henry Stanhope
Diplomatic Correspondent

Britain has warned Senor Osvaldo Destefanis, who is threatening to take a boatload of Argentines to visit soldiers' graves on the Falkland Islands, that they will not be allowed to land.

Senor Destefanis says the ship will sail tomorrow, although the International Committee of the Red Cross (ICRC) has withdrawn its support. But the Foreign Office, in its sternest declaration so far on the issue, said last night that there could be no question of the British Government granting access to the disputed islands.

Officials would not elaborate but the clear inference is that Royal Navy ships patrolling a 150-mile exclusion zone around the Falklands would turn away the Argentine vessel.

The Foreign Office statement said that Whitehall was still receiving reports that Senor Destefanis was persisting with his plans, despite the ICRC's view that these were "contrary to the principle of neutrality" which the Red Cross was called upon to defend.

The Government had insisted all along that it had no objection to a visit provided that it was organized by the ICRC as a purely humanitarian venture, but the arrangements made by Senor Destefanis had been judged unacceptable by the ICRC "for reasons of principle". It was therefore unacceptable to the British Government.

Whitehall still hopes that the relatives will not sail tomorrow as planned, because it would be extremely embarrassing if the Royal Navy had to be seen refusing passage to a party of mourners.

Senor Destefanis himself had promised that he would avoid any confrontation and would hold a service at sea outside the 150-mile limit if barred from sailing further.

Container ship conversion

The Royal Navy is to convert the 27,867-ton container ship Astronormer into a carrier for helicopters, probably in the Falklands.

The merchant vessel, which has seen service in the South Atlantic, has been chartered by the Navy. It is in Cammell Laird's Birkenhead shipyard waiting to be fitted with a 1,000-ton prefabricated flight deck and hangar, being leased from the United States Navy.

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Argentine grief ship's last warning

MRS THATCHER issued a final warning yesterday to avert confrontation over a ship setting sail for the Falklands with 250 bereaved Argentines.

Her message was blunt: Any unauthorised ship will be barred by force if necessary from getting anywhere near the islands. Britain's determination over the Falklands was also emphasised when it was learned yesterday that the Navy is to convert a merchant containership into a 'outprice' aircraft carrier for helicopter operations in the South Atlantic late this year. The vessel Astronomer will be fitted with a prefabricated flight deck and hangar leased from the U.S.

By JOHN DICKIE,
Diplomatic Correspondent

On the looming confrontation with the publicity-seeking Argentine pilgrimage, Mrs Thatcher is convinced that the organisers, Senor Osvaldo Destefanis, wants a political showdown at the 150-mile exclusion zone.

The vessel Lago Lacar is due to leave Buenos Aires tomorrow, flying the Argentine flag, heading for a brush with Royal Navy warships either late on Monday

or on Tuesday. Yesterday's Government statement pointed out that Britain still had no objection to a visit by grieving servicemen's relatives, so long as it is supervised by the Red Cross and purely humanitarian.

But the arrangements by Destefanis were unacceptable to Britain and the Red Cross. There can be no question of allowing this group access to the Falkland Islands.

Yesterday in Parliament

Aid for next of kin to visit war graves 'not feasible'

By WALTER ABURN Parliamentary Staff

THE prospect of Government-sponsored visits to war graves for the next of kin of the dead from earlier wars than the Falklands was ruled out yesterday.

There were just too many people involved to make it a feasible proposition, said Lord GLENARTHUR, a Government Defence spokesman, in the Lords.

Baroness JEGER (Lab.) had pressed for the Government to reconsider assisting next of kin, apart from those bereaved in the Falklands, to visit Servicemen's graves overseas.

She said she wanted to include the graves of those who died before 1967.

Plea for sympathy

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The Government should look with sympathy on those who felt equally bereaved "wherever their loved ones were killed and on whatever date it happened."

Lord GLENARTHUR said many would share her sympathy for the relatives of those who died in all wars. Their sacrifice was just as great as that of those who died in the Falklands.

Of course the Government would like to offer visits at public expense to the relatives of those buried overseas. It was just not practical—"there are just too many people involved."

'Phased scheme' call

Lord CLEDWYN, Opposition Leader in the Lords, queried what the cost might be, since only a percentage of all the widows involved would be able to go and the number from the First World War must now be very small.

He pressed for a phased scheme which might be based on the age of those who wanted to visit the graves of lost husbands.

Lord GLENARTHUR said there were about 172,000 identified graves overseas from the Second World War alone. It was reasonable to assume that at least one surviving relative might wish to take up the offer of a visit to each of them.

Phased visits would not significantly ease the difficulties because unless all concerned were offered a visit within a reasonable timescale there would inevitably be charges of injustice.

'Inaccessible places'

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Lord GLENARTHUR said this made his point. The difficulties of a visit to Burma were much greater than one to Ostend.

Viscount ST DAVIDS (Ind.) said relatives other than widows were involved. His own two half-brothers were killed in the First World War and either might have been in his place in that Chamber had they survived.

ARGENTINE SHIP 'WILL BE STOPPED'

Visit to Falkland graves banned

By JOHN BULLOCH Diplomatic Staff

BRTAIN yesterday gave an unequivocal warning that if the ship carrying relatives of Argentina's war dead tried to reach the Falklands, it would be stopped by the Royal Navy.

The Foreign Office said: "There can be no question of the British Government allowing the group access to the Falkland Islands.

"The proposed visit is unacceptable to the British Government and would be treated as such."

Sr Osvaldo Distefanis, a cousin of one of the Argentines killed in the Falklands, is organising the visit.

Until yesterday, Foreign Office statements on the proposal merely noted that any attempt by Sr Distefanis to get to the islands would be "unauthorised."

But last night, the Foreign Office stated:

We continue to receive reports that Sr Distefanis intends to sail for the Falkland Islands on Saturday with a party including next of kin of Argentine servicemen killed during the fighting.

Sr Distefanis is apparently persisting in this intention despite the clear statement by the International Red Cross that they are not willing to

participate in his venture because the arrangements he proposes are contrary to the principles of neutrality which they are called on to defend.

The British Government have all along made it clear that they have no objection to a visit by relatives of Argentine servicemen who died in the Falklands, if the visit is organised and supervised by the Red Cross and is purely humanitarian in nature. The conditions we laid down were those necessary to ensure this.

Sr Distefanis has not only refused to accept the conditions conveyed to him. His arrangements have been judged unacceptable by the Red Cross for reasons of principle.

Nine conditions

Britain laid down nine conditions under which the visit by relatives including 38 wives or mothers of men killed, could take place.

The two most important were that the party should travel in a ship chartered from a "neutral" country, and that no journalists should be included in the group.

Sr Distefanis has clearly been intent on making the maximum propaganda from the trip, in the British view.

His case is that he cannot raise enough money to charter a non-Argentine ship, and must take journalists to show relatives at home in Argentina what has been done.

He has pointed out that British journalists were present when relatives of the British dead visited their graves.

Last attempt

Yesterday's statement by the Foreign Office was clearly a last minute attempt to persuade Sr Distefanis not to sail, or to induce the Argentine authorities to prevent him from doing so.

Foreign Office diplomats fear that if he goes ahead with his trip, Britain will be forced into a position where it will be seen around the world as preventing unarmed, grieving relatives from visiting the graves of their loved ones.

As it is, orders have been issued to the Navy to take all appropriate action to prevent the ship, the 8,500-ton Lago Lacar, from getting to the Falklands.

I understand that to try to minimise the television impact, the first contact will be made by Naval helicopters, with the warships keeping well out of camera range.

If that fails—as it is feared it will—a British boarding party will be sent to the Lago Lacar to take it over and steer it back towards Argentina.

At the same time, it is being stressed that Britain is maintaining its 150-miles exclusion zone around the Falklands. This is intended as a warning to the

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One South American diplomat said last night: "Presumably the British will not go so far to try to confiscate film, or anything like that. I'm afraid as a result, I'm afraid, they can do a little."

"As a result, I'm afraid there is very little they can do to win this battle."

The British decision to stop the party of mourners was taken after consultations between Mrs Thatcher, Mr Heseltine, Defence Secretary, and Mr Pym, the Foreign Secretary.

A major consideration was understood to be the objections to the visit by the Falkland Islanders.

In fact, a "phone-in" programme conducted by the islands' radio station showed a remarkable degree of tolerance for the visit.

The main objection to the trip is understood to have come from Sir Rex Hunt, the Civil Commissioner, in whom Mrs Thatcher has great confidence.

ZONE RULES

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There is no indication that the Argentine ship attempting to bring relatives of Servicemen killed in the Falklands from Buenos Aires is likely to be escorted by an Argentine warship.

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Navy to convert merchant ship for Falklands

The Royal Navy is to convert a merchant ship into an air-craft carrier for helicopter operations off the Falkland Islands.

The 27,867-ton container vessel Astronomer is now in Cam-mell Laird's Birkenhead shipyard waiting to be fitted with a 1,000-ton prefabricated flight deck and hangar which is being leased from the US Navy. She will be renamed the

Royal Fleet Auxiliary Reliant and will be ready for operation in three to four months.

During the Falklands conflict America agreed to supply a ship fitted with the flight deck for Britain to use against the Argentinians but the war ended before she was delivered.

The Astronomer—bigger than HMS Invincible — has

already seen service in the South Atlantic. She has now been chartered by the Royal Navy for service as a helicopter carrier, equipped with six Sea Kings.

The Royal Navy is said to need the Astronomer because of a shortage of "parking" areas for helicopters in the Falklands.

John Rettie adds: Britain out yesterday that the Inter-

yesterday repeated its warning to Argentinians planning to sail to the Falkland Islands tomorrow that their visit will not be allowed.

The visit is being organised in Buenos Aires by Mr Osvaldo Destefanis on behalf of relatives of Argentine servicemen killed during the Falklands war.

The Foreign Office pointed out yesterday that the Inter-

national Red Cross had withdrawn support for the trip because the arrangements proposed by Mr Destefanis "are contrary to the principle of neutrality."

Britain has already warned that if the ship sails to the Falklands the Navy will turn it back at the 150-mile exclusion zone. Yesterday's statement is designed to reinforce that warn-

Junta explains terror

From Jeremy Morgan
in Buenos Aires

More than 1,000 people marched on Government House in Buenos Aires last night as the military government prepared to issue a report on the anti-guerrilla war of the 1970s.

Initial reports suggested that the armed forces' explanation of what is described as the "dirty war," in which thousands of people "disappeared," would fall short of the document demanded by human rights organisations.

The report, scheduled for official release during a mid-evening television broadcast, began with the statement that the armed forces assumed their share of historical responsibility.

The report alleged that the authorities had fought against 25,000 "subversives," of whom 15,000 had been "combatants." Action taken by members of the armed forces was justified as "acts of service."

The nearest the report apparently came to admitting that members of the armed forces might be guilty of crimes was a sentence saying: "In the almost apocalyptic environment of the anti-subversion struggle, errors were committed that, as happens in all warlike conflict, at times went beyond the limits of respect for fundamental human rights."

The transgressions would be left to the judgment of God

ARGENTINES JAIL ADMIRAL

An Argentine military tribunal has sentenced Adm Horacio Zaratiegui to one year's jail for his defiance last year of Adm Jorge Anaya, then the navy commander, following Argentina's defeat in the Falklands, the official news agency Telam reported yesterday.

It said Zaratiegui, under arrest since he was replaced as Commander of the southern naval zone last September, was found guilty of insubordination, disrespect and usurpation of command. Three months after the Argentine defeat he issued a proclamation deterring Adm Anaya's authority and accusing the commander of incompetence in waging the war.—A.P.

Falklands service

SIR—We received aboard our vessel on April 14 an extract from your newspaper dated April 13. Included was a report referring to the arrival at Felixstowe, Suffolk, of m.v. Baltic Ferry.

Baltic Ferry was not the longest-serving vessel on Falkland Islands duty, as you say. The vessel we are serving aboard was chartered to the Ministry of Defence on April 7, 1982, over three weeks before Baltic Ferry, making her probably the longest continuous serving ship down here.

Mr Roche has such a large of amount of leave owing to him because of Baltic Ferry personnel being kept on North Sea agreements while on Falklands service. This is over twice the amount of leave earned by the Merchant Navy in general.

J. HUME, Master; P. BUSH, Chief Officer;
A. BENTLEY, 2nd Officer; N. HIBBERD,
3rd Officer; D. DIXON, Purser/Cat.
Officer; C. PORTER, Chief Engineer;
K. TROTTER, 2nd Engineer; S.
GRICE, 3rd Engineer; M.
McDONALD, 4th Engineer; G. S.
DEVLIN, Radio/Electronics Officer.
M.V. Fort Toronto,
Port Stanley, Falkland Is.

British names

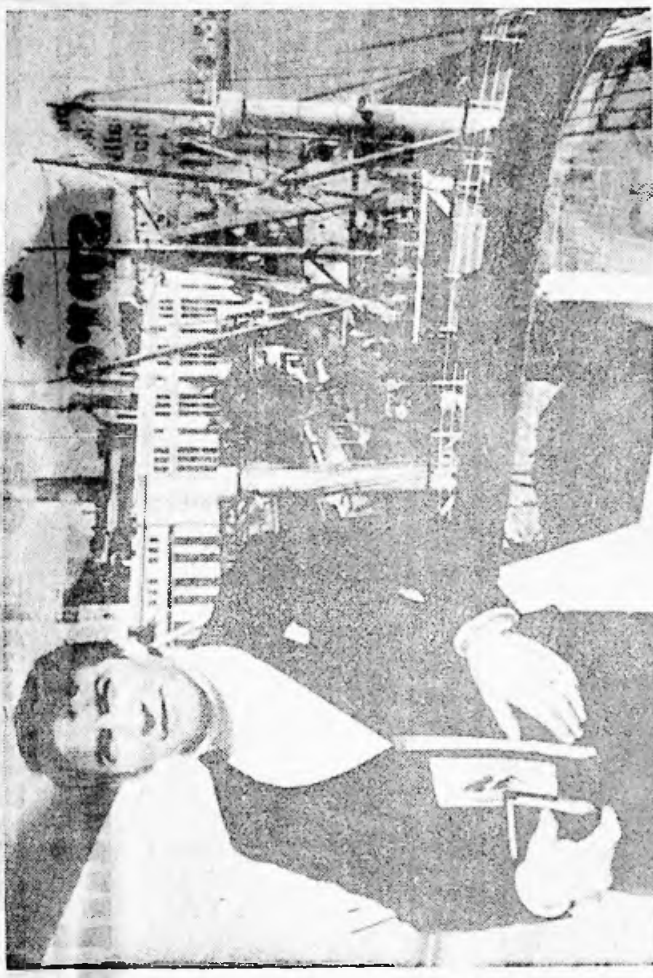
SIR—After the marvellously compelling and sad coverage of the recent visit to the Falklands by relatives and friends of the Servicemen lost in last year's campaign, I wonder if it might not be a token of our total support for the islands if "San Carlos Water" was given a new British name.

Just as third world countries receiving their independence tend to change immediately the names of their countries and leading cities to something more local, why shouldn't we, in turn, give all the areas in the Falklands and their dependencies good British names?

I am reluctant to suggest any but your correspondents will doubtless come up with some excellent ideas.

COLIN DAVIS
Tatsfield, Surrey.

The 'grief ship' man ready to defy Britain



THIS is Osvaldo Destefanis, the man who plans to sail a 'grief ship' to the Falklands.

He is pictured in Buenos Aires aboard the Lago Lacar, which Britain has warned will not be allowed into the exclusion zone around the islands.

But yesterday Destefanis said he will ignore the warning and set sail with relatives of Argentine soldiers killed in the conflict to visit the 220 war graves on the Falklands.

Destefanis is a shadowy figure. Three months ago he emerged as head of the previously unknown extreme Right-Wing group Organisation of Volunteers for the Fatherland who intelligence sources say is behind the recent death threats to Britons in Argentina. He is bitterly anti-British, and

Destefanis... 'seeking to create an international incident'

for the visit and could have appealed for international assistance much earlier. It is in his interests to be turned back. He wants to create an international incident.

Destefanis was probably being backed by the Argentine Air Force, bitter at the way the army regained control of the country after Galtieri was ousted last year, said the source.

Little is known of the organisation headed by Destefanis. But

it is believed some members were in the death squads which roamed Argentina during the politically-troubled 1970s.

The organisation has been extensively investigated by the intelligence-gathering services of Argentina and other countries, including America.

But its origins seem to be murky and there are few facts on Destefanis, who claims to have been an engineer, or other people involved.

From TED OLIVER
in Montevideo

It is understood the international Red Cross withdrew from talks on the proposed war graves visit because it feared Destefanis's motives are in no way humanitarian.

Last night an informed source said: 'He refused to meet Britain's reasonable conditions

D. Maw

28/4/83

Evening Standard 28/4/83

Sail at your own peril, Argentinians warned

by Charles Reiss
BRITAIN today bluntly warned the Argentine group planning to leave for the Falklands on Saturdays—sail at your peril.

The Foreign Office in its toughest statement yet on the planned mission said: "There can be no question of the British Government allowing this group access to the Falkland Islands."

"The proposed visit is unacceptable to the British Government and would be treated as such."

The message was clearly designed to leave no doubt in the minds of the group, which claims to represent the families of Argentine servicemen killed on the Falklands:

If they do attempt to sail, they will be stopped and turned back by the Navy at or near the edge of the 150-mile no-go zone.

A Foreign Office spokesman said that there were continued reports that, despite earlier warnings, the group and its organiser, Senor Destefanis, still intend to set out the day after tomorrow.

"Senor Destefanis is apparently persisting in this intention despite the clear statement by the International Committee of the Red Cross that they are not willing to participate in his venture because the arrangements he proposes are contrary to the principle of neutrality which the Red Cross are called upon to defend."

Senor Destefanis has said, though, that if the group were confronted by the Royal Navy and ordered to turn back, they would have no choice but to comply.

Guide 20 • Letters 17 • Ad Lib 19 • Patric Walker 29 • Delia Smith 31 • City 42

Standard 28/4/83

D. Telegraph 27/4/83

TELEVISION

RICHARD LAST

Falklands: use and abuse of Dr Johnson

TIMES change. An anti-war polemic appearing under the heading "Thoughts on the late transactions respecting Falklands Island" would not cut much ice in Fleet Street today. Nor could you imagine even our most long-winded broadsheet commissioning 10,000 words on the subject, however distinguished the contributor.

Dr Samuel Johnson was, of course, writing in more spacious days. He was also writing a pamphlet paid for by the government who in 1770 were doing their best to avoid a Falklands war while the (Tory) opposition clamoured for a Task Force to restore British honour against Spanish attack.

Like most journalists of yesterday, the great Sam survives more readily in selective quotations than in full spate. This truth was perceived by Don Shaw, who eagerly quarried the non-copyright Johnsonian diatribe for his own anti-war polemic, disguised as an historical documentary "Play for Today," *The Falklands Factor*, (BBC-1).

The surface similarities between the events of 1770 and 1982 were easily demonstrable.

"Then, as now," intoned a rather unattractive narrating voice, "the British withdrew from the Falklands... then as now the Falklands sparked off a crisis which rapidly engulfed the whole nation." Hostilities in Mr Shaw's low-budget reconstruction were cleverly confined to the House of Commons and to Johnson's favourite tavern, where impassioned argument and sparkling epigrams, including "Patriotism is the last refuge of the scoundrel," filled the (literally) smoke-laden air in a manner no longer, alas, available in any contemporary ale houses of my acquaintance.

Of the more crucial dissimilarities, no mention was permitted. When Johnson, a staunch Tory, allowed his Whig paymasters to work him into splendid literary eloquence over the folly of spending men's lives in recovering "a bleak and gloomy solitude which southern savages have not dignified with habitation," the clear implication was that the same considerations applied to Mrs Thatcher's expedition.

But, of course, the two cases are not strictly analogous. The Thatcher force sailed to liberate settled inhabitants, for whom the "bleak and gloomy solitude" is as dear as industrial wastes are to many a northern Briton. Sovereignty parallels may be invoked, but I doubt if even Mrs T—and certainly not Mr Foot—would have gone to war to expel the Argies from South Georgia.

Marginal dishonesty is, unfortunately, catching. The suspicion is growing in BBC drama circles, that Mr Brian Wenham BBC-TV's Director of Programmes, ordered the removal of the offending footage more from fear of political repercussions than concern about causing distress, as the BBC claims. He had a perfect right to exercise his sovereignty on this issue. Just as Mr Shaw and his producer and director, Louis Marks and Colin Bucksey, have every right to express a strongly-held and widely shared view about the Falklands war.

Dramatically, the best thing in the "The Falklands Factor," was the central performance of Donald Pleasence, an actor whose stature seems to swell with every passing year.

D. Telegraph 27/4/83

Britain firm on visit by Argentines

By JOHN BULLOCH
Diplomatic Staff

BRITAIN yesterday repeated its offer to allow "a purely humanitarian visit" by relatives of Argentines killed in the Falklands fighting, and to return to Argentina the bodies of Servicemen buried there, if the conditions laid down were accepted.

The Foreign Office was responding to a telegram sent to the Queen by Senor Osvaldo Distefanis, the organiser of the proposed visit by bereaved Argentines.

A spokesman said Senor Distefanis asked that certain conditions which made it impossible for the visit to go ahead should be waived.

I understand these conditions are that a ship from a "neutral" country should be chartered, and that no Argentine journalists should make the trip.

Garrison offer

It is expected that the Queen will merely send an acknowledgment to Senor Distefanis.

Reports yesterday of remarks by Mr. Cranley Onslow, Foreign Office Minister who is touring Latin America, made it appear there had been some change in the British attitude. He was at first quoted as saying that British forces would be withdrawn if Argentina declared a formal end to hostilities.

In fact, Mr Onslow said: "If the Argentines would say they would never send another invading force against the islands then of course it would be possible for us to reconsider the need to keep a garrison there."

Argentine dead

From Mr J. R. M. Fielden

Sir, In reply to Mrs Janet Williams (April 23), may I say that surely we all agree that Argentine families should visit the graves of their bereaved in the Falkland Islands, but certain conditions must be fulfilled to ensure the mission is not turned into a military publicity campaign for the Argentine junta and peoples.

I would have thought the very minimum requirement would be for Argentina formally to declare an end to hostilities. Perhaps Mrs Williams should "think again"?

Yours faithfully,

J. R. M. FIELDEN,
4 Countess Walk,
Stapleton,
Bristol.

TIMES

27/4

TIMES Pajerotive

27/4
NEW
WORD
FOR
75-044

The motor industry is gloating over the millions of yen Mitsubishi is having to spend to change the name of its new four-wheel drive utility vehicle. The car has been promoted in Europe as the Colt Pajero. Pajero means "straw carrier" in Spanish, but not in all parts of the Spanish-speaking world. Tons of bumpf and vehicle trim are being thrown away to change the name to Colt Montero (in the Americas) and Colt Shogun (for Britain later this year). Around the Caribbean, *pajero* means "man who talks nonsense" and down in Argentina and Uruguay it is the equivalent for the English "jerk".

Falklands denial

The Foreign Office denied that Britain would withdraw its Falklands forces after a formal Argentine peace declaration, but said it would create a situation in which dispositions might be reviewed.

D. Telegraph 26/4/83



Brigadier M. J. A. Wilson at the Imperial War Museum yesterday with the Argentine rifle he used during the fighting in the Falklands.

PICTURE: ANTHONY MARSHALL

FALKLANDS EXHIBITION 'EERIE'

Daily Telegraph Reporter

AN exhibition of mementoes from the Falkland Islands campaign went on display at the Imperial War Museum in London yesterday.

One of the guests at a reception marking the opening was Brig. M. J. A. "Tony" Wilson, who commanded 5 Infantry Brigade, Welsh Guards, members of which suffered heavy casualties in the logistic landing ship *Sir Galahad*.

The brigadier posed with a folding stock Argentine rifle "liberated" during the campaign and saw his uniform and equipment on a dummy in a glass case. "It is a bit of an eerie feeling," he commented.

Anti-flash hood

Also on display are the anti-flash hood and gloves worn by Cdr Nicholas Tobin when his ship, the frigate *Antelope*, was sunk in San Carlos Water, and the beret worn by Major Christopher Keeble, second-in-command of the 2nd Btn, the Parachute Regiment, during the attack on Goose Green.

There are numerous photographs, including a dramatic picture of the *Atlantic Conveyor* blazing in San Carlos Water after being hit by an Exocet missile.

The exhibition includes other recently acquired items including the ceremonial uniform of Field Marshal Viscount Montgomery, his beret and letters written by him describing his success at El Alamein.

The exhibits are in the "recent acquisitions room" which is to be a permanent feature of the museum.

E. Standard 25/4/83

Conditions

THE British Government is right to lay down conditions to the Argentinians who wish to visit their dead in the Falklands. It is important we do not allow them to make use of such a visit for political advantage.

The Argentinians were not interested in respecting their dead when the war ended and it was the British people and Government who showed con-

cern for the Argentinians killed during the war.

We established a burial area and services for our enemy and the Falklanders themselves displayed great religious respect. Let us all remember that we did not start the war and we gave the Argentine junta every chance to act within the peaceful principles of the United Nations.—H. L. Hillman, Studholme Court, Hampstead.

D. Telegraph
25/4/83

ARGENTINE IN GRAVES-PLEA TO QUEEN

By TONY ALLEN MILLS
in Buenos Aires

THE organiser of a controversial voyage by Argentine families hoping to visit Falklands war graves has sent a telegram to the Queen asking her to intercede to allow the trip to go ahead.

Senor Osvaldo Destefanis said yesterday he had appealed to the Queen "as a mother of one of the war's soldiers"—a reference to Prince Andrew's role as helicopter pilot on the carrier *Invincible*, 16,000 tons.

The telegram, sent to Buckingham Palace on Saturday, stressed that the proposed visit had no political motives. It said the parents of Argentine war dead wanted only to "kneel and pray by their children's graves."

Senor Destefanis has also sent telegrams to the Secretary-General of the United Nations, asking him to intervene; to the International Red Cross, saying he still wants to travel under their flag; and to the President of Uruguay who allowed British relatives to travel to the Falklands through Montevideo.

Foreign boat

The Argentine cargo ship *Lago Lacar*, 8,486 tons, is due to leave Buenos Aires port on Saturday with 50 bereaved on board, 38 of whom will be wives or mothers of soldiers buried in the islands.

Senor Destefanis, whose ultra-patriotic Centre for Volunteers for the Fatherland chartered the ship, said yesterday he was still prepared to meet Britain's condition that the visit take place in a non-Argentine vessel provided someone supplied him with a suitable vessel.

"We don't care if we sail in a Japanese whaling ship," he said. "But the British Government knows perfectly well we haven't got the thousands of dollars needed to rent a foreign boat. They are insisting on this condition as another way of saying no."

Britain's other disputed condition—that the Press be barred from the voyage—has aroused mixed reactions in political and diplomatic circles in Buenos Aires.

Senor Destefanis, aware of "British" accusations that the "humanitarian" voyage looks more like a publicity stunt, is limiting the Press contingent on his ship to six journalists, including a camera crew.

FOREIGN OFFICE

Advice to the Queen is asked to help Argentina planning a pilgrimage to war graves the Foreign Office spokesman said. The Foreign Office will be forwarded to the Foreign Office for ministerial advice on the case with any such message from Senor Destefanis.

Senor Destefanis has said the Argentine mothers would hold a service at sea if the Royal Navy prevented them from reaching the islands.

'Guardian'

25/4/83

Eton honour

A memorial to Lieutenant Colonel H. Jones, who was awarded the Victoria Cross after his death in the Falklands war, was unveiled in the cloisters of his former school, Eton College, by his widow on Saturday. The provost of Eton, Lord Charteris, said the plaque commemorated "a gallant Etonian."



Mrs Sara Jones standing by the memorial with her sons David, 16, and Rupert, 13, and her nephew Nicholas Jones, 11.

Eton honours its Falklands hero

By R. H. GREENFIELD

IN a quiet but moving ceremony, Mrs Sara Jones yesterday unveiled a memorial in the cloisters of Eton College to her husband, Lieutenant-Colonel H. Jones, the school's 36th holder of the Victoria Cross.

The simple hand-carved plaque in Welsh slate records that Colonel Jones died leading the 2nd Bn. Parachute Regiment in the attack on Darwin and Goose Green, Falkland Islands, on May 28, 1982.

The memorial joins others commemorating hundreds of Old Etonians who have given their lives in the service of their country across the globe. It is in distinguished company.

Before the unveiling, the Provost of Eton, Lord Charteris, said the plaque commemorated a very gallant Etonian. Its significance, however, was that it was not just a part of history, but current coin—it shows that heroism and sacrifice were still needed in the world today.

Colonel Jones' brother, Commander Timothy Jones, said the way his brother died had been typical of him. He had always

been fiercely loyal, enthusiastic and determined to get on with whatever task he had in hand. On that bleak morning in the Falklands it had seemed to 'H' that there was nothing to be done but go forward, and so he had taken personal command of the attack.

"Eton had a great influence on him, and he would not have been the same man if he had not been here," he said.

The project to erect the memorial was started by one of Eton's "dames" (house matrons). She said she had often walked round the cloisters, but felt the names carved there meant nothing to the modern schoolboy. There should be a plaque to a contemporary hero, and she was giving a pound to start the fund.

Later the project was taken up by four Old Etonians, all former or serving officers of the Parachute Regiment, who raised most of the money required. It is the first plaque to be erected at Eton cloisters since that to commemorate masters at the college who were killed in North Africa during World War II.

S. Times 24/4/83

THE SUNDAY TIMES, 24 APRIL 1983

Mystery of the 'killer calls'

ARGENTINA

Isabel Hilton tells of a sinister threat

ARGENTINA has blamed British Intelligence for death threats received by British journalists and diplomats in Buenos Aires. The foreign minister, Aguirre Lanari, said on Friday that the threats, made by telephone last week after the breakdown of negotiations for Argentine relatives to visit Falklands war graves, were another British attempt to destabilise Argentina.

The recipients of the threats take a different view. The Times correspondent, Andrew Thompson, pointed out, apparently after The Times ran a satirical column, that General Galtieri said: "The only consolation is that my threat is conditional: they are going to kill me only if the British attack the Lago Lacar", chartered by Argentine relatives, who intend to travel to the Falklands in defiance of a British ban.

Last Thursday night, James Neilsen, editor of the English language daily, Buenos Aires Herald, was given 48 hours to leave Argentina or face "execution" and the bombing of his paper. The three British diplomats who constitute the British interests section of the Swiss embassy and 10 other British citizens in Buenos Aires were also threatened.

In the latest threat on Friday night to Jimmie Burns of the Financial Times and Ted Oliver of the Daily Mail were given 24 hours to leave or face "execution".

Two groups say they made the threats. One calls itself the April 2nd Group, Pedro Giachino Comando, in honour of the first casualty of the conflict, an Argentine officer shot dead on April 2 last year. The other says it is the AAA - the Argentinian Anticommunist Alliance, a right-wing terrorist group notorious for kidnappings and murder during the "dirty war" against subversion in the late seventies.

The alliance, founded by an aide of the late President Juan Perón, dropped out of sight some years ago, but has received recent publicity in both Argentina and Europe following revelations published in Spain on the past and present role of its members. The organisation, which has links with European neo-fascists, is estimated to have been responsible for 1,800 murders in the mid-Seventies.

A recent upsurge in minor terrorist incidents in Buenos Aires adds weight to the threats. Last week, the house of a magazine publishing family, who are in trouble with the authorities over articles exposing the activities of the torturer Alfredo Astiz, was fire-bombed.

Three weeks ago a bomb damaged the English school of St John's. The April 2nd group also claimed responsibility for letter-bombs sent to Mrs Thatcher earlier this month, but evidence does not corroborate this claim.

Osvaldo Destefanis, spokesman for the Volunteers for the Fatherland, attempting to arrange the war graves visit, has condemned the death threats. "I am ashamed that these things happen in Argentina," he said last week.

Destefanis said he still intends to sail on April 30 with 50 close relatives of war dead and more than 50 crew. "If Mrs Thatcher will not let us visit the cemetery," he said, "we shall hold a service at sea and return home."

Britain banned the visit last week because it was to be made in an Argentine ship and journalists were to accompany the relatives.

Junta backs voyage

By TONY ALLEN-MILLS
in Buenos Aires

AFTER weeks of official silence on the proposed visit to Falklands war graves by Argentine relatives of the dead, two senior ministers in Buenos Aires have criticised Britain severely for its attitude.

Senor Juan Ramon Aguirre Lanari, Foreign Minister, and Senor Julio Martinez Vivot, Defence Minister, both made it clear the Argentine government was not at all unhappy to see Britain embarrassed by the efforts of Senor Osvaldo Destefanis, the organiser of the controversial voyage.

Sr Martinez told reporters that if Britain failed to allow a visit to the war graves, "it will show once again that even on humanitarian issues, where people's emotions are involved (the British) aren't capable of an attitude worthy of recognition."

FLAG OVER ISLANDS

Earlier Sr Aguirre said Britain's negative attitude "cannot be allowed to pass without being repudiated by us."

The Foreign Minister's feelings were not just based on humanitarian considerations, but because "as Argentines we can never accept that our flag is not flying over the islands," he said.

The ministers' remarks were the first public indication of the Argentine government's attitude towards Sr Destefanis, whose privately-run Centre for Volunteers for the Fatherland claims to have organised the proposed visit quite independently of officialdom.

Whatever misgivings there might be in official circles about Sr Destefanis's political ambitions, the junta has evidently concluded that his antics could prove beneficial to Argentina if Britain was forced to confront the civilian cargo ship carrying widows and bereaved mothers into the South Atlantic early next month.

D Telegraph 23/4/83

BBC CUTS FALKLAND TV PLAY

By RICHARD LAST
Television Staff

BBC executives have ordered the removal of the end of a television play about a Falklands war which was fought more than 200 years ago.

The play, "The Falkland Factor" by Don Share, is to be screened on BBC2 on Tuesday. It points out similarities between the British campaign in 1770 to recapture the islands from the Spanish and last year's conflict.

It ends with an anti-war polemic written by Dr Samuel Johnson, and read by the actor Donald Pleasence, denouncing the futility of sacrificing men's lives for a barren piece of rock.

In the original version of the play these words are accompanied by news footage of the 1982 conflict showing ships being blown up and men being killed.

First viewing

The play was seen yesterday for the first time by Mr Brian Wenham, BBC TV Director of Programmes. He immediately decided that the film sequence must go, though the words will remain.

A BBC spokesman said last night: "The play has been seen by senior management who have considerable reservations about the final 2½ minutes.

"It was felt that distress might be caused to the families of people who had fought or lost their lives in the Falklands."

The BBC pointed out that in 1770 the war was to recover barren uninhabited islands while the Home Secretary was to protect the home and freedom of 2,000 British subjects.

BANGKOK QUAKES

'Times' 23/4/83

9

TIMES SAT 23/4
**Respect for
Argentinian dead**

From Mrs Janet Williams

Sir, Should we not feel ashamed that our Government is putting such obstacles in the way of bereaved families wishing to visit the graves of their sons in the Falklands? If we accept the importance of the recent visit so carefully arranged for the families of the British dead how can we on humanitarian grounds deny the same facility to bereaved Argentine families?

Surely the Government cannot seriously suspect that the tub we have seen on TV which has been acquired to take the Argentine families to the Falklands would present any kind of threat to the islanders or their defenders?

As to refusing the families' wish to be accompanied by the media and to be seen by the world to be mourning their dead, might it not do far greater international credit to the British position over the Falklands to be seen to be magnanimous in victory than to be accused of being and heartless.

Yours faithfully,
JANET WILLIAMS
58b Camden Square, NW1
April 21.

D. Express 23/4/83

Death threat to Britons

A BRITISH diplomat has received death threats in Argentina and two British journalists have been told to leave or they too will be killed.

Mr David Joy, Britain's senior diplomat in Buenos Aires, received an anonymous telephone call from a man claiming to represent an underground organisation called April 2nd Command.

The man told him that he knew "when he went to bed and when he got up" which Mr Joy took as a threat against his life.

A Foreign Office spokesman said last night: "The threats were implied against all the embassy staff."

The caller also warned that James Burns of the Financial Times and Ted Oliver of the Daily Mail would be killed if they did not leave the country within 24 hours.

23/4/83
EX 122555

D. Telegraph 23/4/83

Gibraltar will not go into exile

From SIR JOSHUA HASSAN, Q.C.
SIR—I would be grateful if you would give me an opportunity to comment briefly on some of the points in Mr N. W. Newcombe's letter (April 20).

If a historical event had left Portland Bill in the hands of another European nation, I believe that Britain would have respected the principle of self-determination on its doorstep in the same way as it fought a war to defend it thousands of miles away. Britain would certainly not have harassed the inhabitants of Portland Bill as Spain has harassed the Gibraltarians for years in an attempt to coerce them into agreeing to a transfer of sovereignty.

As you, Sir, pointed out in your leader of April 16, other historical events have produced similar situations elsewhere.

As to demanding me from chief minister to be chairman of an urban district council, this is, relatively, of less importance than that such a council should be British and not "under Spanish rule" as Mr Newcombe proposes. I would in any event remind him that, on July 12, 1966, Lord (then Mr Michael) Stewart, in putting forward proposals to the late Senor Castiella with a view to settling the dispute, stated, *inter alia*, "Her Majesty's Government are moreover ready in principle to agree that Gibraltar's political institutions should be revised to give them a municipal image, whilst retaining the elective principle." These proposals were rejected by Spain.

Mr Newcombe says that he lives contentedly in Spain as an exile. That is,



GIBRALTAR: No party to bribery.

of course, his choice. We also have the choice of living under British or Spanish rule and have chosen the former. We have no wish to go into exile. Mr Newcombe suggests that the British and Spanish governments could offer large financial inducements to any Gibraltarians who really did not want to stay if Gibraltar were under the Spanish flag so that they could set themselves up elsewhere.

We are not to be bribed. This is our home and we are not putting it up for sale.

JOSHUA HASSAN
Chief Minister,
Gibraltar.

Protection requested for Britons in Argentina

BY OUR FOREIGN STAFF

M. JEANPIERRE KUSCH, the Swiss ambassador in Argentina, acting on behalf of British diplomatic interests, last night asked the Argentine Government to increase its protection of British subjects in that country, amid growing signs that a big campaign to intimidate them is under way.

The Swiss embassy received on Thursday a telephone call to warn of imminent attacks against British companies — Glaxo and Shell were singled out — and British schools in retaliation for the ban by Whitehall on a planned trip to the Falkland Islands this month by relatives of Argentine war dead.

Mr Jimmy Burns, the Financial Times correspondent in Buenos Aires, and Mr Ted Oliver of the Daily Mail, were

threatened with death if they did not leave the country within 24 hours. The caller claimed to belong to a group called the April 2nd Commando, formed recently to commemorate the first anniversary of the Argentine invasion of the islands.

Mr Burns and Mr Oliver thus joined a list of British journalists who have been threatened in the last week. On Thursday, Mr James Neilson, the editor of the English-language newspaper Buenos Aires Herald, was threatened with "execution" within 48 hours by Triple-A right-wing terrorists.

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Argentine warships begin manoeuvres

Buenos Aires: Argentine warships are holding manoeuvres in the South Atlantic but a navy spokesman said they had nothing to do with plans by relatives of war dead to visit the Falklands.

A navy announcement said Argentina's aircraft carrier flagship 25 de Mayo, with French-built Super Entendard combat planes aboard, was leading large-scale training exercises.

The fleet included missile-carrying destroyers, frigates, corvettes, submarines, and land craft.

The announcement said the last ships to join the fleet sailed yesterday from the main naval base at Puerto Belgrano, 400 miles south of Buenos Aires.

A navy spokesman said the manoeuvres were part of six to eight similar exercises carried out every year. He denied they were connected with plans by relatives of Argentine soldiers killed in the Falklands war to sail to the islands on April 30.

About 50 relatives said yesterday they were determined to defy Britain's ban on their trip to visit war graves but would avoid a showdown with the British Navy.

Britain said its warships would turn back the relatives if they tried to enter the 150-mile no-go zone in force around the islands since the war ended last June.

The organiser of the trip, Mr Osvaldo Destefanis, said the vessel, the converted cargo ship Lago Lacar, would turn back if intercepted by the British Navy.

A senior Argentine navy source, asked about the manoeuvres, said that Argentina did not intend to get involved in hostilities unless Britain started them. "Although we have not signed the cessation of hostilities, we have shown in practice that military hostilities have ceased," he added.

In Buenos Aires, an anonymous telephone caller said yesterday that British citizens here would be "executed" if British forces impeded the visit by relatives of the war dead.

The International Red Cross said in Geneva on Wednesday that it could not "for the moment" guarantee the purely humanitarian nature of the proposed Argentine visit to the islands.—Reuter/AP.

D. Telegraph 23/4/83

THE DAILY TELEGRAPH

SATURDAY 23 APRIL 1983

135, FLEET STREET, LONDON, E.C.4.

TEL: 01-554 7411 FAX: 22871/5/6.

CLASSIFIED ADVERTISEMENTS: 01-583 3939.

ENLISTING THE DEAD

SOME PEOPLE WILL THINK that the British Government is small minded, even downright cruel, in opposing a visit to the Falklands by relatives of Argentines killed in the conflict. For on the face of it the wish of these people to visit the graves of their deceased kin seems natural and right. If British parents, wives and children have gone to the Falklands to ponder and remember, why not Argentine?

Feelings of concern do perhaps spring from an inadequate grasp of the facts. The British Government did in fact grant permission for a visit some weeks ago. It made nine perfectly reasonable conditions, two of which clearly will not be met. They are that the ship carrying the relatives not be Argentine and that it should not carry any journalists. The purpose of these by no means onerous conditions is to avoid a great nationalistic propaganda exercise staged, and reported, for Argentine and world consumption. It is not difficult to see that the Argentine authorities might wish to reinvigorate their claim to the Falklands with a burst of romantic patriotism, but such an outcome would obviously not be in the interests of Britain or the Falkland Islands.

It may of course be that one is being over suspicious, and that these people wish only to pay their private respects to their dead relatives. If this is so, then the presence of Argentine journalists or the nationality of their ship can hardly be a matter of any great consequence to them. Let them quietly observe the British conditions. Humanitarian considerations aside, a bona fide visit under Red Cross auspices would be far preferable to the British Government than the prospect which now looms. This is that the Royal Navy will be compelled to track the relatives' ship as it approaches the Falklands. Senor OSVALDO DESTEFANIS, co-ordinator of the planned visit, must be keenly alive to the propaganda advantages which might be derived by the Argentines from such a repulse. Argentina may have lost the war on the battlefield, but she can and will continue to fight it by other means.

So in another sense may some who do not live in Argentina or in Europe, or even in this country—who, since the war was decisively won by our forces last year have been trying ever since to lose it on paper. On this particular issue, they have little substance.

U.S. LEARNS LESSONS FROM FALKLANDS

By Our Transport Correspondent
America seems to have learned more lessons than Britain from the Falklands campaign, according to a study by Janes, the specialists in military and civilian transport.

The Americans have taken to heart the lesson that the bulk of equipment for a military expedition, whether a peace-keeping mission such as in the Lebanon or an action like the Falklands, can be moved only by sea.

The United States Navy is already converting 28 container ships for military use, says Janes. Britain relied too much on muscle power and helicopters in the Falklands. The Americans are preparing to move equipment in modern containers.

Janes Freight Containers 1983, edited by Patrick Finlay £55.

'Economist'

23/4/83

APRIL 23 1983

Economist

LETTERS

The Falklands

SIR—With reference to your article on the Falklands (April 2nd) Britain and her superb armed forces are not, repeat not, "making miserable the life of the islanders".

Why don't you come and look for yourself instead of pontificating from afar?

Falkland
Islands

W. R. LUXTON
Executive
Councillor

fact that it had been proposed by Britain would get us out of the one-to-one confrontation which is so sterile at the moment and would render any new invasion attempt less likely.

KENNET

House of Lords

SIR—"Fly the Antarctic flag" (April 2nd) is much to be welcomed. The idea of applying the Antarctic treaty to the Falkland Islands Dependencies has been urged by Lord Shackleton, speaking from an experience which must by now be unique, for many years.

The idea of going one further and applying it to the Falklands islands themselves was proposed from the SDP bench in the house of lords during the debate on the Franks report on January 25th of this year. We went further and proposed, on the belt-and-braces principle, that the Falklands should also become a trust territory under the United Nations Charter.

Even if the idea does not in the long run appeal to Argentina (and one would want to give it a run of three or four years before beginning to lose hope) the mere

Tues 23/4/83

Falklands duty
The two British destroyers, HMS Birmingham and HMS Southampton, yesterday left Portsmouth for a four-month tour of the South Atlantic. The Southampton is commanded by Captain Samuel Sartorius, who has served on the ship. HMS Sheffield was sunk during the Falklands campaign.

D. Telegraph 23/4/83

Telegraph
23/4/83

BRITONS IN FEAR AFTER ARGENTINE DEATH THREATS

By TONY ALLEN-MILLS in Buenos Aires

BBRITONS in Argentina have been shaken by a wave of death threats in the last 48 hours which are being linked to Britain's refusal to allow a boatload of Argentines to visit war graves in the Falklands.

The threats are being taken seriously, and there are growing fears of violent incidents if the Royal Navy turns back a chartered Argentine vessel due

to sail for the islands next Saturday.

Mr David Joy, Britain's senior diplomat in Buenos Aires, received a telephone call yesterday warning him he would be killed if he did not leave the country within 30 days.

On Thursday evening, another caller telephoned the British Embassy to warn that Mr Jimmy Burns of the FINANCIAL TIMES and Mr Ted Oliver of the DAILY MAIL would be executed if they did not leave within 24 hours.

Mr Oliver left Buenos Aires last night.

Mr James Nielsen, English editor of the BUENOS AIRES HERALD, has been given 48 hours to get out. Mr Andrew Thompson, a DAILY TIMES correspondent who is a Uruguayan citizen, was threatened earlier in the week.

General warnings have been issued to British companies like Glaxo and Shell, and English-language schools.

Many of the callers specifically linked the threats with the proposed Falklands visit being organised by Senor Osvaldo Destefanis, head of the privately-run Centre for Volunteers for the Fatherland.

Visit by bishop

Three principal organisations which have been circulating the threats are:

An extreme Right-wing terrorist group called the Triple A (Argentine Anti-Communist Alliance);

A previously unnamed group called the Giacchino Com-mando, after an Argentine navy officer killed during the Falklands war; and

The April 2nd Commando, which in the past has claimed responsibility for letter bombs sent to Mrs Thatcher. Triple A was feared for its terrorist activities during the 1970s, but virtually disappeared until recently. Neither of the other two are thought to be large or well organised.

Some of the threats have seemed unrealistic, notably a warning from the Triple A that all British diplomats and 100 British residents in Buenos Aires would be killed if the Royal Navy attacked the Lago Lacar 8,486 tons.

But diplomatic sources are genuinely concerned that bad feelings provoked by Senor Destefanis's voyage could result in tragedy.

The war graves issue is beginning to stir intense hostility among Argentine extremists. The tension may have serious consequences for the visit to Argentina by the Bishop of Liverpool, the Rt Rev David Sheppard.

The Bishop is understood to have arrived in Argentina on Thursday to attend the inauguration next week of a new South American Province of the Anglican Church, but churchmen are nervous about the visit and extremely reluctant to give details.

THATCHER FIRM Orders sent to Navy

There was no question of the Government agreeing to a visit by bereaved Argentines to the Falklands under present terms, the Prime Minister reaffirmed yesterday in a Commons written reply. She stood by the undertaking that a purely humanitarian visit that met Government conditions would be allowed, and she repeated the offer to return to Argentina the bodies of servicemen killed in the Falklands War.

Mrs Thatcher has herself ordered the Royal Navy to halt any unauthorised ship taking bereaved Argentines to visit Falklands war graves. The Red Cross withdrew its support because of worries over the neutrality of the Argentine arrangements.

Editorial Comment—P16

THE VOI When dead

MOTHERS, fathers, brothers and sisters of the Falklands war dead have all been taken to see the graves of their loved ones—yet I will never get to see my husband's last resting place.

He was yomping in the jungles of Burma in the Second World War nearly 40 years ago. He died out there and is buried in Rangoon.

I was left with a young child in abject poverty. My one wish is to see his grave before I die, but I will never be able to afford to go.

What I cannot understand is why the lives of the men of the Falklands war are valued more than the lives of men of other wars.

Mrs M. WRIGHT,
London, E.

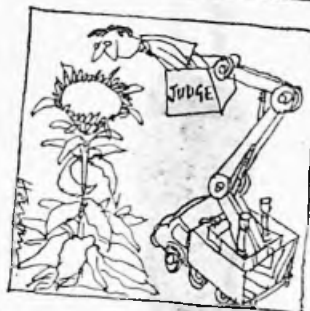
I ENTIRELY agree with Max Hastings when he says it is invidious to give preferential treatment to the families of our men killed in the Falklands over those of other wars.

All Servicemen who took part in the Falklands war were volunteers, unlike the majority in the two world wars, who were conscripted. But what a difference in the treatment meted out to relatives of those who fell!

A. IRELAND,
Sprowston, Norfolk.

MY father, an accountant in Civity Street, was killed in Crete during the last war when I was 18 months old.

My mother never had the chance to visit his grave—the tiny pension she received



made it necessary to put me in a day nursery while she went out to work. Doubtless there were many thousands of war widows who continued to live as bravely as their husbands had died.

The bereaved of professional soldiers are now complaining that they have received only £10,000 each from the South Atlantic Fund (plus their pensions). How about closing the chapter?

V. E. HARTLAND,
Brighton, E. Sussex.

'The Times' 22/4/83

TIMES 22/4

THE POLITICS OF GRIEF

To turn away Argentine mourners after making such handsome provision for relatives of the British dead to visit the Falkland Islands has an appearance of harshness. Their grief is presumably no less, their desire to honour the graves with their presence as natural, and their claim on human sympathy as great.

But the matter is not as simple as that. In defeat the Argentine junta showed a numb indifference towards their captured soldiers on the islands and towards the dead that lay there. They ignored repeated British offers to facilitate the removal of the bodies to their homeland for burial. It fell to the British to give them burial, and that was done with care and soldierly respect. Two hundred and twenty-two bodies have been gathered, less than half of them identified, and they lie each marked by a plain white cross in a cemetery behind the hill at Darwin.

Such inhumane indifference on the part of the Argentine authorities seems to require a political explanation. Perhaps since they could not hold Las Malvinas with the living, they left their dead as token of their claim. At any rate there is good reason to suspect that elements in Argentina will seek at some stage to exploit the presence of

these fallen soldiers in order to embarrass the British or rally patriotic sentiment. The nature of the present attempt to arrange a visit from Argentina does not help to disabuse one of that suspicion. The organizers, the Centre of Volunteers for the Fatherland, are a patriotic ginger group and their insistence on sailing under the Argentine flag is a deliberate challenge to the attitude adopted by the British.

The British Government is willing to permit relatives of the Argentine dead on the Falklands to visit their graves: it is not willing to allow any visit to be exploited for political ends or excessively embarrass the Falklanders. It has therefore committed the arrangements to the International Committee of the Red Cross, attaching a number of conditions all of which the ICRC has accepted.

One is that the visit should be organized and supervised by the ICRC. Others are that visitors should be close relatives of the dead, their names supplied in advance and verified by the Red Cross; that the vessel must not be under an Argentine flag or crew; that it should be inspected by the ICRC before departure; that no press or cameramen should be included; that the visitors should be accommodated on the vessel and escorted

to and from the cemetery in the course of a single day.

These are reasonable conditions on which to insist (except that it is a bad principle, and betrays nervousness, to preclude eye-witness reporting of the event). Since the ICRC is unable to conclude arrangements with the Volunteers for the Fatherland because they will not agree to the Red Cross requirements of neutrality, the Government is unquestionably right to forbid entry to that particular expedition.

Nevertheless the British position is vulnerable to misrepresentation, especially in Latin America. It will be necessary to make very plain the willingness of the Government to open the cemetery to the relatives of the men it holds, and the reasons for the conditions imposed. It would be advisable to go further. Allowance must be made for the islanders' understandable reluctance to have Argentines back so soon in any capacity whatever. But that should not prevent the Government from taking a more positive position. While still leaving the arrangements in the hands of the ICRC, it could offer some encouragement to the Argentine people by looking out for more suitable sponsors than the present one, whether among the agencies of the Argentine Government or more likely among church organizations.

'Times' report sent to privileges committee



Kershaw: Accurate summary

COMMONS

The report in *The Times* on April 18 about the draft report of the chairman of the Select Committee of Foreign Affairs, about future British foreign policy over the Falkland Islands, has been referred by the Commons to the Committee of Privileges.

The motion by committee chairman, Sir Anthony Kershaw (Stroud, C) that his complaint about *The Times* report be sent to the committee was carried by 159 votes to 48 - a majority of 111.

Moving the motion, Sir Kershaw said that last Thursday the draft chairman's report on future British policy towards the Falkland Islands and South America was issued to 11 committee members and six clerks and advisers. Each copy bore the name or initials of the person to whom it was issued.

On Monday last (he continued) an accurate summary of the draft appeared as the lead story on the front page and on another page of *The Times*. The *Times* story is clearly based upon a close reading of the draft. None who reads both could doubt their consanguinity.

Although phrases were used such as "The committee is understood to have concluded" or "The committee apparently found..." the story contained more than one unacknowledged but easily identifiable quotations from the draft, and it followed the full sequence of paragraphs in the draft.

Furthermore, Philip Webster, *The Times* reporter, whose name was on the story, had been able to reveal what no other reporter could have known - that the draft was to be considered by the committee on Wednesday. Originally consideration had been planned for Monday, the usual day when the committee met. A press announcement to that effect had been made.

It often happens (he continued) that well-informed and diligent journalists, expert in their subjects, can and do, with the aid perhaps of one or two friendly conversations in the corridors of this House, (Shouts of "And the bars") - piece together stories whose accuracy surprises MPs who thought they were in possession of exclusive information. No, for hardly any, breach of our rules is involved and we turn a blind eye.

In other cases, information improperly obtained was not of great moment to the outside world and we sensibly take little notice. This case was different.

Here we have not (he said) an indiscreet conversation in the lobby or in the bar about a minor matter but a case in which a matter of major political controversy both at home and abroad, both in this House and out of it, has been written up from a complete document which the committee has not even considered and which some MPs have not even, under the circumstances, had time to read.

I do not think a breach of our rules can be pleaded. Philip Webster is an experienced lobby man and his source can be presumed to know the rules.

On the front page of the draft was written "The circulation of this draft report is strictly limited to members and staff of the Foreign Affairs Committee. Premature disclosure of the contents of the draft report has in the past been regarded as, *prima facie*, breach of privilege".

If the private deliberations of our committees (he went on) are to be revealed in this way, it will destroy the trust and confidence between those working together on these committees. It will make it impossible for these committees to receive evidence which may be confidential, either personally from a witness's point of view, or in public affairs, and would generally diminish the value of the work of the Select Committees.

Mr Jeffrey Rooker (Birmingham, Perry Barr, Lab.) opposing the motion, said it did not matter whether the case was important politically or otherwise. What purpose would be served now? The journalist in question, if he was worthy of his trade, would not divulge his source who was one of the Select Committee or one of the staff. It was one of these who had dishonoured the rules of the House, not the journalist who obtained a copy of the report.

And why was *The Times* only singled out? The same report had appeared virtually word for word in *The Scotsman* last Saturday and the *The Guardian* on Monday.

What did *The Times* do (he asked) that the others did not do? They made it the front page lead. In other words, the crime of *The Times* was prominence.

There is no case to be made for hauling journalists carrying out their trade before the committee on the grounds that we never find the sources of their information.

Mr Tam Dalyell (West Lothian, Lab.) asked the House to be a bit careful and pause and reflect before going headlong into a Privileges Committee situation. To start with (he said) we are in danger of shooting the wrong fox if we proceed.

We could make ourselves as ridiculous as that Tory candidate in Cambridgeshire, faced with selection problems on blood sports, who tried to ingratiate himself with the selection committee by telling Lady Crossman he had shot 1,000 starlings.

The truth is (he went on) that Mr Philip Webster had got the story a bit late. Even I did not bother to read it properly, and I read everything there is to be said on the Falklands (laughter) because it was a bit stale. It was on the front page of *The Scotsman* on Saturday.

Mr Dalyell: In this matter of privilege we are in deep water. What about the leaking that has gone on more and more from Cabinet committees?

This matter was much better dealt with in the committee, rather than bringing in the elephantine and often disagreeable procedure of privilege. What was right for 10 Downing Street was surely right for the House of Commons.

It was an old question of sauce for the goose and sauce for the gander,

and he also opposed reference to the privileges Committee.

Mr Christopher Price (Lewisham, West, Lab.) declared an interest as chairman of a select committee from which leaks had been made and a member of the National Union of Journalists. I believe (he said) I can take a balanced view. (Laughter)

He opposed the motion although he deplored the leaks from select committees. The only solution, was the proper relationship within the select committee, and the proper way to sort it out was within these members of the select committee.

To send this to the Committee of Privileges was a supreme example of trying to shut the stable door after the horse had bolted. The words had been printed. It was yesterday's journalism and it was not for the Committee of Privileges to get mixed up with this sort of thing.

To send a journalist to the Committee of Privileges whose job it was to get the information with a degree of collusion with an MP was a fruitless operation.

Sir Peter Emery (Honiton, C) said that unless they referred this to the privileges committee they were going to allow every horse to escape. No draft report of any committee would be other than fair game for publication. If that happened, the work of Commons select committee would become untenable.

Mr Michael English (Nottingham, West, Lab.) said it was traditional that this motion should be approved. He would vote for it, but with all the qualms expressed by MPs on both sides of the House.

Mr Alexander Lyon (York, Lab.) said somebody had got hold of the Report and put it in *The Times* in full. In circumstances like that, nobody had been damaged. No part of the committee felt it had been disadvantaged. The only disadvantage might be the Government and only it because the report was critical of it and it had been disadvantaged a little earlier in the day.

It was not a serious justification for having people before the Committee on Privileges and treating them as possible criminals. It was an absurdity and a farce.

Mr Robert Cryer (Keighley, Lab.) said that according to Sir Anthony Kershaw he had selected *The Times* because he happened to have read it. *The Scotsman* had published the report, but because he had not read it, that journalist would avoid the grand inquisition.

We are not talking about an exaggerated, malicious or false report (he went on) but about an accurate report, apparently, in a serious journal by a serious journalist.

No one had been injured. The public had been enlightened and the only concern was some fluttering among members of the select committee, about who had provided the information and that was a slender basis to support the apparatus of the privileges committee. It was nonsense to spend time on the matter. He hoped the motion would be defeated.

Mr Joseph Ashton (Bassetlaw, Lab.) said that he was one of the old lags who had been before the Committee on Privileges. He recommended Sir Anthony Kershaw to withdraw the motion.

Mr John Silkin, Opposition spokesman on Commons affairs, said that the issue was not about whether they should persecute pressmen; the committee was not about disciplining MPs. The House was the arbiter of discipline always had been and, he hoped, always would be.

They had to change from time to time and that was why the House had procedure debates. Perhaps they should have another strong look at it. But the present position was clear: that all concerned, givers and takers of information, were aware of the position and that it would be a breach of privilege and of the likelihood that it would have to be referred.

Mr Ian Mikardo (Bethnal Green and Bow, Lab.) said when the Committee on Privileges had recommended that a journalist be disbarred from the House for six months, the House had rejected the motion. The journalist in this case might have been conscious of that precedent.

Mr Silkin said that might be so, but the fact that he drove at 40 mph in a 30 mph area only showed that he thought he could get away with it. He did not believe there was an alternative to accepting the motion.

Mr John Biffen, Leader of the Commons, said they were concerned about the developing authority of their select committees and if the chairman of one said that its work was being impeded by what was happening, the House might consider it appropriate to the developing status select committees that consideration might be given to that view.

The motion was then carried.



tooker: Crime was prominence

'The Times' 22/4/83

Navy may turn back Argentine mourners

By Henry Stanhope
Diplomatic Correspondent

British warships may be ordered to escort a ship carrying bereaved Argentine families out of the 150-mile exclusion zone around the Falkland Islands if an attempt is made to breach the naval blockade in 10 days' time.

But Whitehall officials last night refused to discuss contingency plans which have been drawn up in case Señor Osvaldo Destefanis carries out his threat to organize an unauthorized visit on April 30.

Señor Destefanis intends to go ahead, despite the decision by the International Committee of the Red Cross (ICRC) to withdraw its support.

The Foreign Office immediately cancelled its permission for 250 relatives to visit the graves in the special cemetery at Port Darwin laid out for the Argentine dead by Britain, on the grounds that it accepted the judgment of the Red Cross.

Mr Cranley Onslow, Minister of State at the Foreign office agreed last night that any attempt to enter the exclusion zone without permission would make those who did so liable to be stopped.

He said in an interview on Independent Radio News: "Obviously in case this should happen we are prepared contingency plans but I am not going to tell you what they are and I hope you will understand."

"Much the best thing is that good sense and responsibility should prevail in Buenos Aires, that those who really represent the bereaved widows and orphans should get together to prevent this freelance expedition going ahead, because there must be a better, more dignified and more human way of doing what needs to be done," Mr Onslow said.

Telegraph
22/4/83

Commons Sketch

16 'Just Men' surround the Leaker

By GODFREY BARKER

THE Phantom Leaker of Whitehall, that elusive moonlight flitter between Parliament and Fleet Street, may soon be ending life on the run.

The Commons squirmed guiltily yesterday as that urbane criminal lawyer, Sir Anthony Kershaw, fished out his magnifying glass, forensic powder and red ink pad, and proved that the Leaker is one of just 17 men.

Twelve of them are MPs, several with blameless reputations.

They include Sir Anthony himself. He cannot be ruled out. Masterminding the inquiry is the oldest front in the world.

Only a major weekend slip-up by the Leaker has brought hot-breathed MPs panting into the case, no doubt now listed on Supt. Knacker's books as the Dabs on the Falklands File.

"On Thursday last my draft chairman's report on Future British Foreign Policy in the Falklands was passed to the 11 members of the Select Committee on Foreign Affairs and to six clerks and advisers," intoned Sir Anthony to hushed MPs, all staring straight forward.

"Each copy was initialed." He gazed around keenly. "On Monday, an accurate summary appeared on the front page of the Times." That ruled out plenty of MPs straight away.

"It was based on close reading," Sir Anthony glinted. "No-one who read both could doubt their consanguinity," he muttered in a Holmesian homage to The case of the Five Orange Pips.

This unpublished hot potato from the select Committee reveals, embarrassingly, that Tory MPs believe the Fortress Falklands policy should be abandoned.

Dalyell sensation

Sir Anthony deftly squeezed out more proofs that the Leaker had colluded directly with the Times.

Rising magnificently above the bar-room abuse of Mr Joe Ashton, he thundered: "Ignorance cannot be pleaded."

"The source must know the rules. If our proceedings are disclosed like this, it will destroy trust and confidence between MPs."

It exists?

Members looked baffled.

"It will be impossible to receive confidential evidence," which is undeniable.

Sir Anthony, however, now proved to have a crucial disadvantage as a prosecutor: he does not know the lower sort of MP, or the newspapers they talk to.

Representing the horsier parts of West Gloucestershire, his social level is junior Royalty.

He was thus quite unprepared for the sensation which now came from — yes, you guessed it — Mr Tam Dalyell.

THE TIMES, he disclosed, was, as usual, "a bit late" with the story. By Monday it was, in fact, stale. It was—shock, horror—on the front of the SCOTSMAN on Saturday.

Mr Dalyell's research now left the rails, for he asserted next that the Leaker was most probably resident at 10 Downing Street, SW1. Sir Anthony said he did not read the SCOTSMAN.

At this, MPs gazed en masse at the Press gallery, and at the generally smiling James Naughtie, political correspondent of the SCOTSMAN and, late-night TV rambler, whose lunar discourses are often picked up by TV-am on opening at 6 a.m.

Mr Naughtie is a Scot, and, in theory, a man of few words, which will give the Committee of Privileges a lead when it opens its inquiry shortly.

Mr Naughtie would not give away his MP. Even the Police Bill now had put a journalist's files beyond reach. No public interest would be served. MPs would go on leaking.

But some members, including both Mr John Silkin and the Leader of the House, Mr John Biffen, were unwilling to throw away the confidentiality of the Commons so lightly: 159 MPs agreed with them, against 48.

D, Telegraph 22/4/83

FALKLAND £ CUT

By GRAHAM PATERSON

WIVES of Servicemen in the Falklands are receiving only £7.83 from British banks in exchange for Falkland £10 notes which their husbands save from their local spending money, says Mr Gerrard Neale, Conservative M P for North Cornwall.

He has written to Mr Heseltine, Defence Secretary, saying that Servicemen are unaware of the considerable sums that will be deducted by banks to exchange the money. One Falklands pound is worth one pound sterling.

He said yesterday: "The wives and families are being short-changed because the only place Falklands currency can be exchanged for British money is in Port Stanley.

One of his constituents, Mrs Margaret Phillips, of Newquay, whose husband is a senior air-craftman, was sent £10 by her husband in the local currency.

Her local Barclays Bank deducted £1.67 because of the difficulty in exchanging the note in Port Stanley plus a 50 pence handling charge.

ARGENTINE SHIP WILL TURN BACK IF CHALLENGED

By TONY ALLEN-MILLS in Buenos Aires

A SHIP earmarked to carry relatives of Argentine war dead to the Falklands is to turn back if challenged by British forces.

"The British have banned this voyage, so we can assume they won't greet us with hot chocolate," said Señor Osvaldo Destefanis, self-appointed head of the ultra-patriotic Centre for Volunteers for the Fatherland.

NAVY GETS 'STOP' ORDERS

By DAVID ADAMSON
Diplomatic Correspondent

THE Government has avoided being specific, but it is clear the Navy has been ordered to stop the Lago Lacar if she enters the 150-mile protection zone around the Falklands.

Why Britain has applied such strict conditions to a trip that would probably have had a very minor propaganda impact is still by no means clear.

One possible reason is that the Government hopes that the Argentines will eventually agree to their dead being returned for burial in Argentina.

However, Mrs Thatcher emphasised in the Commons yesterday that relatives of the Argentine dead could visit graves in the Falklands provided they complied with British stipulations.

These include travelling in a non-Argentine ship unaccompanied by journalists and completing the trip ashore in the space of one day. The party would be accommodated in the ship.

Argentine merchant ships are permitted to enter the protection zone, but only with permission of the British authorities. In recent months fishing vessels have been turned away.

As he inspected the 8,486-ton Argentine vessel Lago Lacar, which he plans to take to the Falklands on April 30, he said to me: "You can see this is a small cargo boat."

"So what else can we do if a ship of war intercepts us? We will turn back, and Britain will have to face the consequences."

Red Cross accused

Señor Destefanis accused the International Red Cross of "bias" in negotiations. That broke down over Britain's insistence that the vessel be non-Argentine and that the Press be excluded.

"We asked the Red Cross to supply us with a non-Argentine boat, and they declined," he said. "We are perfectly prepared to travel under their flag, but they have withdrawn."

The 500ft long Lago Lacar is still in dry-dock. A comprehensive refit is to finish within a few days.

Señor Destefanis says his party of 50 is to comprise 38 women, all widows or mothers of soldiers buried in the Falklands, and 12 male relatives, nine of them fathers. A priest, a doctor, and six journalists will also be sailing.

Banking error puts Brazil rescue back to square one

Peter Rodgers on continuing troubles of Latin America

An elementary financial mistake by the Brazilian authorities, the International Monetary Fund, and the Bank for International Settlements is now seen by bankers as one of the main reasons why the Brazilian rescue is back in the melting pot.

Combined with a failure of some of the banks to keep their promises to lend more to Brazil and a trade performance well below the estimates made at the time of the bail out, this has meant that the country has almost run out of foreign exchange again, eight weeks after the deal was signed.

Because difficulties have emerged so quickly, a full-scale collapse of the Brazilian rescue would cast a shadow over all the efforts to prop up the finances of Latin America.

But far from panicking, most bankers are suspending judgment for a few weeks until more details emerge of Brazil's current trade performance and until pressure has been brought on recalcitrant banks to live up to their promises.

The mistake, say banks, was to ignore the timing of payments for exports and imports. In effect, the IMF accepted estimates for Brazil's economic performance on an annual accounting basis for the whole of 1983, without looking adequately at the country's cash flow month-by-month.

This critical analysis contains a lot of hindsight, but was expressed strongly earlier this week by a senior bank representative at a meeting in London where Brazilian economists explained how they saw the new financial problem. He said: "While they are

exporting they aren't always generating cash because there are some lags. This was missed by the IMF and the BIS in structuring the repayment of the BIS bridging loan. It should have been carried over to 1984 to give a lot more liquidity."

The idea was to provide short-term cash last December to tide Brazil over for a few months while new long-term loans and rescheduling were negotiated.

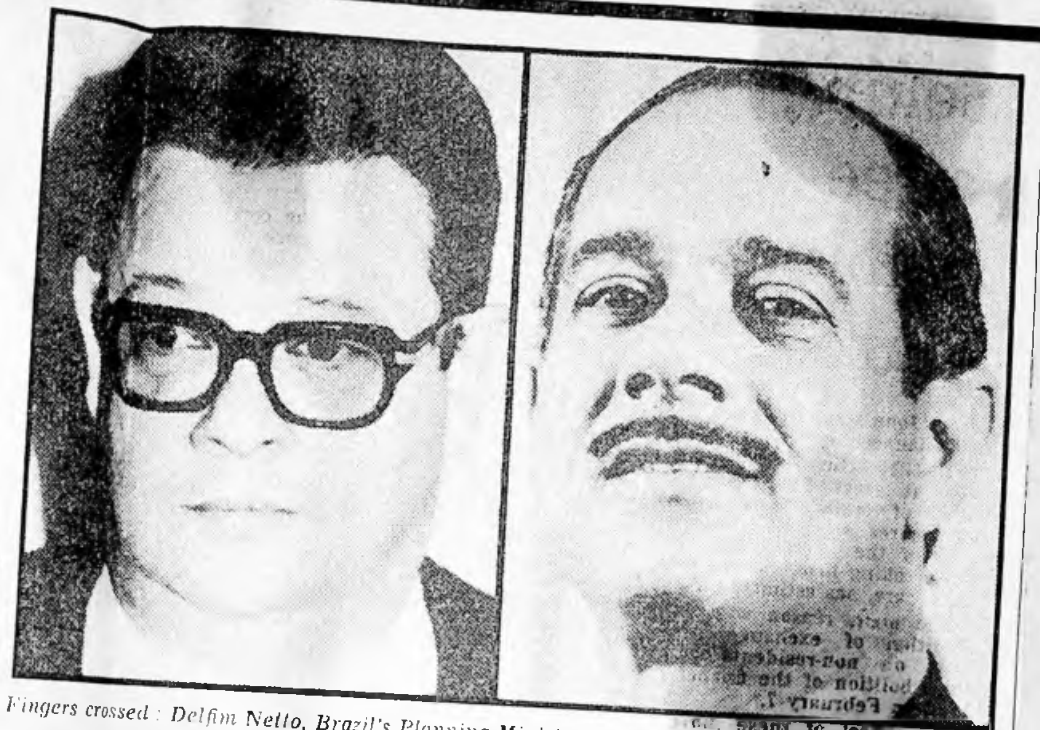
Commercial banks also made a similar loan, but unlike the BIS they have had to grant a substantial extension, stretching repayments of half the \$2.3 billion in staged amounts over the rest of the year, because of the shortage of dollars in Brazil.

The cash flow problem, explains another banker involved with Brazil, is that payments are still being made for imports towards the end of last year, before the latest attempts to cut them back with a hefty devaluation.

There are also delays in payment for exports, so if promises to raise these are honoured, the effects would also take some time to come through in cash in the till. As reported on Monday, Brazil is having to grant up to 150 days' finance for exports.

Coupled with a seasonal strength of exports in the second half of the year, a huge cash gap was bound to open up between the signing of the rescue deal and July, according to this analysis. Instead of \$4.4 billion in new loans, Brazil probably needed \$6 billion in the first half of the year.

The table summarises estimates presented by Brazilian economists to banks in London earlier this week. It in-



Fingers crossed: Delfim Netto, Brazil's Planning Minister, and Ernane Galvao, Brazil's Finance Minister.

cludes two views of how the \$6 billion trade surplus promised to the IMF can be achieved, with the conservative estimate relying on both lower exports and imports.

The banks spent five hours going through the detailed breakdown of these figures with the economists, and afterwards seemed satisfied with the quality of the work that the Brazilians had done.

A fundamental problem is that Brazil is a long way short of its promised \$6 billion trade surplus, judging by the first quarter performance of a surplus of just over \$800 million, of which \$514 million was in March (and that was only so high

because of the running down of oil stocks).

If the April trade figures, due out next month, fail to confirm the March recovery, then technical explanations of Brazil's problems will not be enough.

In the meantime, banks are relying on two other ways of raising cash for Brazil. Firstly, credits agreed in February to finance exports have not all been taken up, and negotiations are under way to increase these by up to \$1.3 billion.

This is a way of shortening the period between selling exports and getting the cash.

Secondly, central banks and leading commercial

banks, which set up the original deal, are leaning on medium and small banks to raise their short-term credits to Brazilian banks by \$1.5 billion, to \$7.5 billion, which was the level agreed in February.

With the US Congress poised to legislate to limit banks' foreign lending, the chances of the smaller American banks agreeing are slim. But France, Spain, Italy, West Germany and Switzerland are also failing to meet targets for short-term loans.

British banks are among the few which have kept to the target, and a banker at Monday's meeting said that the Bank of England had been "absolutely formidable" in encouraging this.

So either the big banks pick up the tab or Brazil will need completely new loans to get through the next few months. It is already a fortnight behind on debt payments, a matter of \$700 million and rising.

Banks meet again early next month, probably in New York, to assess progress in raising the short-term loans back to \$7.5 billion.

But it is highly embarrassing to prop up the world's biggest debtor with what amounts to an overdraft withdrawable at a day's notice.

The big banks may be faced sooner than they expect with a need to enlarge the whole rescue deal. With luck it will be a revision rather than a full-blooded second rescue operation.

BRAZILIAN EXPORTS AND IMPORTS

(values in millions of dollars)

Exports	1982	1983	1983*
Primary products (total)	9,984	11,033	10,492
Coffee (including instant coffee)	2,200	2,386	2,386
Soya	2,093	2,755	2,600
Cocoa	465	600	600
Sugar	570	630	550
Orange Juice	530	530	530
Meat	806	970	900
Iron and other ores	2,002	1,850	1,712
Crude oil and fuels	1,364	1,314	1,214
Manufactured products (total)	6,319	7,538	7,206
Other primary and manufactured products	3,897	4,416	4,302
Overall total	20,200	22,987	22,000
Imports			
Crude oil	9,568	7,800	7,600
Wheat	730	500	500
Foodstuffs (ex-wheat)	958	500	500
Raw materials	4,300	3,200	3,040
Machinery, equipment, parts and components	3,830	3,850	3,510
Reserve	1,150	850	
Total	19,386	17,000	16,000

*Conservative assumption

D. Express 22/4/83

FRIDAY 23 APRIL
DAILY EXPRESS

Turn back ship of grief

By JOHN WARDEN
Political Editor

THE CABINET yesterday ordered the Navy to keep Argentine "propaganda pilgrims" away from the Falklands.

Tension is rising after the breakdown of negotiations with the Red Cross for widows and other relatives to visit the Argentine war grave at Darwin.

Buenos Aires has threatened that the visit will go ahead regardless.

Secret orders to deal with any confrontation were approved on the advice of the Defence Chiefs.

The Navy has drawn up plans to stop any ship carrying Argentine relatives within the 150-mile exclusion zone round the islands which is still in force as Argentina has not renounced hostilities.

The Cabinet was told that the real intention behind the Argentine visit, which would have included journalists, is a propaganda attempt to denigrate Britain.

That was why the International Red Cross pulled out, because its neutrality would have been compromised.

Accepted

Yesterday the secretary of the British Council of Churches, Dr Philip Morgan, said Argentinian Church leaders accepted the visit could not be made "for political capital."

Dr Morgan, who met the churchmen in Uruguay earlier this month, said everyone hoped the pilgrimage could be made later with arrangements being made through the International Red Cross.

The pilgrimage of British bereaved to the islands has changed the life of Mrs Anne Green whose Welsh Guardsman son Paul, 21, died there.

Now divorcee Mrs Green, 40, plans to leave her home in Rhyl and settle in the islands with three of her children.

"I like the way of life there," she said yesterday. "I think my youngsters could have a better future there."

● The Labour Party is to press for the widows of fallen British Servicemen to be able to visit war graves anywhere in the world at public expense. Of 60,000 Second World War widows it is estimated 20,000 might still want to make such visits.

TV 24, 25 - Weather 2

Evesham Journal APRIL 22 1983

Telephone Classifieds — EVESHAM 45955/6/7

Son's death in Falklands a waste — parents

Mr Raymond Stuart and his wife, Janet, of Oak Lane, Bredon, returned from their pilgrimage to the Falklands this week feeling that their son's death had been a waste.

Matthew Stuart, a missile operator on HMS Argonaut, was killed on his 18th birthday when the ship was attacked by enemy aircraft in San Carlos Bay.

"It was a marvellous trip. The planning, the dignity, the respect to us all was phenomenal," Mrs Stuart told the Journal. "And the memorial services were sad, obviously, but very touching and beautiful.

"But we feel bitter that Matthew's death was a waste. His death, and that of all the others, is not it seems, appreciated by the islanders.

"They do not appear to appreciate the freedom they have been given, and for

which the men died. Are they going to use that freedom to advantage? We feel they are not."

Mrs Stuart describes Port Stanley as "a tip," full of bones and tin cans and pot-holes, about which the islanders were doing nothing.

"They don't want to get off their backsides to do anything about it," she said. "I don't think it was worth the lives of all those who died out there."

Mrs Stuart said that they went to lunch with one family but the husband did not even bother to meet them, and left his elderly wife to look after them.

But, she went on, San Carlos Bay, where her son died, was a very beautiful place.

"We are glad we went," she said. "We went to honour our son and all those others who died, and we did that. There was so much dignity about it."

Mrs Stuart spoke of a very strange incident,

which moved her very deeply, when wreaths in memory of her son and a friend were cast on the waters of the bay.

"As the wreaths were in the water," she said, "Something made me look up, and I saw two, just two, sea ducks overhead. As they passed over the wreaths, they flew very slowly, wing tip to wing tip. I had a very strange feeling, but a peaceful one."

She said the trip was a wonderful experience that they would remember for the rest of their lives, and they only regretted that they had come back feeling as they did.

But Mr and Mrs Stuart, who were accompanied by their daughter, Alison, 17 and son, Douglas, 12, would like to go back to the Falklands again.

A family organisation has been set up so that families can make further pilgrimages to the islands.

F V C

CL W U S

C



Mr Raymond Stuart, with his wife Janet and daughter Alison, look at the diary the family compiled while on their Falklands pilgrimage.

Times use of leaked Falklands report to go before Privileges Committee

The all-party Committee of Privileges will investigate a complaint against the Times newspaper over a leaked report on British policy in the Falklands.

By 159 votes to 48, a majority of 111, MPs voted yesterday to refer the matter to the senior Commons committee— which, if a breach is proved, could order offenders to appear for a rebuke from the Speaker, or even be sent to prison.

Sir Anthony Kershaw, the chairman of the Commons Foreign Affairs Select Committee requesting the probe, told MPs that the main front-page report in the Times on April 18 had clearly been based on a copy of the draft report of his committee's investigation into Britain's future policy options for the Falklands.

The report had been circulated only to MPs and staff of the committee and its cover stated explicitly that publication of its contents was a prima facie breach of privilege.

Several Labour MPs warned against sending the complaint over the report to the Privileges Committee. Mr Jeff Rooker (Lab., Birmingham, Perry Barr) said that he regretted making a similar complaint against a reporter from the Economist in 1975 and did not think the House should make the same mistake again.

However, the Shadow Leader of the House, Mr John Silkin, a member of the Privileges Committee, supported Sir Anthony. Parliament has to conduct its operations without fear and without favour and those involved in the leak were aware of the consequences.

The committee, which consists of senior members of the Commons including

Sir Michael Atkinson, Attorney-General, Sir David Steel, Liberal Party, Mr David Steel, Labour, and the leader of the Commons, Mr Kenneth Robinson, Conservative, has considerable powers. MPs can call offenders to the bar of the House to be rebuked and one MP reminded the Commons yesterday that in the past it had sent an editor to prison.

The Times report, headlined "Thatcher to be told Fortresses Falklands policy is untenable," said that the committee had concluded that, though necessary in the short-run, the Fortress Falklands policy could not provide a long-term solution and future talks with Argentina would have to take place.

Sir Anthony said the byline of the report — under the byline of political reporter Mr Philip Webster — was "an accurate summary" of the draft report. "There was no doubt the document was 'leaked'."

He urged its consideration by the Privileges Committee because it dealt with "a matter of major political controversy" — and both Mr Webster, as an experienced lobby journalist, and his source of information "knew the rules."

Sir Anthony said: "Circulation of the draft as a prelude to disclosure of the draft report has been regarded as a prima facie breach of privilege. If the private deliberations of our committees are to be revealed in this way it will destroy the trust and confidence between members who work together on these committees. It will make it impossible for these committees to receive evidence either confidentially or in public and will generally diminish the value of the work of the select committees. On

these grounds, I hope the House will agree the matter needs further consideration."



Sir Anthony Kershaw: 'Prima facie breach of privilege'

Mr Rooker said he opposed the motion because, in 1975, he was responsible for raising a complaint against the Economist which had reported a draft report of a select committee. At the conclusion of the proceedings of that inquiry, Mr Rooker said he "repented" and regretted having raised the complaint in the first place.

He repeated he regretted sending journalists before a committee of privileges when another case arose concerning the Guardian and the Daily Mail about a report of the Select Committee on race relations. "What purpose will be served?" The journalist in question if he is worthy of his trade will not divulge his source.

Mr Tam Dalyell (Lab., West Lothian) supported him — and pointed out that the same report had, actually, appeared two days earlier in the Scotsman newspaper. "We are in danger of shooting the wrong fox," he said — and prompted Sir Anthony to admit that he had not seen the Scotsman story.

Mr Christopher Price (Lab., Lewisham W) said: "I deplore totally the leaks that take place from select committees, but the only solution to this problem is a proper relationship within the select committee. The proper way to sort it out is within the select committee. To send it now to the Committee of Privileges is a supreme example of trying to shut the stable door after the horse has bolted."

Sir Peter Emery (C. Honiton) warned that the work of the select committees would become untenable if their draft reports were disclosed prematurely. "I would hope that the Select Committee would see every member of the committee and staff to try and discern which of them were so lax with documentation that it was able to get into the hands of a journalist."

Mr Alex Lyon (Lab., York) said: "We do have substantial powers. We could do something about the press. There was an occasion when we did send an editor of a paper to prison. We have that power but we would be absurd to use it unless it was absolutely clear it would be in the public interest but it would not be in the public interest to send this to the Committee of Privileges. But Mr Silkin said the issue was "the right of Parliament to conduct its operations without fear and without favour."

Brushing off shouts from Mr Dennis Skinner (Lab., Bolton) that the Privileges Committee—to which Mr Silkin belongs—was "a committee of parliamentary snobs," Mr Silkin said that both the givers and the takers of the information in the Times knew what the procedure rules were.

Thatcher faces war

By Patrick Keatley,
Diplomatic Correspondent,
and Jeremy Morgan
in Buenos Aires

Mrs Thatcher and Cabinet colleagues are braced for a showdown in Falkland waters in the first week of May between patrol vessels of the Royal Navy and the Argentine passenger vessel *Lago Lacar*, carrying just over 100 relatives of soldiers killed in last summer's fighting.

Last night, the Foreign Office and the Ministry of Defence were under instructions not to issue anything smacking of an ultimatum or warning. To do so at this stage, in the opinion of the Prime Minister, would be to hand a propaganda advantage on a plate to Argentina.

But unless Mr Osvaldo Destefanis and his Fatherland Volunteers Association can meet the conditions laid down by Britain and the International Red Cross in Geneva, their chartered ship will be turned back at the perimeter line of the 150-mile Exclusion Zone and refused entry to Falkland Sound. Their stated destination is the port of Darwin, where members of the FVA want to visit the British military cemetery, where 221 Argentine soldiers lie buried.

Mr Destefanis said yesterday that they would sail from Buenos Aires on April 30 but would turn back if stopped by the Navy. "We are a civilian



graves showdown

bringing in the International Red Cross. One last condition: laid down by Whitehall is that the Red Cross must inspect the vessel before it sails from the River Plate on its 400-mile journey, which is expected to last a week. This is to ensure that it does not carry Argentine flags which could be erected at the cemetery.

Other conditions are that the Red Cross should check the names of the passengers and ensure that they are as claimed, close relatives of the war dead; that press and broadcasting teams should be banned; that Red Cross officials should be 60, hold and that, at Darwin, they would escort the Argentinians for a visit in daylight to the cemetery.

At the FO last night an official said: "Any visit not supervised by the International Red Cross will be unauthorised, with all that this entails."

Mr Destefanis said in Buenos Aires last night that British forces prevent us from raising this humanitarian journey it will demonstrate to the world the fallacy of so-called English humanitarianism.

He said the Red Cross decision not to help the plan reflected "open bias" and "violated the most basic principle the Red Cross stands for, neutrality."

again and re-open discussions with the Swiss Red Cross officials who have been in Buenos Aires for the past three weeks. The motives of the FVA and islands are part of their national territory and they do not propose, therefore, to apply to any foreign power for permission to enter its territorial waters or to go ashore at Darwin.

Its members refuse to deal directly with Britain—by con-

There is nothing against it — indeed we would be prepared to facilitate a totally humanitarian visit to the graves of Argentinians," she said.

The Foreign Secretary, Mr Pym, shares her view that in the week which remains before the scheduled sailing date of the *Lago Lacar*, Britain should invite the grieving relatives of Argentine war dead to think

ship. We will turn back if inter-

Mrs Thatcher, who had earlier gained the full backing of the Cabinet for this strategy, made it clear in the Commons at question time that the door is still open for a visit by the FVA or any other group of Argentine relatives, providing it is genuinely a humanitarian mission and not a propaganda exercise.

'Guardian'
22/4/83

'Guardian' 22/4/83

Argentina to cut deficit

Argentina agreed to reduce sharply its balance of payments deficit to qualify for a \$1.65 billion standby loan from the International Monetary Fund, a central bank memorandum has revealed.

Under the agreement approved by the IMF in January but only just made public, Argentina is to keep its 1983 balance of payments deficit to a maximum of \$500 million. Central bank figures show the deficit was \$4.9 billion in 1982.

The memorandum, dated January 7, said borrowing requirements for the non-financial public sector will not exceed 559,000 billion pesos (\$8.15 billion) in the 15 months ending in March, 1984. It gave no comparative figures.

The document was issued as an IMF mission arrived in Buenos Aires to study Argentina's compliance with the programme.

Banking sources said an \$800 million first instalment of the loan was handed over in late January and the mission was likely to recommend the release of a further \$400 million to help Argentina service its \$38.7 billion foreign debt.

The government expects real gross domestic product to grow 5 per cent this year after a 5.7 per cent decline in 1982. Real wages will also rise by 6 per cent this year, it added.

'Church Times' 22/4/83

Visit to the Falklands?

SIR, — Unlike your correspondent, the Rev. D. L. Scott, I am heartily glad that Bishop Sheppard will not be visiting the Falkland Islands.

Mrs. Thatcher's "courage" is undoubted; so is her political acumen. But it is not part of "going the extra mile," as I understand it, to add to this particular mileage. She has squeezed what political advantage she can out of the Falklands Affair, and it is not the Church's job to help her squeeze any more.

Our role must be one of bringing the two sides in the dispute together at the earliest opportunity. "Fortress Falklands" is, and must increasingly become, a political, economic and strategic nonsense. We must help the new province in South America, after its inauguration next week, to play its full part in that vital work of reconciliation.

Visits to the Falklands by an Archbishop's representative would severely hamper that process. Initiatives from Lambeth and, we sincerely hope, from Buenos Aires and its new Pre-

siding Bishop, David Leake, might greatly assist.

GRAHAM DOWELL,
Hampstead Parish Church,
Church Row, N.W.3.

★

SIR.—Mr. Scott's letter was a spoof, wasn't it? The only two adjectives missing from his eulogy of Mrs. Thatcher's visit to the Falklands were "vote-catching" and "expensive" (£250,000?).

But to suggest that the Bishop of Liverpool could include the Falklands "in his itinerary" when visiting Argentina betrays a poor understanding of the legacy of the war—for, to get there, he would have to return to Britain first. Unless, of course, he asks to accompany the Argentinians who want to visit the graves of their war dead.

(Rev.) STEVE PARISH,
110, Spring Bank Road,
Chell Heath,
Stoke-on-Trent.

Talk but no visa for Dr. Morgan

ALTHOUGH he was barred from entering Argentina, Dr. Philip Morgan, General Secretary of the British Council of Churches, has had two days of "very fruitful" talks with Argentine Church leaders, sources close to him said this week.

As Dr. Morgan could not go to them, representatives from the Council of Churches in Buenos Aires went to see him in Montevideo, Uruguay. And Dr. Morgan was hoping to see more Church representatives at Rio de Janeiro, Brazil, where he went last Friday, intending to stay there until he began his journey home on Tuesday night.

'Worthwhile' trip

But, at the BCC headquarters in London, Mr. Martin Conway, Divisional Secretary for Ecumenical Affairs, said that Dr. Morgan had telephoned the office with the request, "Don't try to interpret anything that has happened."

Mr. Conway could therefore say nothing until yesterday, Thursday, when Dr. Morgan was due to hold a press conference in London about his South American journey.

Dr. Morgan left Britain two weeks ago without an entry visa, though it is understood that his application had been sanctioned by the Argentine Religious Affairs Department two or three weeks before that. He had hoped to be able to obtain the visa when he reached Uruguay.

But he was reported to be cheerful, and it was felt that his trip had been well worthwhile.

'Construction News'

22/4/83

APRIL 21, 1983

Column SIX

Falklands airport: pressure on

THE three consortia bidding for a £100 million job to build a second Falklands airport have been put under intense pressure by the government to rush in tenders by the end of May. Originally firms thought bids would be returned in July or August in time for a construction start in the South Atlantic spring.

Firm visited the islands in March, since when political pressure has led to a significant stepping up of the tendering programme. Bidding for the job are: Costain/Tarmac, Wimpey/Taylor Woodrow, and Laing Mowlem and ARC. Work on the scheme will involve constructing a 2,500 m runway with a fuel store, aircraft shelters and hangars and a terminal.

Evening Standard

21/4/83

Argentinian relatives to defy graves ban

BUENOS AIRES, Thursday
RELATIVES of Argentinian
soldiers killed during the
Falklands conflict said to-
day that they would defy
the British Government's
ban on their planned visit
to war graves in the
islands.

"We are leaving on April
30, as planned," Osvaldo
Destefanis, head of the organ-
isation which has planned the
visit by a group of about 250
relatives, said.

The Foreign Office
announced the ban on the
trip after the Red Cross said
it was withdrawing its sup-
port for the mission.

It declined to help the
Argentinian families on the
grounds that doing so would
violate Red Cross neutrality.

"The Red Cross stopped

being neutral a long time ago,"
Mr Destefanis said. "We have
exactly the same rights to
travel to the islands as British
relatives do."

Nearly 600 relatives of
British servicemen killed in
the 10-week conflict last year
paid an emotional visit to war
graves in the islands earlier
this month.

Britain's ban on the trip was
imposed after the organisers
failed to accept conditions
that the relatives should travel
in a non-Argentinian ship and
that no journalists should
accompany the group.

A spokesman for the Argen-
tinian foreign ministry
declined to comment on the
decision, but diplomatic
sources said the government
regarded the ban as a show
of ill-will by Britain (Reuter).

The Times 21/4/83



Hermes brings Falklands squalls to the Hudson

TIMES 21/4
The aircraft carrier Hermes, the flagship of the Falklands task force, sailing up the Hudson River under the Verrazano Narrows Bridge.

It might have been the South Atlantic, so foul was the weather when the ship slowly entered New York for six days of pleasantries as part of the "Britain Salutes New York" festival, Christopher Thomas writes.

In driving snow, one of the worst storms New York has had for the time of year, the anti-submarine carrier was towed into position after a slow two-week journey from Portsmouth. In

between exercises the 1,800 crew members had been sunbathing but that abruptly ended two days out of New York, when the weather turned vile.

Shortly after dawn a small army of New York-based journalists and cameramen was winched on board and taken to the mess room to meet Rear-Admiral Dere Reffell, the Flag Officer for the Third Flotilla and a former commander of the Hermes.

American journalists were intensely curious about how the Hermes got away without a scratch in the war. Admiral Reffell explained that the

missiles that hit the Atlantic Conveyor had been aimed at the Hermes but were deflected, unfortunately hitting the Atlantic Conveyor. "It was more fundamental to the success of the operation that the Hermes should survive," he said.

Hermes sounded a 21-gun salute as she passed the military base at Fort Hamilton, New York, and received a similar reply. She will do the same today for the Queen's Birthday if the authorities give approval, but there is concern that the noise might break windows of buildings near by.

The Times

21/4/83

Times man gets death threat in Argentina

Andrew Thompson, *The Times* correspondent in Buenos Aires, has been threatened with death by the Argentine Anti-Communist Alliance if Britain blocks a sea voyage on April 30 to the Falkland Islands by relations of Argentine war dead.

Mr Thompson, aged 29, a freelance, was the only individual singled out in the telephoned threat which he reported to the Argentine Foreign Ministry yesterday after experts advised that the incident be taken seriously.

TIMES 21/4

Falklands fallen

THERE is room for all sorts of embarrassment, misunderstanding, hypocrisy and downright propaganda over the government's reluctant decision yesterday not to allow Argentinian relatives of the dead in the Falklands to visit the islands. So it is all the more important that the facts should be plainly known.

Simple humanity dictated that, if at all possible, the visit should be allowed and, indeed, assisted, just as the British families were encouraged to go recently. What it did not dictate was that the occasion would be turned into a publicity stunt for Argentina.

That is precisely what the Foreign Office—and, significantly, the Red Cross as well—feared was going to happen.

The concern which the Foreign Office and the Red Cross share is that the organisers of the trip insisted on using an Argentinian ship, and on including a full contingent of reporters and cameramen. A visit by the bereaved is one matter: a media circus under the Argentinian flag is very much another.

The Red Cross has now said it will not assist the visit for the time being because the arrangements demanded by the organisers are "contrary to the principle of neutrality." The President of the Argentinian organisation, Senor Osvaldo Destefanis, says his ship will sail anyway, and that any attempt by Britain to try to stop it "will demonstrate to the world the fallacy of so-called English humanitarianism."

That is a revealing statement; but again the facts speak louder than the words. Britain repeatedly offered to return the Argentinian fallen, an offer spurned by the government in Buenos Aires.

If the mourners, who lost sons, husbands, fathers in last year's war, want to go to the islands on a neutral ship without fanfares to pay their tribute, the door, will of course, be open. The families, it is safe to guess, will not care under which flag they sail or whether there are cameras clicking. Their sad task is more important than that.

'Evening Standard' 21/4/83

Evening Standard 21/4/83

Faint-hearted and the Falklands

YOUR leader repeats all the soft sweet talk about the Falklands . . . lease-back, joint government, the prohibitive cost of winning freedom and, dare I say, honour. Just the sort of talk that gives Argentina hope. Yet the Falklands are no more her offshore islands than Singapore or Bermuda belong to their adjacent landmasses. Max Hastings in your columns made the excellent point that the services have to exist and train somewhere and so why not the Falklands in release training grounds in U.K.? Once the urgency is taken out of supply and reinforcement, more equipment can go by sea. The costs are exaggerated.

In spite of the baleful voices counting the cost in lives and money, the British people clearly showed their determination to honour their commitment. It was the Prime Minister who sensed the true feelings of the nation — far more than a faint-hearted section of MPs and the Press. — David Baird, Primrose Mansions, Prince of Wales Drive, Battersea.

Daily Mail 21/4/83

War time

AN exhibition of mementos from the Falklands war opens at the Imperial War Museum in London on Monday. Captured Argentine equipment and clothing are among the exhibits.

Daily Mail
21/4

Imperial War Museum
Lambeth Road
London SE 1

Argentine war graves trip banned

THE Government last night ruled out a proposed visit to the Falklands by relatives of Argentine servicemen killed there.

The relatives are insisting on going in an Argentine ship with journalists aboard. That breaks two of the conditions Britain laid down for the visit.

But last night, the Argentines' leader, Osvaldo Destefanis, was insisting: 'We're still going.'

The International Red Cross, acting as intermediaries, had earlier failed to reach agreement with Destefanis in Geneva and refused to help plan the trip.

Daily Mail 21/4

← see over

'Norland' are offering
Falklands food.

'Times' 21/4/83



THE TIMES DIARY

General alert

The Times has set Buenos Aires by the ears. Yesterday's Argentine papers were dominated by front-page splash reports of our smuggled advice column contributed by General Leopoldo Galtieri, in which the imprisoned Argentine claimed that his country was holding Shergar and willing to swap the Derby winner for the Malvinas. For those of you who missed the serious import of this *Times* exclusive, let me remind you that it was in Tuesday's *Moreover* column, penned by the house humorist, Miles Kington. It was forwarded to the Argentine papers, who take most things deadly seriously, by an Italian news agency.

'Times' 20/4/83

Argentine 'atrocities' exposed

From Andrew Thompson
Buenos Aires

The Centre for Legal and Social Studies, one of Argentina's human rights groups, has published a list of 47 secret detention centres used by the security services during the so-called "dirty war" against left-wing guerrillas in the second half of the 1970's. Up to 700 people are said to remain "disappeared".

The centre said testimonies by prisoners held in detention, which are to be placed before the courts, "form a dramatic testimony of the maltreatment, torture, and subhuman conditions to which thousands of Argentines were submitted during these long years. There was no difference in treatment for pregnant woman, adolescents, old people, the blind and the handicapped."

The documents have been released at a time when the military junta is preparing new decrees effectively to block attempts to bring members of the security forces before civilian courts for alleged crimes during the dirty war.

A number of personal testimonies are also included

April 18 1983

Falklands future

THE Falklands Families flew in yesterday, determined to return one day to the Islands where their fathers, husbands and sons died. They will not forget and neither will we. But it would be a poor memorial to see the Islands forever a garrison under perpetual threat of invasion.

Mrs Thatcher, as it happens, is about to receive a double message warning of precisely that danger. Two of the more hard-headed Commons Committees, on Foreign Affairs and on Defence, have been looking at the future of the Islands and are due to report next month. The Foreign Affairs Committee (with a Tory majority) has concluded, after an investigation which included visits to the UN and the South Atlantic, that a permanent Fortress Falklands is just not on. The Defence Committee is said to be alarmed at the multi-billion cost even over the next few years. The Defence Ministry's own figures say it will be nearly £2 billion between now and 1985. And we all know what happens to MoD estimates.

We hope Ministers will stop and think, even though the decision seems to have been made before going ahead with building a complete new international airport. After the original Shackleton proposal to extend the existing runway was shelved for so many years, this smacks of overkill. With the need to ferry in the labour force equipment, it will be hugely expensive. And there are question marks over whether, once built, it will even lead to a substantial cut in the number of servicemen stationed there.

The real, if more difficult, need is for a diplomatic rebuilding. With a menacing Argentina still just over the horizon, Fortress Falklands has to be right for now, and right, barring miracles, for some years yet. But before too long the government should start searching, whether through the UN, or Washington, or South American friends, for a way forward from the ramparts.

There are possibilities, such as leaseback, joint government, or a wider international settlement linked to the Antarctic. The alternative is an endless drain on money and manpower and, possibly, lives; and for the Islanders, a life of siege, outnumbered by their own guards. That is no solution.

'Richmond and Twickenham Times'

Friday 15 April '83

Running in the marathon

SUNDAY sees 18,000 runners attempting to cover a combined distance of nearly half a million miles in the third Gillette London Marathon.

Once again the race everybody wants to run in has attracted a host of celebrities from the world of sport, showbiz and politics.

On the grid at Greenwich will be England soccer manager Bobby Robson, Arsenal supremos Terry Neil and Don Howe, rugby players JPR Williams, Ian McLaughlan and Marcus Rose, boxers Alan Minter and John Conteh, and national rowing coach Dqn Topolski.

But Richmond can boast the only runner representing the Falkland Isles!

Mike Summers, born and raised in the Falklands but now living in Alexandra Road, Richmond, believes he is the first person ever to represent the Falkland Islands in an athletic event. "I started running round as a boy in my wellies," Mike told the Times this week. Adding: "If you wanted to go somewhere in the Falklands you had to walk or run. I would think nothing of walking 15 or 20 miles when I lived on a farm."

Other local contestants include Rosslyn Park rugby hooker Phil Keith-Roach, Richmond council assistant housing manager, Ian Williams, Cabbage Patch landlord Frank Dupree and Twickenham draughtsman Gary Jardine.



Mike Summers

'Financial Times' 19/4/83

Reports will add fuel to Falklands debate

BY OUR POLITICAL EDITOR

THE PUBLIC debate about the future of the Falkland Islands is likely to intensify following the publication towards the end of next month of reports by two all-party select committees of the Commons.

The defence committee is looking at the military aspects, particularly at the cost of the defence of the islands, while the foreign affairs committee has been examining the future diplomatic position of the Falklands. Both committees have visited the islands this year.

Neither report has been finalised, though the signs are that they will both raise questions about the cost and long-term implications of the "Fortress Falklands" policy, which the government would no doubt prefer to leave unasked.

The defence committee has been hearing evidence in private about the cost of keeping the garrison on the islands and of building a new airfield. There has been a feeling that some of the figures may have been underestimated, so that the main impact of the report

may be by highlighting, and specifying in detail, the cost of preserving the garrison on the islands.

A number of suggestions are also expected to be made about the conditions and equipment of the troops on the islands.

The foreign affairs committee has been taking evidence which raises questions about the long-term viability of the Falklands in their current position and which focuses on the differing views of the islanders.

There is apparently general agreement among members that there is no alternative to the policy of "Fortress Falklands" in the short term, especially since Argentina has declined to announce an end to hostilities. However, several members, including one or two Tories, believe that the Government should not turn its back on longer term talks with Argentina about the islands.

Falkland Islanders have received £2.24m in war damage compensation. Mr Jerry Wigg, Defence Under Secretary, said in a Commons written reply yesterday.

D. Telegraph 19/4/83

**'BRING BACK MY
DEAD SON' PLEA
BY ARGENTINE**

By Our Staff Correspondent
in Buenos Aires

The father of an Argentine soldier killed in the Falklands yesterday urged the military junta to negotiate with Britain over the return of bodies of war dead buried in the islands.

Señor Jose Gurrieri, whose son Pedro was killed in Port Stanley on May 25, said the generals who "had the courage" to send his son to the islands should now "fulfil their obligations" and bring back his body.

He said he could not think of his son lying at rest in the Falklands "because there can be no rest under an enemy flag."

D. Telegraph 18/4/83

Daily Telegraph
18/4/83

GIB'S PLEA TO SAVE DOCKYARD IS REJECTED

By TIM BROWN in Gibraltar

A PLEA from Gibraltar to save the Royal Navy dockyard repair facilities has been being closed at the end of the year Defence Heseltine, rejected by Mr Heseltine, the Secretary.

In a letter to Gibraltar's Trade Council, the Secretary is reported to have made it clear that the Government's plan, which will save some £10m a year from the Defence Budget at a cost of 1,000 jobs on the Rock will go ahead.

As the letter was being studied yesterday, Mr Joe Bossano, leader of the dock-union fight to save the plan was said the hands of "playing" and closure could Spain, the economy wreck Gibraltar.

Mr Bossano, leader of Gibraltar's Socialist of the TGWU, was a branch officer of a political row a few days ago when he organised the dockyard Task Force. For visiting Navy Task Force, the action the carrier two ships, led by getting supplies 16 invincible, from getting water.

Mr Bossano, 43, said yesterday: "Our campaign will continue. Mr Heseltine and I believe not totally negative, and I believe it is vital for Gibraltar's economy to keep the dockyard open."

"It is vital for Gibraltar's economy to keep the dockyard open. The Navy has lost facilities for 1,000 workers losing the effect of jobs in a place the size of Gibraltar."

"Gibraltar is the petrol pump and the general store for the Falklands," said Mr Bossano referring to the huge oil supplies stored in tanks deep inside the Rock. "We are Falklands miles closer to the dockyard than any other facilities and supplies."

"The dockyard here costs about £10 million a year. The cost of protecting that amount for must be about not asking for month. We're not thinking of going to the Russians."

"We know we've got to stand on our own feet, but I am only convinced that but also to Britain to Gibraltar the dockyard here fully to keep," he said.

Under current plans to keep open, the Ministry of Defence intends to keep 10 permanent berths in the dock for repair facilities will be taken over for commercial use.

Spring exercises

The fear in Gibraltar is that much cheaper labour costs—in the Rock dockyard workers get parity with their colleagues in Britain—in nearby Cadiz and Lisbon would be more attractive for shipping lines and that the repair facilities would become idle.

Today the Task Force, which has been dubbed in Madrid as "Britain's colonial fleet," ends its five-day visit to Gibraltar in its annual spring exercises and start annual spring exercises and the Mediterranean and the Atlantic.

The visit has sparked official protests from the Socialist government in Spain in the presence of so many ships war upset at the Falklands war colony of the Falklands Prince were used in fact that Invincible and the aboard the Invincible.

The Prince has kept a very low profile during the Gibraltar stopover. He has only been ashore twice. The reported that the Prince had not been included on any of the daily routine helicopter flights.

Return of a lady who went to war

NORTH SEA ferry boat, Norland, 13,000 tons, which narrowly survived two 500lb bombs in San Carlos Water during the Falklands' war, is due back in commercial service, on the Hull-Rotterdam route tomorrow.

One of the first ships to be requisitioned, she picked up many of the survivors from the stricken HMS Antelope. Among the troops who sailed in her, Sgt Holt of the Queen's Own Highlanders put the "stout-hearted lady" into a poem.

The 2nd Battalion Parachute Regiment now has a silver model award to its soldier of the year. In all, she steamed 65,000 miles on military service before returning home for removal of the helicopter pads, a facelift and a refit.

Before departure, Capt. Nick Tobin is to rename the ship's bar Antelope. And it is rumoured the steward is devising a Galtieri cocktail.

I want to take my daughter, says widow

Families plan return trip to Falklands



Happy to be home yesterday . . . Wendy, Patricia and Jill Dunkley, whose brother was killed in the Falklands.

By CORINNA HONAN

FALKLAND heroes' relatives arrived home yesterday after their gruelling pilgrimage determined to go back to the islands. They are forming a Falklands Families Association to organise another visit to the war graves.

Most of the 535 pilgrims who set out on the 16,000-mile trip 11 days ago felt the journey was worthwhile. Stepping back on to British soil after a 16-hour flight they talked of a new sense of understanding that the visit had lent to their grief.

Widows spoke of strangers stopping them in the streets of Port Stanley to say 'Thank you'.

One, 19-year-old Maria Rowberry, from Cardiff, whose Welsh guardsman husband Nigel died without seeing their five-month-old daughter Nigella, said: 'There are lots of people I'm going to write to. They made me feel better about everything. I would like to return with my daughter.'

Eighty per cent. of the pilgrims want to go back to the islands in five years' time.

But not all the relatives agreed.

Mr John Stuart, of Bredon, Gloucestershire, whose son Matthew died aboard the Argonaut on his 18th birthday, vowed he would never return.

He said: 'It was a shock to find out what our sons died for. Port Stanley is a rubbish dump and the islanders don't want to get off their backsides and do anything about it.'

Mr John Walker, who lives in York and lost his 20-year-old son, Andrew, on the Sir Galahad, said: 'It was a long journey for nothing I don't feel any better.'

But his wife Marjorie, 49, had drawn comfort from the experience. 'The people made us feel very welcome,' she said.

D. Mail

18/4/83

'Means test' angers war parents

ANGRY parents of men killed in the Falklands conflict are demanding to know what has happened to £14.8 million donated to the South Atlantic Fund.

They have set up a pressure group to look into the way the fund is being run.

Chairman of the group, Mr Lesley Stockwell, whose son Geoffrey died on the Coventry, said: 'We are unhappy that we have been means tested by the fund. It seems a callous and unthinking approach to the parents of sons who died.'

Mr Stockwell, a Tory councillor from Herne Bay, Kent, claims that he was asked questions about his financial circumstances by a naval welfare officer before he received a payment of £2,500—the sum paid out by the fund to all parents of unmarried Servicemen killed during the conflict.

A Ministry of Defence spokesman said last night the fund was governed by laws laid down by the Charity Commissioners.

Because the donations are being handled by the fund, beneficiaries will not have to pay tax.

Daily Mail

18/4/83

'Times'?

18/4/83

Thatcher to be told Fortress Falklands policy is untenable

18 APRIL 1983

By Philip Webster, Political Reporter

The Government is likely to be told soon by an all-party committee, in which its own supporters predominate, that its policy of Fortress Falklands, however necessary in the short term, does not offer a stable long-term future for the islands.

Although it is expected to receive full backing for its present stance of keeping a strong British garrison on the islands to defend them against a renewed attack, and of not embarking on immediate negotiations with Argentina, the Government will be advised that it should not turn its back on future talks with the Argentines to achieve a negotiated settlement.

The consensus of such a posture is believed to have emerged among Labour and Conservative members of the Commons Select Committee on Foreign Affairs after a six-month inquiry into the future of British foreign policy towards the Falklands. During the committee deliberations it visited the islands and the United Nations. The committee will begin its detailed work of considering, revising and amending the draft on Wednesday.

Rejection of the long-term efficacy of Fortress Falklands by such a powerful committee, and its apparent willingness at least to countenance a future transfer

of sovereignty is bound to embarrass the Government. The report is expected to be published next month.

Mrs Margaret Thatcher said on the day that the Franks report was published that Britain had no option but to pursue a Fortress Falklands policy. Her ministers, including Mr Cranley Onslow, the Minister of State at the Foreign Office, have since repeated this on many occasions as well as in evidence to the committee. They have carefully refrained, however, from putting any timescale on such a policy.

A report which puts much emphasis on its limitations will not be welcomed. Neither will its apparent conclusion that Britain should indicate to the UN its willingness to resume negotiations with Argentina after a renunciation of the use of force by the Argentine Government.

The committee which undertook a wide-ranging study of the various options for the future of the Falklands, apparently found that some of the arguments advanced against Fortress Falklands were unjustified, particularly those which said it was damaging Britain's international relations or that it would destroy the economy and character of life on the Falklands. However, members are understood to have concluded

that the policy carries heavy political and material costs, that it is inflexible, and that the perpetual maintenance of the status quo would have adverse implications for the wider conduct of foreign policy.

It is believed that they have concluded that diplomatic, military, financial and economic problems would continue for Britain and the Falklands unless, or until, a negotiated settlement with Argentina is achieved.

The possibility of the conflict spreading to Antarctica was not discounted. The committee also felt that for Britain to pursue its decolonization policies in respect of its remaining dependencies but not in the Falklands might be seen to be inconsistent.

The committee's recommendations about future policy may also prove to be controversial. Of all the options it considered, it is understood to have concluded that the leaseback solution still represents the best long-term solution to the dispute.

However, it accepts that for such an arrangement to be remotely acceptable to the islanders, its timescale would have to extend over the span of several generations of Falkland islanders.

'We shall return' pledge after families form Falklands association

By Richard Evans

The families of Servicemen who died in the Falklands returned home from their 12-day visit to the South Atlantic yesterday and immediately spoke of repeating the journey.

Most of the 541 relatives who made the 16,000-mile round trip have joined the Falklands Families Association, which was formed on board the liner Cunard Countess on the return journey from the islands.

"Everyone felt they wanted to come back and all the families wanted to stay in contact with each other", Miss Sue Taylor, secretary of the new association, said.

The association has elected a committee of eight, which will meet soon to start discussing the return trip.

"We hope to go back in five years, as long as jets can land in Port Stanley. Once the airfield is extended that will make a trip easier to organize. We want to have get-togethers in regional areas and have a newsletter to let families know what everyone else is doing."

Looking exhausted after a 17-hour flight from Montevideo, Uruguay, many relatives said how much better they felt for having been to the scene of the conflict. Nearly all spoke with affection about their welcome from the islanders.

Mrs Diane Burke, from Rhyl, north Wales, who made the trip with her son Craig, aged two, said: "The journey was well worthwhile if only to get some idea of what my husband and the others went through."

Mrs Pam Morse, whose son was among the Welsh Guards who died at Bluff Cove, said: "I feel much better now. It was all

hard to bear, but it was something we had to face up to. The home journey was much better. We have come to terms with it now."

Mr Harry Taylor, whose son Nick was the first Harrier pilot killed in the Falklands, said: "We had a great trip and it has been really worthwhile. I think a lot of tension has gone as a result of this."

"Let me never hear people talking about a grotty, barren island. Where Nick is buried on Goose Green it is exactly like our home at Dartmoor and the community is looking after it tremendously. All the cemeteries are well designed and looked after."

"I am definitely going back and the other people I spoke to on the way home said they would gladly go without holidays for the next five years so that they can save up and return."

The desire to return was particularly strong among widows with young children. "I want to go back for my son's sake. He is too young to realize what happened and I want to take him back to see what his father lost his life for", Mrs Joan Sweet, from Aberdare, Mid Glamorgan, said.

Mrs Janet Stewart, of Bredon, Gloucestershire, whose son Matthew died on board ship on his eighteenth birthday, said: "Like a lot of the mothers who went on the journey, I am determined to go back. We are still looking for our sons. It is the hope of seeing something on a beach somewhere in the Falklands that will keep going."

But she added: "Our sons'

sacrifices were not worth it. The enormous tragedy of their deaths is not appreciated by the islanders. They are grateful, but they have no idea of what it meant to us."

Her husband added: "To us it was a shock to find out that this was what our sons died for. Port Stanley is a rubbish dump and the islanders do not want to get off their backsides to do anything about it."

The Rev Richard Buckley, a Royal Navy chaplain, who conducted the act of remembrance for HMS Sheffield, said the pilgrimage had helped the relatives to pay their respects and honour the memory of their loved ones.

"I have been humbled by their tremendous courage."

He fully supported the formation of the families' association and the plan to return to the South Atlantic.

A Scottish consortium, including British Shipbuilders' Govan yard, has put in a £5m bid to build a temporary harbour for Port Stanley (Our Glasgow Correspondent writes.)

The harbour, a modern version of the "Mulberry Harbour" used to supply Allied forces after the Normandy landings in 1944, would supply valuable work to Govan, which faces 1,100 redundancies over the next nine months.

The government contract is to help to get supplies to the Falklands' 4,000-strong garrison more quickly.

The North Sea Ferries ship Norland returns to her base at Hull today after a post-Falklands duty refit costing more than £2m at Immigham. Our Hull Correspondent writes.



The homecoming: Relatives who returned yesterday included Mrs Sara Jones (top left), widow of Colonel "H" Jones, VC; Miss Sue Taylor (top right), secretary of the new Falkland Families Association; Mrs Pam Morse (bottom left), and Mrs Diane Burke (bottom right). (Photograph: Orde Eliason).

Times 18/4/83

DAILY TELEGRAPH 18/4/83



Miss Sue Taylor (right), secretary of the new Falkland Families Association, talking to relatives of the Falklands dead on their return to Heathrow from the South Atlantic. Miss Taylor's pilot brother, Lt Nick Taylor, lies buried at Goose Green—near the spot where his Harrier jet was shot down.

D. Telegraph 13/4/83

THE families of the Falklands dead flew back to London yesterday and announced that they had formed an association which plans to organise further visits to the islands' burial places and battlefields.

The 535 relatives, widows and children, mothers and fathers, arrived at Heathrow in two special British Airways jets. They were plainly exhausted by the 17-hour flight from Montevideo, Uruguay, but nonetheless managed to exhibit a cheerful spirit.

Many wore Falklands or Royal Navy tee-shirts and proudly displayed souvenirs of spent cartridge cases, local peat or pebbles.

As the new Falkland Families Association made clear, they had become a close knit community, united by the bond of bereavement during their two-week pilgrimage.

The overwhelming majority declared that the trip had been utterly worthwhile. They said they returned with a new sense of perspective and new sense of justification for the deaths of their loved ones.

Some said that they could now begin their lives anew, while many intended to revisit the Falklands and newly made friends there.

Three objectives

Mrs Sara Jones, widow of Col 'H' who won a VC leading his 2 Para battalion at Goose Green, said simply: "It was a marvellous trip."

The Families Association was formed on the return trip. Mr Charles Ford, who lost a son in the conflict, formed a committee during the sea journey back to South America on the Cunard Countess.

The committee's secretary, Miss Sue Taylor, sister of Harrier pilot Lt Nick Taylor who lies buried at Goose Green, said the Association had three main objectives.

These were to maintain the bond between the relatives, organise return trips to the island and keep up links with the islanders. A newsletter would be circulated among the relatives.

More than 80 per cent. of the relatives had joined by signing a book placed by the desk in which they collected tickets for the flight home.

Miss Taylor said: "It was formed in a rush at the end of the trip, but everyone is very enthusiastic. The main idea is to organise at least one return trip—we all found it so helpful getting out there to see it all."

The association hopes to charter its own jet to Stanley once the runway there is fully extended.

Mrs Diane Burke, 22, from North Wales, widow of Welsh Guardsman L/Cpl Antony Burke, travelling home with her 2½-year-old son Craig, said she was keen to go back in a few

years when the boy was old enough to understand how his father had died.

She said: "I feel more satisfied after seeing for myself what it was like for them out there. It was very moving. The services we went to were very touching."

"I know my husband died for a just cause. It was good to find that the islanders were lovely people—and very, very British."

Mrs Julie Easton whose husband Ray died on HMS Glamorgan which was hit by an Exocet missile, said that she would not want to go back: "I feel the chapter has ended. My life can start out anew."

Feeling better

Mrs Maria Rowberry, 19, was going home to her five-month-old baby Nigella, named after the father who never saw her, Welsh Guardsman Nigel Rowberry. He died at Bluff Cove.

"The islands surprised me," she said. "They were much bigger than they had seemed on television. It has made me feel better seeing the place where Nigel died, but it was terribly moving."

Mrs Marjorie Walker, whose son, Welsh Guardsman Andrew Walker, was also killed at Bluff Cove, came home with pebbles from the beach and spent cartridge cases she had found still littering the islands. She had placed a wreath shaped as a lock at the memorial to the Guardsmen who died.

"The islanders were wonderful to us. They gave us a commemorative plate, a tea-shirt and even a teddy bear for the baby. They were crying as the saw us off," she said.

'Too high a price

Not everyone found justification for the deaths of their relative. Mr John Stewart and his wife Janet, who lost their son, Able Seaman Matthew Stewart, when HMS Argonaut was sunk on his 18th birthday returned disillusioned.

Mr Stewart said: "To us it was a shock to think that this was what our son died for. Port Stanley was a dump, and the islanders do not seem bothered to do anything about it."

"The loss of life was too big a price to pay for the Falklands."

Mrs Stewart added: "The enormous tragedy of our son's death was not appreciated by the islanders. They are grate-

ful, but they have no idea of what it means to us."

One relative was taken ill on the return trip. Mr Iaian Arthy, 21, from Canada, whose brother died on SAS service in the islands, was found to be suffering from an infection that attacks the heart while on the Cunard Countess.

After a medical examination he was allowed to fly back to London and taken to Heathrow medical centre for more checks.

Col Stephen Love, the senior Defence Ministry officer on the trip, said it had all gone remarkably smoothly. "I hope we have brought a certain amount of peace to the bereaved families," he said.

Falklands victims' families join to plan more trips

By CHARLES LAURENCE

Cunard Countess sails for her Malta refit

By Our Valletta Correspondent

AS the liner Cunard Countess steamed from Montevideo on Saturday for her Malta refit, officials at the island's drydocks were certain they could get the job done on time.

Mr Saviour Brincat, general manager of the drydocks, has said his yard would provide top workmanship and claimed that remarks by Sir Robert Atkinson, chairman of British Shipbuilders, that Malta was charging too much and that the quality of the work would not match British standards, were quite unwarranted.

"We have the highest traditions of workmanship that characterise our work on the warships of the Royal Navy in the past and we have proved over and over again since we became a commercial yard that we are one of the top repair yards," he said.

The workforce of 5,000 would be available not only for the 17,495-ton liner but also for the many other ships now in the docks.

Contract ended

Until the late 1950s, Malta was the main Navy Dockyard. Then it was handed over to a Welsh firm, C. H. Bailey, of Newport, for conversion to a commercial yard. In 1963 the Maltese Government ousted Bailey and appointed Swan Hunter as managing agents until the contract was terminated in 1970.

The yard was then operating

at decreasing losses but was about to break even when a series of politically motivated strikes by the general workers' union, in support of the Labour party, led by Mr Minto, raised the losses. He became Prime Minister and wrote off the debts.

The latest report said turnover for 1981 amounted to £44 million, a rise of £7 million over the previous year. Net profit totalled £2,200,000 of which £1.4 million was paid to the Government in taxation. Government loans that year amounted to more than £7 million.

Guardian
18/4/83

Uneasy MPs to challenge Government on Falklands' future

By Richard Norton-Taylor
TWO all-party Commons committees are starting to draw up reports which, the timing of the general election permitting, are likely to provide the biggest challenge yet to the Government's attitude towards the Falklands.

They reflect the growing realisation among backbench MPs that there are as many uncertainties about the future of the islands now as there were before Argentina invaded more than a year ago.

The MPs also want to deliver a message that the attitude of the Falkland islanders themselves is not as simplistic, unified or as dogmatic as is often portrayed in parts of Whitehall and the media.

The foreign affairs committee, which meets in private session today, accepts that there is no alternative to a policy of Fortress Falklands for the immediate future. But it will make it clear that the Government cannot cling to the policy for long—something which the Foreign

Office also acknowledges. The Commons defence committee, members of which have also visited the Falklands, accepts that in the short term there is no chance of reducing the military expenditure devoted to the islands.

But many of its members are horrified by the sums which are likely to be spent and believe that the Ministry of Defence has seriously underestimated the costs, officially put at £1,800 million over the next three years. The ministry has told the

went on this journey. I am determined to go back. We are still looking for our sons. It is the hope of seeing something on a beach somewhere in the Falklands that will keep us going."

But she added: "Our sons' sacrifices were not worth it. The enormous tragedy of their deaths is not appreciated by the islanders. They are grateful, but they have no idea of what it meant to us."

Her husband said: "To us it was a shock to find out that this was what our sons had died for. Port Stanley is a rubbish dump and the islanders don't

want to get off their backsides to do anything about it. There are potholes in the roads that could easily have been filled in by the rocks that are lying all over the place. But they won't do anything. My wife wants to go back but I will never return."

Mrs Brenda White, whose son died in HMS Ardent, flew home with her three other children. Her 21-year-old son said: "We have all come back feeling a lot better. Visiting the memorials and seeing where it all happened helped us to get a better perspective."

Office also acknowledges. The Commons defence committee, members of which have also visited the Falklands, accepts that in the short term there is no chance of reducing the military expenditure devoted to the islands.

But many of its members are horrified by the sums which are likely to be spent and believe that the Ministry of Defence has seriously underestimated the costs, officially put at £1,800 million over the next three years. The ministry has told the

committee privately that the cost of building a new airport would amount to between £100 million and £200 million. Yet this may be an underestimate and there are doubts whether this would lead to a significant reduction in the number of troops garrisoned on the islands.

The committee has been told that British forces are faced with Argentina's massive rearmament programme, including 70 Mirage and Dag-ger planes, at least 20 air-to-surface Exocet missiles and the first of four Rolls-Royce

powered frigate built in West Germany. Most of the committee's evidence has been provided by the ministry in private. Senior members of the committee are concerned that their report—like that of the foreign affairs committee expected to be published late next month—will lose much of its potential impact if the ministry insists that the detailed evidence must remain secret.

The foreign affairs committee will concentrate on the future status of the

islands rather than military questions, though some MPs argue that matters of defence and infrastructure cannot be isolated from diplomatic or political issues.

They point out that the proposed new airport, while paid for by Britain, could later prove to be of value to other interested parties in the event of a long-term—but essential—solution to the question of sovereignty.

That question, the foreign affairs committee is expected to remind the Government, is not going to go away.

The Franks committee of privy counsellors dealt with the events leading up to the Argentinian invasion; the two Commons select committees are concentrating on the islands' future. It has been left to Mr. Tam Dalyell, Labour MP for West Lothian, to demand an inquiry into the Government's handling of the war itself.

But Mr. Dalyell, who is concerned in particular about the circumstances surrounding the sinking of the Argentinian cruiser, the Belgrano, is unlikely to get the select committee's support.

IGLESIA ANGLICANA

APRIL 1983

NEW PROVINCE IN SOUTH AMERICA

The 27th Province of the Anglican Communion is to be inaugurated in St John's Cathedral, Buenos Aires on Saturday, April 30. David Leake will be its Presiding Bishop.

THE first Presiding Bishop of the new Province is an Argentine. David Leake is the son of pioneer SAMS missionaries Canon Alfired and Dorothy Leake. His early childhood was spent among the Toba Indians in the north of Argentina. He was educated at St Alban's College, Buenos Aires and came to England, where he trained for the ministry at the London College of Divinity. Following a curacy in Watford, he returned to Argentina and later became Assistant Bishop in the Diocese of Northern Argentina. He was consecrated Diocesan Bishop in May 1980.

David Leake's vision for the future of the new Province reflects the dynamism which characterises much of Latin American Church life.

He believes the Province will provide the structure for drawing together the Anglican Church in the six republics and five dioceses which make up *Iglesia Anglicana del Cono Sur de America*. It stretches from Northern Peru just on the equator, to Southern Chile and the Antarctic Circle. The Province will enable that diverse and scattered Church to express itself within the worldwide Anglican Communion and find its identity within the worldwide Church.

A fast growing Church has brought with it the need to devise new and effective ways of leadership training. The rapid urban growth has brought with it the need to try new methods of evangelism to harness the vitality and fervour of Latin American young people.

David Leake is anxious to create opportunities for sharing within the Province. Thus Mapuches from Southern Chile



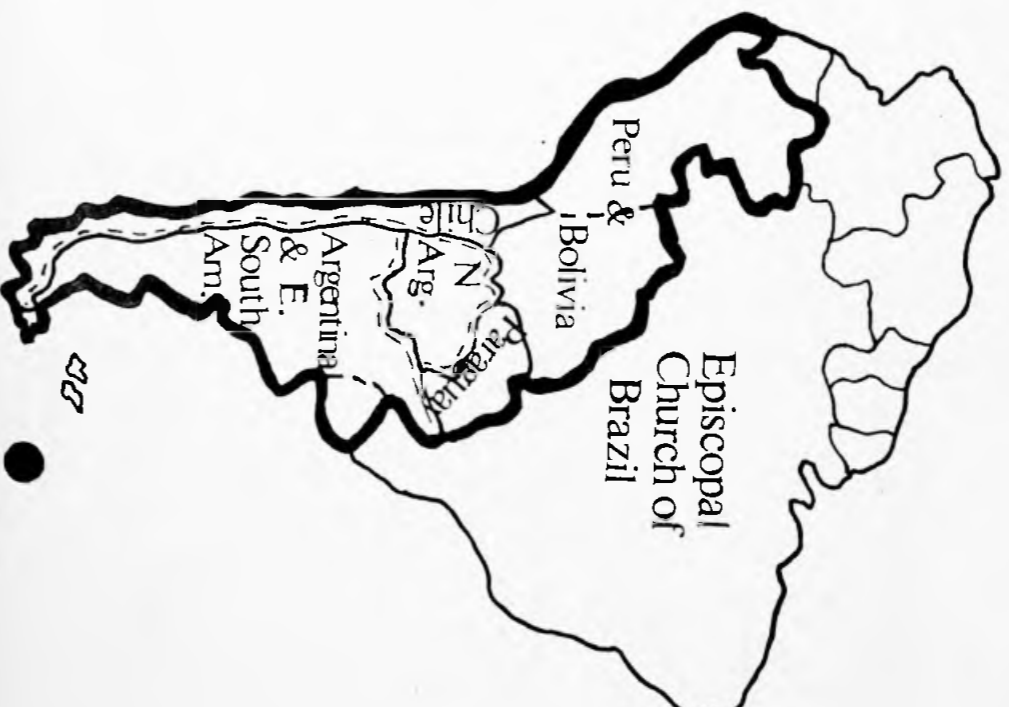
Bishop David Leake.

will mix with Tobas from Argentina; Peruvians will share with Paraguayans; lessons learnt in the vast city of Buenos Aires will be repeated in Bolivia. Each will be able to give to the other their experience of the Risen Christ.

Does the Anglican Church have a distinctive role? In a continent that is traditionally Roman Catholic, there is the very important role of bridge building. Renewal has come to many areas, and with it, the desire for teaching and training. Anglicans have been asked to contribute expertise in both these areas.

Links with the Dioceses of Liverpool and Niagara have been the first step in the expression of partnership with others. A willingness to learn has been demonstrated in visits by the Bishops of the Gambia and South West Uganda.

The signs are that this new Province will have much to offer in the days ahead. In return let us pray for strength, wisdom and guidance for the Church and its leaders as fulfils Christ's Great Commission against a background of political instability, social unrest and economic hardship.



Dioceses —
Province —



Preparing for worship in Santiago, Chile.



Left to Right — Bishop Bill Flagg, Bishop Colin Bazley, Bishop David Leake, Bishop David Sheppard, Bishop Michael Henshall.

LINK-UP LIVERPOOL GREET ITS TWIN DIOCESES ACROSS THE ATLANTIC

IN the name of the Lord, we greet the new Province of the Southern Cone!

The formation of a Province helps us recognise that a local church has come of age. The new Province assumes responsibility for the decisions it takes as it considers its part in the world-wide mission of God's Church. The Anglican Church of the Southern Cone of South America is now to take this important step. We greet the new Province as a full partner-in-mission and encourage it in the mature role it has to play in the life of its own land and in the work of the whole Church.

TRIANGLE LINKS

In Liverpool we have been helped to understand this idea of being equal partners within a world-wide mission through the links we have established with both the Anglican Council of South America and the Diocese of Niagara in Canada. We have joined together in a common cycle of prayer; we have tried to inform ourselves better about the life of our companion dioceses; we have attempted projects which allow us to share expertise and insights. Most exciting of all, during this spring, Liverpool has been host to partners from both South America and Niagara. All have had much to give, all have had things to learn.

Our partnership has given us a perspective that is new and it makes us glad to join our partners in the Southern Cone in their time of celebration and thanksgiving.

"Until now we have had our problems. In one place our people had a garden but a tractor came and took away all the fruit of our work to the police station. In another place, when our people had cleared the land for their plantation, the owner planted grass for his cows. The cows are fat; our children are hungry."



David Leake's consecration as Bishop of Northern Argentina, May 1980.

"This year is marked by harvest joy... There is an atmosphere of contentedness and joyousness... the people, who struck us in the early days as morose, ungateful and prone to grumble... have been transformed... their faces are proof of change within."

Page 2

Letter from the Archbishop

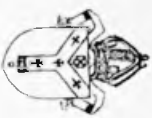
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How to grow — Alf Cooper

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¡Adelante! in Argentina

Personal word from Lambeth



LAMBETH PALACE, LONDON, SE1 7JU

I am delighted to take this opportunity of sending my greetings on the inauguration of the new Province of the Southern Cone of South America. The experience of Anglican Christianity in Latin America brings a vital contribution to our life as a world Christian family.

I had hoped that it would be possible for me to be with you on this historic occasion, but, alas, this has not been possible. However, I have recently been able to meet and talk with your first Presiding Bishop, David Leake, and Bishop Colin Bazley. I have asked Bishop David Sheppard of Liverpool to be my personal representative at the inauguration service and I shall look forward to receiving an account of this and other celebrations from him on his return.

I hope that I will have the opportunity to visit the Province in the not too distant future, but in the meantime, may I assure you of my prayers and warm good wishes.

Robert Cantaur.

How it all began

IN 1824 the British Charge d'Affaires in Buenos Aires wrote to HM Secretary of State for Foreign Affairs in the following terms:

"Sir: I think it my duty to represent to you a very great want felt here of the presence of an English clergyman. I have already mentioned that the number of British Subjects in Buenos Aires and its neighbourhood is estimated at from two to three thousand persons. With very few exceptions they are all Protestants, and as such have no place of public worship to resort to in this country. Their Marriages, Christenings and Burials are performed in the most irregular manner. It is only very recently that they have been allowed any Christian Burial, and that the Government has been induced



WILLIAM CASE MORRIS — the George Muller of Buenos Aires.

to permit Protestants to bury their own dead in a small enclosure which has been purchased for that purpose.

In addition to the performance of the ordinary duties for so large a Community there are abundant reasons which would make the appointment of a clergyman of the Church of England highly satisfactory to the British residents, many of whom have families, which they are naturally anxious to see brought up and instructed in the religion of their own country.

If I may be allowed to add an opinion upon this subject I should say that it would be desirable on several accounts that such a nomination should be made by His Majesty's Government, and a small stipend of four to five hundred pounds a year should be

allotted to him from the same source. The remainder of his income necessary for his support here would be willingly made up by the British residents for the performance of the many duties that would be required of him."

A reply was made by Mr Canning, then Foreign Minister, asking for time before an appointment was made. However, the following year Bible Society agent, the Rev John Armstrong, went to Buenos Aires and was appointed as the first Consul Chaplain.

William Case Morris was one of many outstanding pioneers. His family emigrated from Soham, Ely to Argentina. William went to work in Buenos Aires and became aware of the plight of many homeless, starving children. He returned to England, became sponsored by SAMS and went back to Argentina to set up homes, schools and library for some three hundred children. After his death in 1932, a group of Argentines erected a monument to his memory in Palermo Park.

Meanwhile among the Indians of the Chaco, little success had been seen. In 1883, the authors of 'Misiones Franciscanas en Bolivia' had written: "With an aching heart we lay aside our pen, lifting up a humbler and ardent supplication to the Father of all, that He may have compassion on the unhappy creatures of the Pilcomayo and ultimately cause to shine upon them the SUN of truth and grace, and enlighten them and give them life."

1927 saw the beginning of the answer to that prayer. Missionaries arrived in Algarobal, in the thick scrub forest of the Argentine Chaco and set up a mission station — the centre of work among the Matacos. Richard Hunt was able to write: "This year is marked by harvest-joy... There is an atmosphere of contentedness and joyousness... the people, who struck us in the early days as morose, ungrateful and prone to grumble... have been transformed... their faces are proof of change within."

Today, those faces are still changed and as Canon Alfred Leake comments, "It would be almost impossible to find a village without its church."

Advertisement Feature

PARTNERS WITH SAMS



New ground—Intercon's first chaplaincy in South America

MIKE and Susie Hughes with son Zeman, flew to Lima, Peru, at the end of last year.

They are working in a city renowned for its shanty towns, the 'pueblos jóvenes', its rapidly growing population (over a thousand new people moving in each week), its links with history (signs of Inca culture everywhere).

Mike describes the Good Shepherd, Lima, and the group it serves. "There are many expatriates in the city, but the congregation on a Sunday morning is about 70-80. But most of those are parents with families, and apparently there are about 40 children in the flourishing Sunday School. The people are mostly British, with some Americans and other Europeans. The popular monthly family service seems to draw in quite a few outsiders. A young wives' group, recently started, meets twice a month. It's a church with a predominantly family profile, serving a mostly business community.

"We want to make the most of the short time that people are there for. Many people go out to Lima on one, two, or three year contracts, and an English-speaking church can be a social focal point. But its real job is to present them



Mike and Susie Hughes



Good Shepherd Church

with the claims of Jesus Christ and the challenge of the Gospel at a time when they might be more open than they would be in Britain. Our part is to proclaim the message, encourage people to accept Christ, build them up in faith, and send them home strengthened to serve Him there."

USPG WPE

THE Anglican Church began work in Argentina with sending English priests to Anglo-Argentine settlements in the last century. Today USPG assists the diocese by recruiting and supporting missionaries and helping with the training of local Argentine personnel.

The Bishop of the Diocese of Argentina and Eastern South America, Richard Cutts, is a former USPG missionary. He sees as vital, the work of expanding the Church and evangelising among Spanish speaking Argentines. USPG has a standing order from the Bishop to find suitable Spanish speaking priests!

Anthony and Mollie Gregory (with seven years' experience in Chile with SAMS behind them) are going out to strengthen the Spanish Work at Hurlingham and Devoto in Buenos Aires. They have been able to share first hand experiences with Argentine priest

Adolfo Dapresa and his wife Carmen, while they have been together at the College of the Ascension, Selly Oak. Adolfo is going on to do two terms at St John's, Durham, before returning to Argentina.

Other USPG missionaries include Andrew Crouch, the only Anglican priest in Uruguay; David Michael George, the Rector of St Michael's Martinez in Buenos Aires; and USPG's youngest missionary, Julie Perigo. Julie is working as Diocesan Secretary and hopes to do pastoral work in the British Hospital, also in Buenos Aires.

The Society hopes to continue its service of the diocese and assist in the expansion of the Spanish speaking congregations. Besides vacancies for Spanish speaking priests there is a need for a warden to manage the new Diocesan Retreat and Conference Centre just outside Cordoba.

THE South American Missionary Society was formed in 1844 through the work of pioneer missionary Captain Allen Gardiner. Its original task was to reach the indigenous Indian peoples of South America with the Christian Gospel. Teams of pioneers worked in Southern Chile, Northern Argentina and Paraguay. Church planting, Bible translation and social welfare were the main activities.

FROM NEGLECT TO GROWTH

The number of personnel was expanded to well over a hundred in the decades following the 1958 Lambeth Conference. The Bishops at that conference had called South America 'the Neglected Continent' and challenged the Anglican Church to take fresh initiatives.

The challenge of the cities was



Opening of new community at Sombrero Piri, Paraguay



Rev Humberto Axt helping a member of his Don Celerino congregation

CMJ

BUENOS AIRES, one of the lovely cities of South America, has a very large Jewish community, in fact, larger than that of London, numbering some 400,000 people. Many families arrived originally as refugees from persecution in Russia and Poland, and more recently, to escape from the Nazis. The community bears the psychological scars from experiences of persecution and therefore have a real need of warm, caring friendship.

It is to this work that Peter and Christine Clarke went more than eighteen years ago. They have



The Rev Andrew Crouch visiting Uruguayan Anglican parishioners in Montevideo.



A modern synagogue in Buenos Aires

THE PROVINCE



BCMS

urgent. SAMS was invited to send personnel for work in eighteen cities. The emphasis was on church planting and the training of Latin Americans to be evangelists and pastors.

URBAN POVERTY SHOCK

With the move to cities came the realisation of the horror of urban poverty. "We're fed up with people coming and telling us about a god of love and then going away in their smart cars leaving us in our dirt and unemployment," remarked a community leader bitterly to SAMS missionary, Ray Mills. That provided the impetus to step up the programme of community health care and workshops for the unemployed in Lima.

Ex-lorry driver, Ceferino Romero used to call regularly at the Chacarita waste dump in Paragua's capital, Asuncion. He saw the plight of the hundreds of families who lived there. He and Ana moved in, began to visit the families, help practically where needed, and are now building a church for people to meet in. Cefe is one of a team of missionary and Paraguayan pastors, planting churches and helping young Christians to a deeper understanding of their faith.

Meanwhile, in the Gran Chaco, which covers parts of Argentina, Paraguay and Bolivia, the plight of the Indians is still a cause of concern. Landless, with no future hope, their days are numbered unless help is given.

SAMS missionaries from Australia, New Zealand, the USA, Great Britain and Ireland are working in partnership with the Anglican Church to bring the reality of Christ's love to its people.

CM

been able to make friends with many of the Jewish community, but perhaps equally important has been the work of teaching, both in the Anglican Church and in the Bible Institute. In this way, they are working to help people to see the importance of the Jewish people and their need of the Gospel of Jesus Christ.

It is hoped that pastors going out from the Bible Institute will challenge their congregations with their attitude to their Jewish neighbours and work to introduce them to the Messiah. Pray that the Anglican Church in Jewish areas may be alive to its responsibilities.



os Aires



Steve Lee in leather workshop, Lima

THE Bible Churchmen's Missionary Society began its involvement in South America as late as the mid-1970s at the invitation of Bishop David Evans. A missionary couple went first to help with diocesan administration in Lima, followed by Steve and Di Lee who after beginning work in one of the "pueblos jóvenes" are now planting a new church in an inner suburb of the capital.

Miriam Hull, a teacher from Northern Ireland, has just joined the team in Arequipa where she will do some teaching in the local English-language college pl being involved in the new Anglican

church centre in the city.

BCMS and SAMS have also worked together on a joint venture in Bolivia's mountain-top capital, La Paz. Dr Alan Hargrave, his wife Annie and their four children, live in Achumani, working alongside two SAMS couples. Paul and Esme Russell and Simon and Charlie Thomas. Their aim is to plant a church in this suburb, where there is little existing Christian witness, and from there, launch out into similar middle-class, unevangelised sectors of other Bolivian cities.

BCMS is ready and able to send church planters to join this expanding work.

ADA IADELANTE!

THE Right Rev Cyril Tucker, CBE, MA. Bishop in Argentina 1963-1975 and Eastern South America.

Above is the symbol, and the heading for the News and Prayer Bulletin of the Argentine Diocesan Association. Like so many Spanish words, *¡adelante!* has no adequate English translation: *Forward!* or *Go ahead!* are probably nearest. But *¡adelante!* is much more than this: it is a battle cry; the shout of encouragement to those who press forward to victory. The symbol, designed with South American art forms in mind, reflects the crucified Christ through whom the victory comes. It speaks of the peoples of South America, many of them tortured by the prevailing conditions of social and economic life; without hope and without Christ — and yet He suffers with them.

The Anglican Church's witness began as far back as 1825, when an Anglican priest was appointed to minister to English speaking people in Buenos Aires.

The Church grew with the community, reaching its peak during the Second World War. It was totally maintained from within Argentina, but its rapid decline in numbers and resources after the war meant that by 1963, the year I was appointed Diocesan Bishop, it was not of itself able to respond to the call for evangelistic advance.

Unlike most 'missionary' dioceses, this diocese had no missionary society behind it. It was therefore decided to form a

support Association and this was inaugurated in London in the presence of the Archbishop of Canterbury, Dr Michael Ramsey, in February, 1972. The Archbishops of Canterbury, and York have always been our patrons and we are honoured to have Lord Coggan as our President now.

WHAT DOES THE ASSOCIATION DO?

- Its endeavours:**
1. To mobilise personal interest.
 2. To gain prayer support.
 3. To increase the missionary task force.
 4. To gain financial backing.

In order that by God's grace and power the Church moves forward in Argentina.

WHAT DO ITS MEMBERS DO?

1. To pray regularly for the Church and people of Argentina.
2. To become informed of the needs and opportunities of the South American situation today.
3. To try and enrol others as members of the Association.
4. To make a regular financial commitment, preferably by covenantal subscription, for the progress of the Gospel in Argentina.

Now all this is not just a history lesson: nor is it just supplying administrative details. It is a personal challenge and invitation for you to respond and do something for the millions who need the wholeness and healing of the Gospel in South America today. It is a battle cry. *¡Adelante!*



Alfredo Cooper demonstrating sketchboard evangelism

**If you've got it
share it!** by Alfredo Cooper

MORE than one method of evangelism has been used very successfully in Chile and has brought to birth several new churches. Anglo-Chilean missionary Alfredo Cooper has used open air campaigns, sketchboard street meetings, bus preaching in his strategy for church growth. The real key has been the training of others on the job.

Now Alf has brought to Britain some of his Chilean expertise, using materials adapted for the British church scene. Does it really work here in Britain? Here's how it started.

"First it was a lady on the bus in Cornwall, the day after we had arrived in Britain; then came a group of 'skins' in Southall. We moved to Chorleywood and met businessmen and teachers. They were followed by a gang of punks. All had two things in common... 1. They were all hungry for a relationship with Christ. 2. They were all English!

We had only heard discouraging stories about Britain. We had been told to expect a secular, multi-racial society that had become resistant to God, a hard mission-field, closed to the Gospel. Our experience was to prove otherwise.

On the buses

It was the Chilean Church that had taught us to see bus trips, crowded shopping precincts, loitering youths, sad faces, front doors, as precious opportunities for evangelism. We found it worked in Britain, too, when we took these same opportunities. Due perhaps to the aching bruise of unemployment, or to the disillusionment with a materialistic humanism that has brought as much emptiness as it has comfort and pleasure, we found a new respect for a Christian stand, and a new readiness to admit need. In short we found a Britain open to Christ and to evangelism (even though at times people were indifferent and even hostile towards the Church).

Yet if in the nation it became apparent there was an increasing openness to the Gospel, so did an urgent need in the Church. It was epitomised by an incident while we were on holiday.

'I'm so glad you've come, Alf,' enthused Cathy on that first day, 'you're an evangelist so I've lined up several people for you to lead to the Lord.'

'But Cathy,' I protested, 'you surprise me... why don't you lead them to the Lord?'

'ME?' she squealed in horror. 'I've never led anyone to the Lord! I couldn't possibly do it!'

I can do it

That did it! The next day she reported obediently for training in the use of the SEAN Evangelistic Leaflet, called 'How can I get to know God?' When we returned from the beach that same day, we found a jubilant Cathy... encouraged by her training she had just led two of her friends to Christ!

Again and again the great need and potential of training the Church in evangelism was brought home to us. A further opportunity for training the British Church came when St Andrew's, Chorleywood, asked us to put into practice principles of Latin American Church growth in an English parish. We had three months.

Flexing faith muscles

We began by training the eager congregation in the use of the evangelistic leaflet. We then devised a door evangelism method suited to Britain. A small team was trained and we began to share Christ in the neighbourhood.

The results were as encouraging as anything we had seen in Latin America. Several members were soon leading people to Christ. People visited began to respond and come to church. A beginners' discipling group was started and had soon swelled to over 20 members. Some budding evangelists in the congregation began to flex their faith muscles and grow in their God-given ministry. The same principles seemed to work as well in Britain as they do in Chile. The important thing was to actually do what so often remains just theory.

Can we be on the threshold of a large harvest in Britain? If so, the need of the day must surely be to train the British Church in sowing and reaping the Gospel seed among the nation's increasingly fertile fields.

This is one lesson we can learn from our brethren in Latin America — 'If you've got it... share it!'

LIFE & VITALITY OF 'IACSA'



TOP to bottom (left) radio technician Isidro Vilde preparing for a Metaco broadcast; Growing Church in Viste Alegre; Lima, Chilean nurse Bernadita administering polio vaccine. (Above) Peruvians Julia Montoya and Pedro Jauregui at their ordination; Study group in Belgrano, Buenos Aires. (Right) Education at Colegio San Andres, Paraguay; Consecration of Bishop Mario Marinho, first Indian Bishop in South America; Preparing for future harvest in Argentina.



AVAILABLE FOR YOUR CHURCH SOUTH AMERICA SUNDAY May 1

Cassette, information and prayers for use during services on that day. Available — FREE.



Evangelism Leaflets used by Alf Cooper (see page 3). Send for sample.

Both available from:—
SAMS, Allen Gardiner House, Pembury Road, Tunbridge Wells, Kent TN2 3QU.

COMING SOON

Video Discussion Starter on Argentina featuring Bishop David Leake

UNQUENCHABLE FLAME

The story of pioneer missionary to South America, Captain Allen Gardiner. Book by Phyllis Thompson. To be published in August by Hodder & Stoughton.

¡ADELANTE! IN ARGENTINA

THE centre of our life is in Buenos Aires, a city of some ten million inhabitants. We shall always be a small minority Church in this nominally Roman Catholic country. In fact we can thank God that the Roman Catholic Church is alive and active, often charismatic and caring, and with whom we work together in many aspects of our life.

Our biggest new work is in Córdoba city where we now have a hostel for university students and an active congregation in Spanish. In the Córdoba district there are several new centres of worship. Much work is undertaken in schools and with Sunday Schools and young people. Summer camps are held for young people and children. Recently 45 young people spent 15 days at a summer camp, learning and exploring the Christian way of life together. In Uruguay the work of our Church has developed and

The Right Rev Richard Cutts is Bishop of Argentina and Eastern South America.
The inauguration will take place in his diocese.



a fast-growing city in the south of Argentina. Regular services are held there, and in places around the city. We pray for a resident priest to go and live there.

Our social work continues to grow and we are grateful for the work which Jennie Bradshaw (USPG) did, to begin day care centres in Buenos Aires; we care for babies and children of unmarried mothers so that they can go to work and support their child. Around this there is much work with the mothers themselves. Discussion groups and a Bible study group are planned now that we have a young Lutheran ordinand and his wife working with us.

Care of the sick and ministry to those in hospital is another of our concerns and we are able to do much more than before in this field now that Julie Perigo has joined us as lay hospital chaplain.

In all our parishes, whenever a priest can visit, services are held in both English and Spanish, with the Sunday Eucharist as the main service. In some of our parishes now the Spanish service is better attended than the English one, and young people prefer to worship in Spanish with their friends who speak little English.

We are trying to bring Latin Americans into full-time ministry. Adolfo Dapresa is a deacon at present studying in England (thanks to the help of USPG, ADA and St John's, Durham) prior to his priesting in Advent. In recent years there have been closer links between our diocese and the other CASA dioceses; although the vast distances which separate us and the high cost of travel, have made this a slow process. Nonetheless we are beginning to know and understand each other better and this is a two way thing.

There are amongst us those who feel we are not yet ready to form a new Province, but we pray that each diocese will be able to develop in its own way, while we continue to share whatever is possible in our widely differing fields of work and witness. To God be the glory!



Helpers and parents at the day care centre Christmas party

This inset has been produced by the SAMS on behalf of Anglican Societies working in South America.

USPG, 15 Tufon Street, London SW1P 3QQ
BCMS, 251 Lewisham Way, London SE4 1XF
ADA, 5 Sherlock Road, Cambridge CB3 0HR
ICS, 175 Tower Bridge Road, London SE1 2AQ
CMI, Vincent House, Vincent Square, London SW1P 2PX
SAMS, Allen Gardiner House, Pembury Road, Tunbridge Wells, Kent TN2 3QU

'Observer' 17/4/83

For all to see at Mount Estancia

For one who rarely stirs from home and, so far as I am aware, has never put a foot on the Falkland Islands, Peter Hillmore has put both feet in it in his review of the book 'Don't Cry for Me, Sergeant Major,' written by Jeremy Hands and myself (Pendennis, 3 April).

Mr Hillmore suggested that the report I filed of my view of Port Stanley from Mount Estancia on 1 June last year had

been dreamt up as, according to him, at the time I was sitting in Estancia House with a couple of mountain ranges between myself and Stanley.

I do not know who gave Mr Hillmore this information, unless *The Observer* has equipped him with his own ground-to-air periscope, with a defective lens, but I was seen on the summit of Mount Estancia by a large number of senior officers

of Three Para who were attending an 'O' Group meeting (for the uninitiated, 'O' stands for orders).

It is a pity Mr Hillmore was not there; no doubt his aptitude for spreading misinformation could have been put to good use by the Ministry of Defence and/or the Argentinians.

EC2. Robert McGowan

'Observer' 17/4/83

So kindly to the Argies

Peter Hillmore (Pendennis, last week) should not allow his passion for reading other people's letters to seduce him into spreading smears and untruths.

He talks of cliché-ridden editorials in *The Sun*. But he cannot have read them. At no time did I ever accuse 'other journalists of treachery if they didn't celebrate every time an Argie was killed in the Falklands.'

I quote from just one leader, of 12 May 1982: 'We do not wish a single death in the Falklands conflict. We mourn those, British and Argentine, who have already died.'

Does this suggest I had the blood lust implied?

Ronald Spark,
Leaderwriter, *The Sun*
EC4.

Argentina lifts ban on Isabel Peron

From Jeremy Morgan in Buenos Aires

Argentina has restored the political rights of former president "Isabel" Peron, whose government was overthrown when the armed forces seized power seven years ago. But, although she is now free to engage in politics, she is still barred from holding office because she was convicted, after her overthrow, of mis-handling state funds.

The lifting of the ban preventing Mrs Peron and 18 other people associated with her government from taking part in political activity, or

holding public office, was seen as a major concession by the military to the Peronists, Argentina's largest political movement.

Among those affected was Mr Lorenzo Miguel, a powerful figure on the right of the Peronist Labour movement and a key figure in behind the scenes struggles for the Peronist nomination in October's presidential elections.

Mrs Peron, who has lived in exile in Madrid since 1981, remains a key figure in the movement. Her support, as the widow of Juan Peron, would be an important coup for any

one of several hopefuls in the race for the Peronist nomination.

Although he denies it, Mr Miguel is widely believed to have been in contact on several recent occasions with sectors of the military. The theme of these talks is said to have been a possible agreement on a presidential candidate likely to draw support from both the military and the Peronist right-wing.

It is also suggested that the supposed contacts between Mr Miguel and rightwing army officers might also concern an "accord" on the excesses of

military rule. The armed forces intend to introduce a law absolving officers responsible for the disappearance of several thousand people during the "dirty war" — a struggle against leftwing opponents in the 1970s.

The proposed "amnesty law" has drawn a cool response from politicians, most of whom want the regime to clear up the legacy of the "dirty war".

Opposition has been much more forthright from human rights groups, who were due to hand in a petition signed by at least 150,000 people to Government House last night.

From Andrew Thompson, Buenos Aires

The fate of General Galtieri, the former President of Argentina, and his trial in the Navy, continue to dominate the military debate on responsibilities for errors during the South Atlantic conflict last year.

General Galtieri is fulfilling a period of disciplinary arrest, imposed by General Cristino Nicolaides, the Army Commander. He is at Campo de Mayo, the main army garrison in the Buenos Aires area. Although no official information has been released, army sources say he has been put in a house normally used by the commander of a company of army engineers.

The sources said that the sentence imposed was 45 days' imprisonment, not 60 as was originally reported. The sentence was imposed as a result of a published interview in which

he attacked General Mario Menéndez, the man he appointed Governor of the Malvinas (Falkland Islands) last year, and three senior active service generals.

General Nicolaides has yet to take a final decision on whether to order trial by "honour tribunal" for the former president, a move requested by the criticized officers. Such a tribunal could order additional sanctions.

Sources close to the general have said that if the trial goes ahead, his defence will be taken up by General Alfredo St Jean. Like General Galtieri, General St Jean is a retired officer. He is a law graduate and was General Galtieri's Interior Minister.

Various members of General Galtieri's family also added that a number of other retired officers were ready to testify in

his favour. The honour tribunal, under the terms of the military code, must be presided over by an officer of the same rank as himself (lieutenant-general) and of greater seniority.

This reduces the field to nine officers, all former commanders-in-chief, who held that position before General Galtieri did. One of them is General Benjamin Rattenbach, aged 85 who presides over the inter-forces commission investigating the conduct of the conflict with Britain.

⊗ Ban lifted: Argentina has lifted the political ban imposed seven years ago on former President Maria Estela Martinez De Perón, Reuter reports.

It said after an eight-hour meeting that it was restoring the political rights of Señora Perón, who was ousted in a coup in March, 1976, and of 18 trade

unionists and officials of her elected Government.

Señor Deolindo Bittel, the Peronist party first vice-president, said she might now play an active role in the party's preparations for elections called October 30, but he noted that Señor Perón, now in exile in Spain, was still barred from holding public office because she was convicted after her overthrow of Embezzling state funds.

● LONDON: The Bishop of Liverpool, Right Rev David Sheppard, left London on his way to Buenos Aires, the first British church leader to visit Argentina since the Falklands conflict.

He left Heathrow to represent the Archbishop of Canterbury at the inauguration of a new province of the anglican com-

munion. He will arrive in Argentina next Thursday.

The new province of the Southern Cone includes the diocese of Argentina, Chile, Peru, Bolivia and Paraguay and Dr Sheppard said it was traditional for the archbishop or his representative to attend the inauguration of a new province. The visit was due to take place a year ago but was postponed because of the Falklands

As he left he admitted that he was nervous at going to Argentina so soon after the cessation of hostilities, but said he did not expect trouble.

Dr Sheppard flew out at the same time that it was reported that Dr Phillip Morgan, general secretary of the British Council of churches, had been refused a visa to visit Argentina; but he said he did not expect the same fate to befall his visit.



Mission of peace: Dr David Sheppard and his wife, Grace, leaving London yesterday for New York, where she is to stay.

David Sheppard flies out; Perón ban lifted

Fate of Galtieri hangs in balance

D. Telegraph
16/4/83

Similar contract

Mowlem is currently involved in a similar contract valued at £180 million to build the new airfield facilities at Diego Garcia.

The new Falklands airport is expected to handle wide-body jets from Ascension Island. It is understood that two intersecting strips are proposed at each site. Three runways on the Falklands would effectively do away with the present vulnerability of the one runway at Stanley.

The main runway at March Ridge will be 8,500 feet long and designed to withstand loads from heavy long-range jets. The other runway will be 5,000 feet long and although less strong will be available for use in emergency and when strong winds are blowing across the main East-West strip.

Associated taxiways, dispersal areas, workshops, air traffic control aids, accommodation for 1,200 R.A.F. personnel, navigational aids, fuel and ammunition dumps are included in the contracts.

Cement and bitumen for the Stanley runway came from South American countries. The nearest source of cement for the new strips is likely to be Chile.

The local quartzite can be crushed to make aggregate, while dune sand provides suitable fill.

Assessment of the tenders is expected to take a month. A decision on the new airport is likely to be made in time for work to start in September.

Gibraltar 'blacking' of ships ends

By TIM BROWN in Gibraltar

ABOUT 1,000 workers in Gibraltar's naval dockyard ended a 48-hour "blacking" of 16 Royal Navy ships yesterday.

But, rumblings of protest against the Fleet's presence continued to be voiced across the border in Spain as the vessels prepared for the start of Spring exercises in the Atlantic and Mediterranean.

The ban on supplying the task force with fresh food, water and fuel started soon after the fleet arrived in the colony on Wednesday.

The industrial action ended with a note of apology sent to the 3,000 officers and ratings aboard the warships from Gibraltar's Trades Council which ordered the action that caused intense embarrassment and anger in the colony's government.

Mr Joe Bossano, head of the Gibraltar Socialist Workers' party and branch officer of the Transport and General Workers Union, issued a statement and requested it should be sent to all ships.

In it he explained that the action had been taken solely as a protest against plans to close the Navy dockyard later this year with the loss of about 1,000 jobs.

He wrote to the crews: "We are confident that you will understand that in no way is this action directed against the members of the ships' companies."

"The trade union movement welcomes your visit to Gibraltar and rejects entirely the Spanish protest. Indeed, the whole purpose of our action is to draw public attention to the closure plans and gain support for our cause."

"Our aim is to keep the

Royal Navy coming to Gibraltar and repairing their ships here."

Meanwhile, Spain admitted yesterday that their flotilla of two frigates and a destroyer in Gibraltar Bay had been sent to maintain a round-the-clock surveillance of the visiting task force which has been described in Madrid as "Britain's colonial fleet."

A Spanish Navy source said the ships would leave on Monday when the British fleet is due to head out into the Straits of Gibraltar for the exercises. "The purpose has been to emphasise our presence in waters of our national jurisdiction," said the official.

A leading Spanish commercial radio station in Madrid has decided to ban all British music and is also urging its listeners to boycott British goods until the fleet sails from Gibraltar.

Parliament—P10

Harbour link for Falkland airfield

By Air Cdre G. S. COOPER
Air Correspondent

THE proposal to build a strategic airfield in the Falklands is becoming closely linked with the need for a new naval harbour.

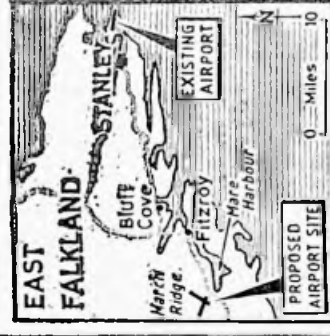
It is evident that an airport could not be built to international standards at a reasonable price without the availability of a deep water quay to overcome the problems of access.

Civil engineers studying the requirement are drawing on experience gained at Diego Garcia, the Indian Ocean Island leased to the United States by Britain for 50 years, where the Americans are extending the runway for the Rapid Deployment Force and developing a deep water harbour for naval use.

The total cost there is put at £500 million.

Details of the Falklands project, disclosed in the latest issue of New Civil Engineer indicate that the Defence Ministry sees advantage in having a double runway airport, sited close to a good harbour.

Seven British contractors, arranged in three consortia, have been invited by the Government's Property Services Agency to submit tenders for



the airport by May 3. It is expected to be one of the most expensive and inaccessible civil engineering jobs ever tackled by a British contracting team.

Royal Navy hydrographers are understood to be surveying March harbour, a very deep sheltered inlet just south of the proposed airport site at March Ridge, for a dock development additional to the airport contract.

The Government has not yet decided whether to build a strategic airport at the new site or try to develop the existing Stanley airbase.

The civil engineers have been asked to name their prices for both options, but opinion is hardening in favour of the joint air and naval development 25 miles south-west of Port Stanley.

The existing jetties at Port Stanley have too shallow a draught to permit deep inshore berthing. Heavy stores are not easy to land and it is then two hours' muddy driving to get from Stanley to March Ridge.

The three groups are Tarmac-Costain, Taylor Woodrow-Wimpey and Mowlem-Laing-Amey Roadstone Construction. It is expected that tenders for the initial civil contract will be near the middle of the Defence Ministry's price estimate of £160 million to £240 million.

F.T.

16/4/83

Argentine military regime lifts ban on Peron

BY JIMMY BURNS IN BUENOS AIRES

ARGENTINA'S military Government yesterday repealed a seven-year institutional act banning former President Maria Estela "Isabelita" Peron and 25 other former Government and trade union officials from political activity and the holding of public office for life.

Sra Peron whose Government was overthrown by a military coup in March 1976, has been living in Madrid since she was released from house arrest in July 1981. Following the coup the ousted president was condemned to 18 months imprisonment for misuse of public office but was immediately paroled.

Yesterday's move, appeared to be primarily designed to dampen the growth in unpopularity of the military regime, and significantly, was taken on the eve of a major human rights demonstration against the Government.

But political observers here

suggested that the move ran the risk of dividing still further the Peronist party which is struggling to maintain its position as the country's major political force in the midst of violent internal squabbles. Sources close to the former president believe that Sra Peron will not return immediately to Argentina.

The re-appearance of Sra Peron on the Argentina political stage may also heighten tensions between moderate members of the armed forces and hardliners.

Divisions within the Peronist-controlled union movement could sharpen following the inclusion in yesterday's move, of Sr Lorenzo Miguel, a former right-wing leader of the General Confederation of Labour.

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'Times'

16/4/83

From Mr Merlyn Rees, MP for Leeds
South (Labour)

Sir, Your editorial, "The geography of grief" (April 14), on the matter raised by Lena Jeger in the House of Lords, concerns the need for those widowed by war to be helped to visit the graves of their loved ones, put the issue in perspective in its concluding words. "If at all possible the bereaved should be able to visit those corners (of a foreign field) however great the lapse of time since their loss. They have a claim on our compassion, our gratitude and our purse".

I have written to the Prime Minister twice on the matter and on January 18, 1983, she wrote to me expressing the view "that the numbers would be very large, and it would be far too difficult and expensive to organise."

I realise the problems, but why not introduce a phased scheme beginning with those widowed in 1914? As the Prime Minister reminded me, there was a scheme for relatives to visit European war cemeteries in the late forties and early fifties.

If it could be done then, and not all entitled availed themselves of it; if the Falklands visit could be organised; then the Government can act now.

There is a sense of injustice which has been stimulated by the recent Falklands visit which the Government must remove.

Yours sincerely,
MERLYN REES,
House of Commons.
April 14.

TIMES

16 APR 83

From Mrs Iris Strange

Sir, I strongly dispute figures given by the Ministry of Defence concern-

British churchman barred by Argentina

By Martyn Halsall,
Churches Correspondent

Dr Philip Morgan, general secretary of the British Council of Churches, was yesterday planning to hold talks with South American church leaders in Brazil after being refused an entry visa to Argentina.

The refusal was condemned yesterday by Canon Paul Oestreicher, secretary of the BCC's division of international affairs. "The BCC are bound by ties and brotherhood to Argentine church people and no government action can alter that," said Canon Oestreicher. "Refusing Dr Morgan a visa is a sad comment on a visit which can in no way be interpreted as a hostile gesture."

The Rev Basil Amey, administrative secretary of the BCC, yesterday spoke by telephone to Dr Morgan in Uruguay. He said Dr Morgan still hoped to have several days of talks with Catholic and Protestant leaders before returning to Britain on Wednesday.

Dr Morgan left Britain a week ago without an entry visa, hoping to obtain one when he arrived in Uruguay. Yesterday he was planning to fly to Rio de Janeiro in Brazil to start "exploratory talks with anyone who will talk with him," said Mr Amey.

The BCC, which represents some 27 British and Irish denominations but not the Roman Catholic Church, first began exploring the possibility of maintaining church links with Argentinian Christians during informal talks in Geneva last July.

Meanwhile, the Bishop of Liverpool, Dr David Sheppard, left Britain yesterday to become the first church leader from this country to visit Argentina since the Falklands war.



Dr Philip Morgan: expected to fly to Rio de Janeiro

During the next two weeks he will represent the Archbishop of Canterbury at a service marking the formation of the new Anglican Province of the Southern Cone, including the dioceses of Argentina, Chile, Peru, Bolivia and Paraguay.

The ceremony was postponed during the hostilities a year ago. Dr Sheppard's secretary said he had been granted an entry visa to Argentina before leaving Britain.

Dr Sheppard said yesterday: "there is bound to be a question mark in one's mind about the people's attitude to the British. But I am not looking for trouble and the people I've been in contact with out there don't suggest there will be any."

"If we had refused to go it would have been the first time that the Church of England had not been represented at the forming of a new province. I would hope, as Christians, we are trying to take a step towards reconciliation and rebuild some bridges which have been broken."

The Times
16/4/83

Kelpers bitter over visit

From Alan Hamilton
Port Stanley

British forces in the Falkland Islands have full contingency plans ready to deal with a shipload of Argentine war dead relatives if and when they arrive to visit their discreet and well hidden war cemetery in the hills above Goose Green.

Many islanders, however, still feel bitter that the visit may go ahead. If the relatives arrive, one group of islanders is planning to drive the 60 miles over rough moorland from Port Stanley to the cemetery to hold a silent protest with banners and placards.

Sir Rex Hunt, the Civil Commissioner, told *The Times* yesterday that if the visit was to take place it was still essential that it be purely humanitarian, that it be capable of close control by the International Red Cross, and that it meet all other conditions already laid down by the British Government.

"I am assured by London that the Government are in touch with the Red Cross, and I have assured will be closely that they will be closely informed", Sir Rex said.

If the ship arrives it will be guided by the Royal Navy to an anchorage near Darwin where it will be out of sight of any settlements. Passengers will be escorted to the cemetery and escorted straight back again, and there is no question of them being allowed to visit battlefields, as the British relatives were.

The cemetery itself is set across a narrow inlet from Darwin and Goose Green, on the far side of a hill so that it is visible from no house, set among moorland that is bleak even by Falklands standards.

16/4/83

'Church Times' 15/4/83

Falklands & South America

SIR—Thank you for reprinting last week John Martin's excellent article on the emerging Southern Cone Province. As one who is more than half-kelper and was privileged to labour in the "Uttermost Part of the Earth" (to quote the title of Lucas Bridges's famous book) from 1966 to 1970, I too, like Bishop David Leake, am trying to crystallise my thinking about the Church with regard to the Falklands conflict.

I rejoice at the forthcoming inauguration of the Iglesia Anglicana del Cono Sur (Southern Cone) de America at the end of the month and will remember its bishops, clergy and congregations much in my prayers. But, in view of the illustrious part that the Falkland Islands have played in the overall Anglican history of the South American continent, I am saddened that, in the stark political and cultural realities of the present situation, they have no place in the Southern Cone Province.

With many of my close relations still in the Falklands, I am the first to recognise that there is a vast difference in culture, temperament and nationality between Falkland Islanders and the rest of Latin America; and there is a natural antipathy between English-speaking kelpers and Spanish-speaking Latin Americans — particularly Argentinians, who, for purely political reasons, harassed Falkland Islanders from the late 1930s onwards, culminating in the recent tragic South Atlantic war.

But it would be a travesty of the real facts of the situation if it were thought that it was solely the Falkland Islanders who wished to have no part in the Southern Cone Province, for in truth the Latin Americans, perhaps understandably, wish to throw off their Falkland Island and English connections. The real tragedy is that, with this joyful coming of age, a great spiritual heritage should be totally ignored and the mother cathedral of South America cast into limbo.

I am a member of the South American Missionary Society and a founder member of the Argentine Diocesan Association and have several close Christian Argentinian friends with whom I correspond regularly and pray for frequently. But, with my kelper background and Falkland Island relations, not to mention my spiritual children, I am not only deeply torn but greatly saddened that, because of the recent tragic events, the once great diocese of the Falkland Islands (the jurisdiction of whose Bishop once included the whole of South America except British Guiana) will be little more than an unholy memory in the ongoing life of the Anglican Church of South America.

PETER J. MILLAM.

Senior Chaplain, Christ Church
Cathedral, Port Stanley,
1966-70.

105, London Road,
Luton, Beds.

15/4/83

D. Telegraph

ARGENTINES PLAN WAR MEMORIAL

By TONY ALLEN-MILLS
in Buenos Aires

A GROUP of Argentine relatives of Falklands war dead intends to leave a marble memorial stone at the war cemetery in the islands when they arrive by ship next month, the organiser of the visit said yesterday.

The memorial, in grey and white marble, will be about three feet wide and will bear a poem to the dead written by Enrique Vidal Molena, an Argentine poet.

Senor Osvaldo Destefanis, of the Centre for Volunteers for the Fatherland, said yesterday his arrangements for the journey were now complete, but it became clear that the visit will be on a much smaller scale than was first envisaged.

45 passengers

An Argentine cargo vessel, the Lago Lacar, has been contracted to leave Buenos Aires for the Falklands on April 30, but it at present has space for only 45 passengers.

Senor Destefanis said he hoped the cargo hold could be modified to accommodate a few more people, but the venture will fall far short of his original plan to take 250 relatives.

British conditions that the vessel be non-Argentine, and that the Press be barred from the visit, are both being ignored.

'Humanitarian' visit

"We have negotiated in good faith through the International Red Cross, but now we are saying this is the only way we can make the visit."

"It is a purely humanitarian matter, and if the British try to stop us, I think the world will recognise who is right and who is wrong," Senor Destefanis said.

Selected reporters from international news agencies and State television will be allowed to accompany the relatives, but Senor Destefanis said there was no room for "private media" or news papers.

So far the Argentine Government has made no comment on the proposed voyage, although Senor Destefanis will need official authorisation before he is allowed to leave Buenos Aires port.

PROTEST PLANNED Preparations for visit

PATRICK WATTS reports from Port Stanley: Work has started to prepare the Argentine cemetery at Darwin, where 222 bodies are buried for a visit by Argentine next-of-kin. Mar-quees and tents used by British relatives of the British war dead are on the way to Darwin to offer similar facilities to the Argentines.

The attitude of many islanders towards the visit appears to be mellowing, especially since the British visit. Council-lor John Cheek admits that he now sees the trip in a different light. If the Argentines meet the conditions set by Britain he could see "no harm in the visit."

If the visit takes place the ceremony will be short and there will be no time for sight-seeing. "They will come off their ship, walk to the cemetery, do what they have to do and depart," said Sir Rex Hunt, Civil Commissioner.

A silent protest at Darwin is being planned with anti-Argentine banners and placards.

KEREN SAILS

The Keren, the vessel at the centre of a row which she was taken over by the Navy, quietly left the Tyne yesterday en route to the Falklands where she will serve as a troop carrier.

FITZROY FOLLY

IN this first of two articles on Falkland farming, TED FELLOWS, who visited the islands in early February, comments on the proposed scheme to sell small plots of land to anyone with £1000 to invest. He also describes what it can mean to Falklanders who have the opportunity to buy their own 3000-sheep units from the Falkland Island government. Next week he will be examining the prospect for improving stocking rates through better pasture management and increasing the productivity of the islands' sheep flock.

I WATCHED them walk out and I watched them walk back — three men and a child measuring out a 20-ha (50-acre) plot three or four miles south-west of Fitzroy on the road to Goose Green, a settlement almost plumb in the centre of East Falkland, South Atlantic. It was a sight I had travelled more than 8000 miles to see and I was not impressed.

Hundreds of land-hungry people in the United Kingdom have been much taken with the idea of buying such plots, either from the Falkland Island Company at £1000 for 20ha, or from Chesterfield businessman Mr Harry Camm, who seeks to sell off 40-ha (100-acre) plots for £1500 each at Douglas Station, also in East Falkland.

Freedom, finance, females, fencing and fertiliser—those five words sum up, as well as any aliteration can, the most urgent needs of Falkland Islands farming today. Political freedom the islands now have and financial aid is flowing in at an unprecedented rate. As civil commissioner Sir Rex Hunt put it when I interviewed him at Government House: "Out of President Galtieri's folly we can build a much brighter and better future than we could have expected before invasion."

But will the selling of 20-ha and 40-ha plots contribute anything towards that brighter and better future? Almost to a man, the Falkland Islanders I spoke to thought not, for the following reasons:

• There are no roads to link Port Stanley to the islands' capital, Port

Stanley, about 40 miles to the south-east. This means that whatever those plots produced would have to be shipped out. That difficulty alone makes Douglas a non-starter.

• The proposed site of the plots to be offered by the FIC have the advantage that they will adjoin the new, still-to-be-completed Port Stanley to Goose Green road, but that advantage is not sufficient to overcome the problems that still remain.

• Whitegrass (*Cortaderia pilosa*) covers more than half the Falkland land mass, in those areas where the peat is deepest and wettest. Unimproved, it can carry about one sheep to every 2ha (5 acres). Improved, that stocking rate can be much increased but not to a point where a living could be made from sheep off 20 or 40ha.

• The soil pH is about 4.5 and is about 300mm (1ft) deep. Soil and a very hard clay subsoil, are separated by an iron pan which would need busting with deep cultivation tackle pulled by a crawler tractor if the plan was to grow root crops.

The area being surveyed near Fitzroy was predominantly whitegrass, with tracts of diddle dee (*Empetrum rubrum*, a red crowberry equivalent to the crowberry *E. nigrum* found on the British fells) and balsam bog. Like the whole of the Falklands, it was windswept to the extent that crops would require protection by windbreaks enclosing sub-plots of no greater area than 18m x 18m (20yd x 20yd). Islanders do not dabble their leeks in because if they did the wind would pluck the plants from the

ground. They have to be earthed up, like potatoes, a crop which also does well in Falkland gardens.

The cost of providing suitable protection against the wind would be prohibitive, assuming market garden crops could be sold to buyers in Port Stanley, where most households already maintain highly productive vegetable gardens.

The armed forces represent a substantial potential market but their buyers are reluctant to purchase perishables from within the islands until local growers can provide the whole of the forces' needs. Such a development would require a marketing infrastructure the islands lack.

The islands also lack a private building contractor, so would-be settlers face a lengthy wait if their need is for a timber-framed, timber- or metal-clad house costing upwards of £25,000.

The short-term alternative would

be a single-unit Portacabin costing about £5000 at UK prices. This would buy a 12m x 3m (40ft x 10ft) unit comprising kitchen, shower unit, bedroom and sitting room.

Or, for those intent on really roughing it, second-hand insulated containers measuring 12m x 2.4m (40ft x 8ft) can be bought in the UK for about £1000. Used to transport one's worldly goods, once on site holes can be cut in the steel sides for doors and windows, the interior clad with hardboard or plywood and services piped in.

But whatever type of dwelling is chosen there will be a need for a generator, a shed to house it, a water supply and sufficient cash to pay the freight charges all the way from the UK.

Such basic accommodation might be easier to obtain in three or four years' time when the proposed strategic air strip has been completed. Then, the present garrison will be



Mr Brook Hardcastle, general manager of the Falkland Island Company's farms, calculates how far he and FIC managing director Mr David Brittain (left) must walk to measure out a 20-ha (50-acre) plot. Main picture shows them still less than half way along the length of the plot.

FALKLAND REPORT: 1



Because, with the exception of the new road now under construction from Port Stanley to Goose Green, there are no hard roads on the Falklands, travellers are dependent on Land Rovers, the FIG's Beaver amphibious plane, trials motor-cycles, army air corps helicopters and horses. This map shows the types of transport used by Ted Fellows. The Land Rover journey from Darwin to Fitzroy, which was an 80-mile round trip, took seven days, such was the state of the track.

Inset shows the size of the Falkland Islands in comparison to southern England.



The new road in course of construction from Port Stanley to Fitzroy and on to Goose Green. All other "roads" are tracks and totally unsuitable for carrying heavy loads.

much reduced and quantities of temporary accommodation will probably be made available to the islanders.

Quite apart from the lack of commercial potential offered by these diminutive plots there remains the difficulty of coping with the harsh winter conditions for which the Falkland Islands are famous; and with the need to be almost entirely self-sufficient.

That is not to say that the FIC is attempting, as one Falklander propping up the bar in the Upland Goose put it, to "tip off people at home". The three men I watched as they walked off into the distance that balmy day in early February—David Brittain, managing director of FIC from the company's London headquarters, Brook Hardcastle, general manager of the FIC farms and Ron Binney, the farm manager at FIC-owned Fitzroy—are not of that mould.

Mr Brittain was quick to acknowledge that the proposed scheme was one which required close examination and would depend on many factors,

not least the route of the proposed new road and the siting of the new strategic airstrip. He wanted to see for himself exactly what 20ha looked like out there at Black Rincon and he plied the spade as energetically as anyone else when it came to digging holes to examine the soil profile.

MR Hardcastle, in contrast, was sure that someone with the proper entrepreneurial spirit could make a go of a 20-ha plot. Not with sheep, certainly, but such was the islands' future that skilled men capable of putting down new roads, installing a new telephone system, building the airstrip and providing, perhaps, accommodation for tourists, would be able to work such plots part-time and grow food for their families.

He was adamant that he could live on a 20-ha plot and this impressed me because during the two days I stayed at his near-luxurious home in Darwin, near Goose Green, he had struck me as being not only an honest man but

a capable, courageous one to boot; courageous because his recent public utterances must surely have run counter to the long-term interests of his employer, the FIC.

This is where we come to the hub of the Falklands' problem and the manner in which the Falkland Island government is seeking a solution to it. I refer to land reform.

If the idea of selling off 20-ha plots is comparable to a damp squib, land reform, Falklands style, is a wire-guided Milan missile if only because it was first proposed by Lord Shackleton in his economic survey of the Falkland Islands, published in 1976. This Labour peer re-emphasised the need for land reform in his *Falkland Islands Economic Study 1982*, an update of his original work requested by the Prime Minister at the end of last May.

The Falkland Islands comprise 41 farms ranging from 2000ha (5000 acres) to 161,000ha (400,000 acres) carrying from 1000 to 100,000 shorn sheep. The 23 smallest farms own only 13.3 per cent of the sheep shorn whereas the five largest farms—better described as ranches—own 43.7 per cent. The Falkland Islands Company, with its seven farms, owns 43 per cent of the total acreage and 21 of the 41 farms are company-owned, with most of the shareholders living outside the Falkland Islands.

These figures were drawn from the 1982 economic study which, in a nutshell, made it clear that Falkland Islanders should have an increased stake in their future and, if necessary, the Falkland Island government should have the legislative power to affect compulsory purchase of the farm companies owned by absentee landlords. Such properties would then be split into viable one-family units (about 3000 shorn sheep) and sold to Falkland-born islanders at preferential rates.

This is the subject on which Mr



A typical vegetable garden. Although much is said about the potential for growing vegetables on the Falklands, such gardens have to be located close to the coast (because of the frost) and heavily protected against the strong summer winds.



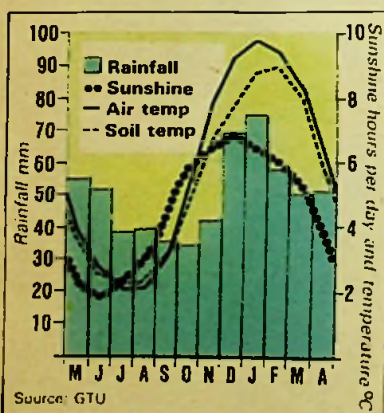
This is diddle dee—roughly comparable to the heathers found on UK fells. The islanders make jam out of the red berries.

FALKLAND REPORT: 1



Only the Phillips family and their neighbours use the shearing shed at Mount Kent Farm and both families propose to build their own shearing and sheep-handling facilities rather than buy from the Falkland Island Government.

Top of page: Green Patch settlement showing the sheep-shearing sheds and the dwelling houses. Because only one family now inhabits the settlement now known as Mount Kent Farm, all houses but one are for sale as are the sheep-shearing sheds which are the property of the Falkland Island Government.



Mean monthly rainfall, sunshine, 100mm soil temperature and air temperature at Port Stanley.

Hardcastle has been rather more outspoken than one would expect from a senior manager employed by the FIG. He firmly believes that the young Falklanders will leave the islands unless something is done very quickly to prevent their going. He agrees with Lord Shackleton that foreign-owned farms should be bought by the FIC and sectioned into family units.

His critics point out that this policy would reduce the number of people living off the land and leave a residue of farm workers bereft of employment but he countered this with the comment that the Islands suffered from over-employment. As all Falklanders were, of necessity, extremely adaptable, he saw no reason why they should remain unemployed.

When discussing the viability of the family units, Mr Hardcastle emphasised the importance of co-operation between them. I was reminded of this when I visited Mount Kent Farm, at Green Patch. About 15 miles north west of Port Stanley as the helicopter flies, Green Patch was bought for £170,000 by the FIG, split into six lots and sold for a total of £120,000 to Falklanders anxious to have their own farms. The total acreage was 73,687.

GREEN Patch is a settlement no longer. One house is occupied by Terance and Carol Phillips and their three children — Paul, aged 11, Julie, aged 9 and Gillian, aged 8. The other houses are for sale and await dismantling and removal to another place.

The Phillips's only contacts with the outside world are a radio telephone, an occasional call by the FIG-owned Beaver amphibious aircraft, an Army Air Corps helicopter, a three-hour Land Rover ride into Port Stanley or a 90-minute dash into town on a trials motorcycle.

I arrived at Mount Kent Farm in a Gazelle helicopter which made sufficient noise to warn the Phillips family of my arrival—the din of the rotors was heard above the noise of their shearing equipment being put to heavy use in a set of shearing sheds. Mrs Phillips, a sturdily built 32-year-old, left her job of rolling fleeces to form a one-woman reception committee. She welcomed me to Green Patch and then asked me to look after myself for a few hours as she and her family were busy shearing.

The shearing shed boasts 12 shearing stands and although only five were in use I was reminded of what Mr Hardcastle had said about co-operation between the farming families. Mr and Mrs Neil Watson of Long Island Farm, Green Patch, had taken over one of the empty houses for the

duration of shearing at Mount Kent Farm and were working alongside the Phillips family. The Phillips, in turn, would give unstinted help when shearing started at Long Island Farm.

I was also reminded of the settlement at Goose Green, centre of FIC's biggest ranch. There, on the previous day, a Saturday, nothing stirred except a couple of farm cats. The workers' union has enforced a five-day week even through the period in which 100,000 sheep were to be shorn.

By contrast, Terance and Carol Phillips were grafting as if they were on piece-work rates. Carol's father, 70-year-old Charlie Clifton had "Land Rover'ed" in from Port Stanley with his wife Emily to help out and two local youngsters had motor-cycled in to man two shearing stands. Another shearer, on holiday from working on the Port Stanley to Goose Green road, occupied the fifth shearing stand.

The Phillips's willingness to work hard, provided they work for themselves, verified Lord Shackleton's view that the declining profitability of the large ranches might be arrested if they were split into labour-intensive, family-sized units.

The effect of this approach manifests itself in different ways. Mount Kent Farm measures roughly 10 miles long and three miles wide. It takes in the whole of Mount Kent, and it includes large tracts of white grass. It is an area that Terance and Carol Phillips can cope with at gathering. They miss relatively few sheep, they are able to gather camp wool (the wool plucked from sheep found dead) to the value of about £300 a year.

Over the past few years, the bigger ranches have moved in the other direction. Shepherds living in the outlying camps have either been laid off, or moved into the settlements. At gathering, therefore, ranch employees have been obliged to travel for some hours before starting work. Gathering

FALKLAND REPORT: 1

continued.

has been less effective, camp wool has been left on the carcasses and the standards of shepherding, never very high by UK standards, have declined.

Mount Kent Farm comprises 6979 hectares (17,246 acres). Terance Phillips paid the FIG just £15,940 for the ground, 3050 sheep, 43 cattle and eight horses. The package also included the four-bedroom farm house and one farm building. It did not include the shearing and penning facilities and Terance Phillips has been paying 9p a sheep for their use.

Everyone, including the FIG, the FIG and the Phillips themselves, agree that Green Patch was sold ridiculously cheaply three years ago. Roy Cove, a large ranch on West Falkland, was sold later for about £14 a sheep and more recently another property on West Falkland was offered for £17 a sheep.

This is how Mount Kent Farm was advertised: "Green Hill, 4792 acres; Mount Kent, 10,138 acres; Top Square, 1448 acres; Bottom Square, 868 acres. Total, 17,246 acres. Stock: 1150 wethers or dry ewes run as wethers on Green Hill and 1900 on Mount Kent. Mount Kent, Top and Bottom Squares used as summer grazing ground for up to 10,000 sheep off the shears. As it is now sub-divided it is considered that these three camps will carry a minimum of 1900 dry sheep all year round. The total



carrying capacity is, therefore, in excess of 3050 sheep.

"The numbers of sheep permanently carried on the outer five units have hitherto been appropriately reduced to allow for the usual summer spelling. The government will hand over the unit with 3050 wethers or dry ewes run as wethers (or not less than 95 per cent of that figure). Stocking rate, 5.65 acres a sheep."

For a mere £15,940 that seems a very good deal for Terance Phillips. His mortgage amounts to £1200 a year over 25 years. He had only to find a 10 per cent deposit plus enough cash to buy 750 gimmers (the 500 breeding



ewes in the FIG package were up to seven years old) at £2.60 each. Last year he bought a further 300 for £3 each, both lots being culls from Goose Green.

In 1982 Mount Kent Farm grossed £13,000 for 10,500kg of wool sold as total production for 218p a kg in two lots—one at 63 per cent, the other at 68 per cent. The Phillips live very cheaply. They are self-sufficient in vegetables and in mutton and they can

buy beef at 17p a lb. Basically they need buy only sugar, grain-based products and diesel oil.

It is unlikely that the farm will do as well this year. Nearly 750 wethers have been lost due to the Falklands conflict. Terance Phillips has found many sheep skins where they were left by the Argentines, clogging water holes and scattered about.

The Argentines also destroyed 1½ miles of fencing on the boundary with Neil Watson's Long Island Farm and another 3½ miles at the back of Mount Kent.

This vandalism was by no means an isolated case. Few farms on the Falklands have come through the conflict with fences intact and only when the damage has been put right will the farms and ranches get back to normal.

Both Terance and Carol Phillips have firm views on the manner in which compensation for these losses should be paid. For instance, the prospect of receiving £30 a sheep for every one lost does not appeal. They would much prefer to be paid £3 a sheep plus reimbursement for the lost wool clip.

"If we are paid £30 a sheep," explained Terance, "the farmers with replacements for sale will put their prices up to £30 and we will be much worse off because we will have lost our wool money. If, on the other hand, we receive £3 a sheep, prices will remain stable and, provided we are reimbursed for the loss of wool, we shall have been fairly treated."

He recognised the need to increase his stocking rate and his ewes' productivity and agreed that the potential is there. But he did not seem impressed by the thought of applying nitrogen or reseeding selected areas. He preferred to think in terms of improving the existing grassland sward with heavy stocking—a view shared, to some extent, by research workers of the Port Stanley based Grassland Trials Unit, of which more next week.

Prospects for the Falkland Islands

Sir Rex Hunt, civil commissioner of the Falkland Islands, favours Lord Shackleton's idea that the large ranches owned by absentee landlords should be purchased by the Falkland Island government and then resold, as units carrying about 3000 sheep, to Falkland-born islanders at preferential rates.

But he thought that the change of ownership could take place in the ordinary course of economic events.

The big farms were becoming progressively more unprofitable and it was extremely likely that some of them would be going on the open market.

Would this mean that would-be purchasers in the UK would be able to satisfy their urge to farm by buying such units? That depended on the extent to which the Falklanders availed themselves of the scheme. Sir Rex emphasised that the process would be slow and that UK buyers would not be offered preferential terms, even if units could be made available to them.

He stressed that there was a waiting list of about 100 would-be settlers but that housing was the main constraint. There were only

366 houses in Port Stanley, many of which were badly damaged, and although new houses were being constructed, they had already been earmarked for the islanders, save for a very small number.

The Falkland Island government hoped to see the island's present population rise from 1800 to 2300 over the next five years. What the islands really needed was a baker, a garage with facilities to overhaul Land Rovers, a shoe repairer, a launderette and a private building contractor.

And what about the long-term future of the islands? Sir Rex said that as far as he could see, and for the foreseeable future, no British Government would stay in power for long if it sold the Falklands "down the river" to the Argentines.

"After the sacrifices we have made," he said, "at any time in the future things change and the government of the day decides it cannot afford to keep the Falklands, I hope it will be honest enough to say that it can no longer pay for us to hold the right to determine our own future, and that it will resettle people wherever they want to go."



D. Mail 15/4/83

PAGE 4

OUR CONSCIENCES WILL TROUBLE US, BUT OUR FUTURE LIES HERE

The Rev Philip Morgan, secretary general of the British Council of Churches who planned a visit of reconciliation to Argentina, was yesterday refused a visa to enter the country. Mailman TED OLIVER reports the effects on the British community of having Argentine attitudes.

On Sunday, the main service at the Rev David George's church in a snobbier area of Buenos Aires will be in Spanish.

Last year, it would have been in English. A lot has happened in the last 12 months... including the Falklands war.

David George, young and realistic, says: 'Many people of British blood feel really bad about the war and are becoming more and more Argentine.'

The conflict of loyalties is not confined to St Michael and All Angels church in San Isidro, but affects Anglos throughout Argentina, where they have their homes, their businesses and their friends.

The pressures on the community were and are extraordinary. Most of them were born in Argentina of British parents—more British in their traditions than the British, with British passports and perfect English accents.

During last year's war, the country they regarded as their real homeland was sending ships and planes and soldiers to battle with the country which had provided their birthplace and their undoubted privileges.

Heartbreak choice as the Anglos break their old links and throw in their lot with the Argentines

A few went back to Britain. Others raised their voices in an attempt to prevent the Task Force going to the Falklands.

All those who stayed decided to keep as low a profile as possible, many because they were prepared to sacrifice their Britishness and become at least outwardly Argentine to maintain a standard of living seen only in the wealthiest reaches of the Indian Raj.

Tensions

It has not been an easy year for the Anglos or their consciences. The Reverend George says: 'Many families of British descent are split. Some sections of the families are intermarried with Argentines.'

'It has created tensions, and problems that might never be resolved, even if the issue over the Islands is.'

Buenos Aires, living off the fat

of this huge country, is one of the most sophisticated of the world's capitals. And one of the most sophisticated and beautiful spots is the Hurlingham Club—rolling acres of golf courses, tennis courts, polo fields, cricket and rugby pitches—the epitome of everything the English would like England to be.

The members, without exception wealthy, privileged and with British blood, decided last year not to allow the 'situation' to be discussed.

Last night one said: 'Of course it's calm here, it will never be anything else.'

Replicas of the Union Flag have also been in big demand—from Argentine fanatics who want to burn them.

'In the last year, we who still like to think of ourselves as British have had to make a heartbreaking decision between the two countries we love.'

'Can you blame us for deciding

for Argentina — despite all the things that have happened here? Just look at the climate and our lifestyle. Could Britain offer us anything comparable?

'Of course our consciences will trouble us, but the war has made us realise that Britain may have given us our past but our present and hopefully our future is in Argentina.'

In the past, the British community, like all the other many nationalities that comprise Argentina, have been proud to show their home flag alongside that of Argentina on Independence Day and public holidays.

In the past 12 months the British have shown only the Argentine flag — sometimes two of them — from their luxury balconies or from the flagpoles on their vast ranches.

Unwilling

There has been no problem in buying the few British goods that have ever been on sale here. Cadbury's chocolates and Tetley's teabags are still big sellers.

Throughout the conflict and since, not one British passport has been handed in to our Embassy in Buenos Aires to be revoked, not one has been publicly burned.

Argentines—Anglo or otherwise—have been afforded every courtesy and facility to visit Britain. Travel the other way is virtually impossible.

The Anglo-Argentines appear to have chosen their niche—Argentine rather than Anglo—but are as yet unwilling to surrender the privileges that a British passport gives.

Guardian

15/4/83

Argentine admiral on trial for revolt

From Jeremy Morgan
in Buenos Aires

The Argentine military yesterday began trying a senior navy officer who rebelled against changes in the leadership of the force in the wake of the Falklands defeat last year.

Rear-Admiral Horacio Zarateigui, the navy's southern commander during the war, was brought before the Armed Forces Supreme Council because he staged a one-man revolt on being told he would be retired last September.

He is the first high-ranking officer to be tried as a result of the war. His trial, surrounded in official secrecy, got under way as senior army officers considered what further action to take against

their former commander, General Galtieri, following his arrest on Tuesday evening.

Reports say that General Galtieri is serving 45 days military detention at the First Corps base outside Buenos Aires, after a newspaper interview in which he launched an attack against his subordinates during the war.

The head of the army, General Nicolaides, has also ordered him to appear before a Court of Honour, which could extend or suspend the detention order but is expected to consider more serious charges.

The group of relatives of Argentine war dead buried on the Falklands said they planned to leave on April 30 to visit the Argentine war graves on the islands.

After the Argies cleared off, we cleared up.



Port Stanley Airport, Falkland Islands, June 21st, 1982.

Why did the British Army want a fleet of Thwaites Giants and Alldrive 6000's in the Falklands?

Because they climb slopes other vehicles couldn't dream of tackling.



Because they have four-wheel drive and carry 5 and 2½ tons respectively up, over, round or through anything that gets in their way.

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14/4/83

THE TIMES THURSDAY APRIL 14 1983



'Times'

14/4/83

Warning to Falklands 'settlers'

By John Young, *Times* 14
Agriculture Correspondent

Would-be settlers in the Falklands, tempted by offers of 100-acre plots at £1,500 each, are unlikely to be able to make a living, Mr Ted Fellows, the deputy editor of *Farmers Weekly*, says.

Hundreds of land-hungry people in Britain have been taken with the idea of buying plots either from the Falkland Islands Company or from Mr Harry Camm, a Chesterfield businessman, he says.

But after visiting the islands, Mr Fellows concludes that unimproved land can support only about one sheep to every five acres.

Topsoil and the hard clay subsoil are separated by an iron pan which would need to be broken up with deep cultivation equipment to grow root crops, he says.

Although the Armed Forces represent a substantial potential market for horticultural produce, their buyers will not commit themselves without an adequate marketing infrastructure.

The cost of providing suitable protection for crops against the wind would be prohibitive, even if markets could be found, Mr Fellows states.

"Quite apart from the lack of commercial potential offered by these diminutive plots, there remains the difficulty of coping with the harsh winter conditions, for which the Falkland Islands are famous, and with the need to be almost entirely self-sufficient."

D. Telegraph 14/4/83

Galtieri to face trial by tribunal

By TONY ALLEN-MILLS
in Buenos Aires

GEN. GALTIERI spent his first day in military detention yesterday after a nocturnal cloak-and-dagger operation spirited him away from his Buenos Aires flat to the main army barracks in the Argentine capital.

Military officials used a decoy and a side exit from Gen Galtieri's luxury apartment block to prevent waiting journalists getting too close to the disgraced former junta leader.

He was driven away at speed from a neighbouring underground garage at 9.30 pm on Tuesday and taken to the Campo de Mayo army base on the edge of the city.

It is not yet clear whether Gen Galtieri will remain at the base throughout his detention, but military sources said wherever he is held he will be treated with the respect befitting his status as a retired army C-in-C.

60-day order

He is expected to be kept under comfortable house arrest within the barracks, as had been the case with other generals who have been punished for making controversial public statements.

Gen. Galtieri will be able to receive visitors.

There was confusion yesterday over how long he will have to remain in detention, but so far the military has not denied original reports that the arrest order was for 60 days.

The former president will also be tried by a special tribunal which will consider whether any of his remarks in a controversial newspaper interview breached Argentina's military code of honour.

Question of honour

Several senior officers have complained that their honour was impugned by Gen. Galtieri's criticisms, among them Gen. Mario Menendez, the former military governor of the Falklands who was practically accused of cowardice.

The honour tribunal will have the power to extend the detention period or impose other sanctions.

Gen. Galtieri could face further serious charges if a military commission investigating his conduct during the Falklands War accused him of negligence or dereliction of duty.

Military sources said last night that Gen. Galtieri could be stripped of his rank and jailed in a common military prison if he was found guilty of serious misconduct during the war.

News of the former president's arrest is likely to placate junior army officers who have been angered in recent months by court martial proceedings against low-level commanders who fought in the Falklands.

The officers are understood to have complained that junior ranks were being made scapegoats for military defeat while the men who engineered the disaster appeared to have escaped retribution.

RUSSIA FORGED PENTAGON PAPER ON FALKLANDS

By DAVID SHEARS in Washington

WHEN the Falklands conflict was at its height Russia concocted a forged Pentagon Press release in an effort to sow distrust of America in both Britain and Latin America, State Department officials disclosed yesterday.

The clumsily fabricated document, quoting purported comments on the Falklands crisis by Mr Caspar Weinberger, American Secretary of Defence, is only one of a series of Russian "disinformation" forgeries due to be exposed by the State Department next week.

Unlike some of the more polished productions of the Soviet KGB's active-measures section, this attempt to exploit the Falklands dispute for Soviet ends is poorly written.

It also betrays its origin by referring to Brazil as "Brazilia," the Russian name for that country.

Dated May 5 last year and duplicated under the letterhead of daily Defence Department Press handouts, the false document surfaced in Washington when a copy was slipped to Argentina's delegate to the Organisation of American States. He became suspicious, and the paper was soon found to be a forgery.

'Second performance'

Headed "Comments of Secretary of Defence Caspar H. Weinberger on Support to Great Britain," the alleged Press release began by saying the time had come for Washington to stop regarding the Falklands conflict as "a second performance of a 19th century comical (sic) opera."

It went on to quote Mr Weinberger as doubting whether the shuttle diplomacy undertaken by Mr Alexander Haig, then American Secretary of State, would produce a settlement. Hence the need for America to "give all our military assistance and other support to our British ally."

In self-obviously bad English the false Press release then set out to depict American interference in domestic British politics by citing Mr Weinberger as saying:

"Should the Premier Mrs Thatcher's Falkland policy break down, for Washington would be content to face the possibility of a future Labour Government in Great Britain."

"According to our recent analysis on Great Britain we have come to the conclusion that the Labour Party tends to oppose the nuclear rearmament in Europe coming into consideration in 1983."

"We are strongly opposed to Labour party power in Great Britain."

The thrust of the argument falsely attributed to Mr Weinberger in purported "comments" was that Nato was much more important to

Washington than Argentina or relations with Latin America generally.

"Every United States politician prefers (sic) the unity of Nato allies to the second-grade dispute initiated by the Argentine Government," he was quoted as saying.

The paper excoriated "Argentina's stubborn and selfish attitude" and proceeded to outline American military and intelligence aid to Britain.

Having thus sought to make Buenos Aires angry with Washington, the document then widened its scope.

"We cannot afford Nato positions to be impaired by stubborn policy of Argentina, Peru, Venezuela and Brazilia," it quoted Mr Weinberger as saying.

Other forgeries attributed to Moscow in the impending State Department booklet include:

Two fabricated letters on the notepaper of American firms addressed to Lt-Gen. A. M. Muller of the South African Air Force and designed to support suspicions that America was covertly giving South Africa military backing. These forgeries were published in several African newspapers.

Kirkpatrick forgery

A false document supposedly emanating from "Headquarters, Support Operations, Task Force Europe," which was sent to several Italian news agencies to support Left-wing Italian claims that civilian air crashes in Italy were due to Nato exercises. The Italian news agency ANSA exposed the forgery.

In India an alleged speech by Mrs Jeane Kirkpatrick, American Ambassador to the United Nations, surfaced early this year as genuine in the Left-wing but non-Communist newspapers PATRIOT and LINK. It seemed to welcome the "Balkanisation" of India into separate states.

Too recent for inclusion in the State Department listing, it was promptly denounced by Mrs Kirkpatrick herself as a total fabrication.

The forgery bore the hallmarks of authorship by a native English-speaking defector, and a State Department analyst thought there were three to five people producing such documents. He referred to them as "Philby types".

'Times' 14/4/83

Doubts over fate of Galtieri

From Andrew Thompson
Buenos Aires

Amid conflicting reports and rumours, General Leopoldo Galtieri, former President of Argentina, was taken from his home in residential district of Buenos Aires on Tuesday night to an undisclosed military unit, where he will a period of disciplinary arrest.

Journalists who had spent all day outside said that the general left at 21.30 pm local time in a private car escorted by three Army vehicles. Rumours that he would resist arrest proved to be unfounded.

Army sources, which had earlier confirmed that General Galtieri faced 60 days detention, began to suggest that the sentence was only 45 days. The Army has been reducing the information it is prepared to give on the former President's precise legal situation.

Central to the charges against General Galtieri are statements he made in an interview published by the Buenos Aires newspaper *Clarín* on April 2.

He was highly critical of General Mario Menéndez, whom he had appointed military governor of the Falklands. "After San Carlos I thought of replacing General Menéndez. I did not do so because I wanted to avoid panic, a breach in our operational front", he said, adding that General Menéndez "let me down" and that "he seemed to sink five centimetres with each day that passed".

General Menéndez is one of the officers who have demanded the formation of Army commissions of honour to investigate General Galtieri's statements.

In another passage, General Galtieri blamed his junta colleagues and Señor Nicanor Costa Méndez his Foreign Minister, for Argentina's failure to take the last chance of a negotiated settlement.

At a junta meeting, and after asking them not to hit me for what I was going to say, because they knew I was a bit imaginative and impulsive, I proposed a draft statement to be sent to the United Nations. It said, roughly, that Argentina would withdraw the fleet and promising to negotiate.

"All those present - Costa Méndez and Admiral Suárez del Cerro were there as well - said there was no domestic political space for such a move.

D. Telegraph.

14/4/83

PILGRIMS' THANKS TO ISLES AND FORCES

By PATRICK WATTS
in Port Stanley

BEREAVED relatives of Servicemen killed in the Falklands have concluded their pilgrimage there with thanks to the islanders and the Forces for a "tremendous reception and warm hospitality."

Sailing for home in the liner Cunard Countess, 17,495 tons, they sent to the islands' Civil and Military Commissioners a message also saying:

We are greatly indebted to the islanders for welcoming us so readily and looking after us so carefully in their homes.

We are all deeply grateful to the Falkland Islands Government and to the sailors, Marines, soldiers, and airmen and those of the Royal Fleet Auxiliary and Merchant Marine for the most unbelievable efforts made over our visit, without which no such pilgrimage to honour our loved ones could even have been possible.

Farewell and God Bless.

Not just a name now

Mrs. Shirley Dale, from Pontypridd, whose son Ian, 19, a Welsh Guardsman, was killed two months after his wedding, said yesterday:

"When I get home now I can think of the place where my son was at. It's no longer just a name. Now I can picture it in my mind's eye."

Mrs. Jill Parsons, from Tremorfa, Cardiff, whose son, Colin, 18, was Ian Dale's best man, and who died with him at Fitzroy, said: "I'd never really taken it in that my son was killed out here, and I've been searching faces on the islands in case he was here."

"Now I've seen his name carved out in stone on the memorial, and it was harrowing, I will go back with peace of mind... hopefully."

Mrs. Marion Price, from Gosport, whose son Donald, 26, was on board the Atlantic Conveyor, met another mother whose son was lost in the ship, and they comforted each other.

Jonathan Johnston, 16, whose father, Colour Sgt. Brian Johnston, a Royal Marine, received the Queen's Gallantry Medal, went to see "why it all happened, what it was for, and whether it was really worth it."

He said: "I think it was very much worth it." He himself hopes to join the Army soon.

Many of the dependants are planning to form a Falklands Dependants' Association.

Mr Charles Ford, from Poole, Dorset, said: "It is very important that we maintain links between ourselves and with the Falkland islanders."

Seen A

'Guardian'

14/4/83

Agreement expected soon over Argentine visit to Falklands

By Ian Black

Agreement over the proposed visit to the Falkland Islands by relatives of dead Argentine servicemen is expected to be reached within the next few days.

But last night in Buenos Aires relatives, led by Mr Osualdo de Stefanis, the president of the Centre for Volunteers of the Fatherland, were threatening to defy British conditions imposed on their visit.

Reports from the islands yesterday said that the army was moving the marquees used for the visiting relatives of the dead British troops from San Carlos to Darwin to accommodate the Argentine visitors. Neither the Foreign Office nor the Ministry of Defence would confirm this.

The talks between Britain and the Argentines are being conducted via the International Committee of the Red Cross from its headquarters in Geneva. An ICRC team is in

Buenos Aires talking to Mr de Stefanis.

The Argentine position is relayed back to the ICRC headquarters in Switzerland and from there to the British Mission in Geneva and then on to the Foreign Office in Whitehall.

However in Buenos Aires the omens were not so good as Mr de Stefanis said that his party would sail on April 30 and would defy two of the nine conditions the British are seeking to impose. These are that no journalists may accompany the party and that the relatives must travel in a non-Argentine ship with a non-Argentine crew.

Mr de Stefanis told the Associated Press: "We are leaving the port of Buenos Aires on April 30 aboard an Argentine ship and we are taking journalists, and if the British stop us on the high sea and impede this purely humanitarian trip, well, that is up to them." The *Lago Laker* has already been char-

tered.

The British conditions which Mr de Stefanis has accepted are: supervision by the ICRC; assurances by the ICRC that the visit is wholly humanitarian; presentation to the British of the names and relationships of the dead of the visitors; filing of the ship's route; inspection by the ICRC before departure; agreement on a one-day visit to the war graves; and timing of the visit after the return of the British bereaved.

About 550 relatives of the British servicemen killed in last year's Falklands war were on their way in the Cunard *Cuness* to Montevideo in Uruguay last night. Their return will remove one major obstacle to the Argentine visit.

Two hundred and twenty-one dead Argentine soldiers were buried in a military cemetery near Darwin after Buenos Aires had failed to respond to a British offer to repatriate the bodies.

Galtieri arrest still shrouded in doubt

From Jeremy Morgan
in Buenos Aires

General Galtieri yesterday began his first day of official detention, amid continuing confusion about the circumstances of his arrest on the orders of the head of the army, General Nicolaides.

The former President was taken from his home in Buenos Aires to an unidentified "military unit" thought to be the army First Corps base at Campo de Mayo, outside the capital.

But it was not clear whether the sentence imposed by

General Nicolaides was the maximum 60 days for indiscipline, or only 45 days. Neither was there any certainty about where General Galtieri would serve out the sentence.

The immediate cause of the general's arrest was the publication earlier this month of a newspaper interview in which he criticised General Menéndez, Argentina's commander on the Falklands during the 10-week occupation. But it was also suggested yesterday that he had been detained to ensure that he appeared before the special commission of six

retired senior officers from all three armed forces that is investigating the causes and conduct of the conflict.

General Nicolaides also ordered his former commander to face a court of honour, although the purpose of this was not related to the detention, according to military sources.

Adding to the air of confusion, it was suggested that General Nicolaides had not signed the original arrest order when army officers began leaking news of General Galtieri's punishment to the press.

It was also said that General

in doubt

Galtieri had considered rejecting the arrest order when military security officers came to collect him. He is also said to have proved uncooperative when he appeared before the military commission.

In a sign that more serious charges might be under preparation, observers yesterday said the court of honour ordered by General Nicolaides would have powers similar to that which judged Argentina's late President Peron after he was overthrown by the armed forces in 1955. Peron was stripped of military rank.



● General Nicolaides: May prefer more charges

'Guardian'

14/4/82

'Guardian' 14/4/83

Airport tender

By our Political Staff

The Government confirmed last night that three engineering consortia had been invited to tender for an airport development contract in the Falklands.

The announcement came in a Commons written answer by Mr John Stanley, the Housing Minister, who said that three engineering groups had been selected as UK civil engineering contractors with the necessary requirements for an overseas project of this size and nature. The three are Taylor Woodrow-George Wimpey; Tarmac-Costain; and Laing-Mowlem-Amey Roadstone Construction.

Mr Stanley's reply is the first confirmation that British private firms, and not the army, will carry out the work. Visit nearer, page 2; settlers warned, page 4

Falklands tenders

The Government yesterday named three British firms invited to tender for the proposed airport development in the Falkland Islands.

Taylor Woodrow-George Wimpey. Tarmac/Costain, and Laing/Mowlem-Amey Roadstone Construction are to compete for the contract, reported to be worth up to £800 million.

The firms are considering two options: to improve the present airfield at Port Stanley or to build a new airport at Mount Pleasant near Fitzroy.

'Guardian'
14/4/83

Hopeful Falkland settlers warned

By Rosemary Collins
Agriculture Correspondent

NO-ONE thinking of buying one of the plots of farm land for sale in the Falklands should expect to be able to make a living from it, a farming expert warns today.

Mr Ted Fellows, an agriculturist and deputy editor of Farmers' Weekly, has just returned from a visit to the Falklands where he examined the 50 and 100 acre plots, and talked to island farmers, some of whom earn a bare living from 17,000 acres of land. His findings are reported in today's issue of his magazine.

"I was not impressed," Mr Fellows concludes. The land he saw for sale was poor, and more than 50 per cent was covered in Whitegrass. The foot-deep soil is separated from a very hard clay subsoil by an iron pan "which would need busting with deep cultivation tackle pulled by a crawler tractor if the plan was to grow root crops."

Islanders allow one sheep to every five acres of the land, so that the plots being offered would not be viable for sheep-rearing. The strong winds and bitter cold would be a strong deterrent to growing crops, Mr Fellows found.

Instead of dibbling in their leeks, as do British growers, the islanders have to earth them up like potatoes because otherwise the wind would pluck them out of the ground. Mr Fellows and his

SHARP RD620	1.89
PHILIPS D6330	1.95
PYE TR3653	.99
Personal Stereo+Headphones	.95
SOVEREIGN SM100 MW/VHF radio	—
NETWORK NW108 cassette	16.91
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SANYO MG1 cassette	48.91
IN CAR	.95
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SHARP RC5900E LW/MW/VHF+ANS5	43.89
PIONEER KP5400 LW/MW Push Button	64.90
SHARP RC6050E LW/MW/VHF+AF55	79.90
Car Speakers	.95
PIONEER TS15 per pair	.95
SHARP CPG1 per pair	.95
SHARP CPG2 per pair	.95
SHARP CPG3 per pair	.50
PIONEER TS108 per pair	24.90
PIONEER TS167 per pair	26.90

D. Telegraph 13/4/83



Sir Rex Hunt, the Civil Commissioner, playing host to relatives of the Task Force dead at a Government House reception and (right) Falklander Mrs Emma Steen pointing out the sights of Port Stanley to Mrs Margaret Fong, widow of an electrical operator who died in the landing ship Sir Galahad, and her children Daniel, 6, and Roger, 5.

D. Telegraph

13/4/83



Stanley greets war pilgrims

By PATRICK WATTS in Port Stanley

RELATIVES of the Falklands war dead had lunch with 150 local families when they visited Port Stanley on their last day in the islands yesterday.

Many of the islanders were given the day off work to play host.

And there was a bank holiday atmosphere as visiting families bought postcards and posed for photographs in front of fluttering Union Jacks.

It was all in stark contrast to their visits, only hours earlier, to the places where their loved ones died.

The first group of 90 relatives left the Cunard Countess, the luxury liner which has brought them on the second leg of their pilgrimage, and came ashore on the government jetty in bright sunshine just before 9 a.m.

They walked the short distance to the town's football pitch and were taken by helicopter to Fitzroy to see the memorial to the Welsh Guards who died in the attack on the Sir Galahad.

The next group of about 130 were driven to the airfield from where they were flown over the exact spots where HMS Sheffield, the Atlantic Conveyor, and a helicopter carrying 19 SAS officers sank.

Some of the dependants will be making every effort to return to the islands. Mr Charles Ford, of Poole, Dorset, whose son, Stephen, was killed on The Ardent said he will be calling a meeting of dependants with the idea of forming an association.

"We have established our links and must not now relinquish them. It could be up to five years before we return, but at least we will have the same aims," he said.

Mr Ford, his wife Brenda and three children have no regrets at visiting the Falklands. "We know now that we made the right decision and feel sure that others who did not come will regret it," he said.

Cherrylee Green, 15, whose brother, Paul, went down with the Sir Galahad wants her mother to return to the Falklands and settle down. "It's a beautiful place and mum said she will consider my wishes," she said.

The RAF paid their tribute late in the day. As the Cunard Countess pulled out, a Phantom and two Harrier aircraft flew past in formation while ships in the harbour tooted their sirens.

D. Mail 13/4/83

Galtieri given a 60-day sentence

ARGENTINA'S former president Galtieri began a 60-day jail sentence yesterday.

His offence was to criticise other generals, churchmen and politicians over their role in the Falklands war.

His sentence could be increased without limit by a 'tribunal of honour' which will further consider his public statements and also how much he is to blame for Argentina's humiliation.

The decision to detain him was no surprise. One source said: 'The big surprise would be if we saw him getting out at the end of the 60 days.'

TED OLIVER in Buenos Aires

The armed forces in Argentina are run very much like the Mafia and Galtieri, himself of Italian descent, broke one of the cardinal rules—the Mafia law of 'Omerte', the closing of ranks and absolute silence in the face of criticism or investigation.

The current head of the army, General Cristino Nicolaides, used his arbitrary powers to order the arrest and detention of the ex-president.

It will not be an arduous imprisonment for Galtieri, but is mostly a means of keeping him quiet while it is decided how

severely he should finally be punished.

'He will spend the next 60 days at an army base, in fairly basic quarters for visiting officers.'

At least four powerful generals—who came in for the brunt of his criticism—are pressing the army leadership to throw the book at him.

Among these are Mario Menendez, who signed the Argentine 'surrender'.

Menendez, who was accused by Galtieri, of cowardice, comes from the country's most powerful right-wing, military family which holds great influence at all levels of government.

The family are furious that Galtieri seems to be attempting to absolve himself of blame and feel that their 'honour' has been insulted.

Islanders throw open their homes

From GRAHAM BOUND in Port Stanley

THE Falkland islanders yesterday opened their homes to the 541 relatives of Britain's war dead when the liner Cunard Countess sailed into Stanley harbour.

Some islanders asked to look after a particular family. The relatives of Welsh Guardsman Huges will lunch with the man who recovered their son's body from the water after the Sir Galahad attack.

Mr Mike Rendall, chairman of the welcome committee, said: 'There are a lot of connections of that sort.'

The Islands' civil commissioner, Sir Rex Hunt, and Lady Hunt, mingled with a large crowd in their drawing-room and served coffee and sandwiches on their lawn.

By the town hall, which acted as a meeting point for guests and hosts, local women and the



Coffee on the lawn served by Sir Rex Hunt

Army Catering Corps laid on tea and cakes.

The military organised excursions to various memorials around the islands, and relatives of the SAS men who died in a helicopter crash at sea were flown over the area to drop wreaths.

Relatives of those who went down with HMS Sheffield were flown over the area in an RAF Hercules.

One of those on the flight was 37-year-old Mrs Rosalind Balfour, whose lieutenant-commander husband died in the ship.

'She said: 'For me this was the most emotional part of the whole trip. The back of the aircraft was opened for us to throw wreaths on to the sea and a chaplain said a few prayers.'

'I felt I was closer to my husband than I have been since he died, or ever will be again. He was so close and yet in another way, so far. This was the funeral I was never able to attend.'

Last night as the Cunard Countess left for the journey back to Uruguay, the islanders lined the shore to wave farewell.

13/4
Daily Mail

D. Mail

13/4/83

Star guest ^{13/4/83}

WHILE the majority of the 544 relatives on the Falkland Islands pilgrimage have been staying on board the liner Cunard Countess, Sara Jones, widow of Colonel 'H' VC, was 'billeted' for one night with her two sons at the farmhouse home in Darwin of Mr Brooke Hardcastle, a settlement manager for the Falkland Islands Company.

The stay must have been a particularly poignant one, since it was in a small ravine only a few hundred yards from the house where her husband fell in the advance on Goose Green a year ago.

Times 13/4/83

Galtieri gets 60-day sentence for indiscipline

From Andrew Thompson
Buenos Aires

General Leopoldo Galtieri, the former Argentine President, faces 60 days' detention in a military prison, and will stand trial before an Army court of honour which could bring further charges against him, military sources have disclosed.

The decision was taken late on Monday night by General Cristino Nicolaides, the Army commander. Under Army regulations retired officers must seek the permission of the commander before making any political statements.

General Galtieri had broken this rule in an interview published by the newspaper *Clarín* on April 2. General Nicolaides imposed the maximum sentence possible for this breach of discipline.

In the interview, General Galtieri criticized General Mario Menéndez, the former military governor of the Falkland Islands. He also attacked three senior active service generals who, he said, led the coup against him in June last year. He claimed they acted in a dishonourable fashion.

The three are General Llamas Reston (Interior Minister), General Edgardo Calvi (Chief of the Army General Staff) and General Horacio Varela Ortiz (Director of Fabricaciones Militares, the Army's military-industrial complex).

Statements made by the former President in the interview also offended other senior officers, the Catholic church and Señor Carlos Ortiz de Rosas, the former Argentine Ambassador to Britain.

At least four officers demanded a court of honour to question General Galtieri's

Continued on back page, col 1

Galtieri faces tribunal

Continued from page 1

statements, and at a meeting of senior generals a majority told the commander that they wanted strong action against him.

It was not immediately known where general Galtieri would have to serve his sentence, but it was believed that he would be taken to one of the Army barracks in Buenos Aires province.

If the Army command finds that the former President has a case to answer under the military legal code, the 60-day sentence could be changed from a disciplinary measure into "preventive detention", pending the findings of the court of

honour. The tribunal has the power to impose a variety of sanctions, including demotion or even discharge from the Army.

General Galtieri could also face charges for his role in the political and military errors during the South Atlantic war. Late last month he appeared before the "Inter-Forces Commission", chaired by retired military officers, which is investigating the conduct of the war. The commission is expected to complete its report some time in May or June.

The 60-day imprisonment order is in itself one of the most severe sanctions ever suffered by a former military President.

13/4/83

THE TIMES WEDNESDAY APRIL 13 1983

ru



Mr Roche reunited with his wife on the return of the Baltic Ferry (inset). Photographs: Bill Warhurst.

Return of a Falklands veteran

Antony Roche, aged 43, a motorman in the Townsend Thoresen ship Baltic Ferry, was entitled to smile when he disembarked at Felixstowe yesterday (Rupert Morris writes). As he embraced his wife he was able not only to pride himself on having served on board Britain's longest continuously serving ship in the Falklands, the

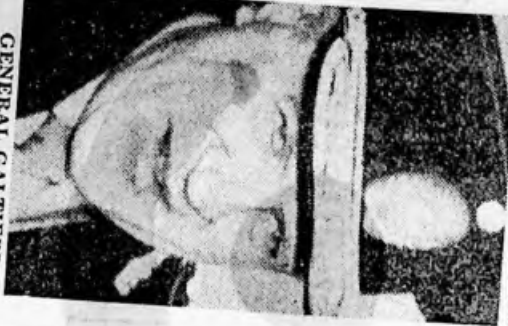
Baltic Ferry has been in action there since it was requisitioned in Felixstowe on May 1 last year, but also to look forward to relaxing on leave until September, 1984.

Under the terms of the agreement reached between the National Union of Seamen and the Ministry of Defence, he is entitled to a day off for

every day worked, together with an annual leave entitlement of 82 days. He said that he and his wife, who live in Keyham, Plymouth, would have a holiday in America.

The Baltic Ferry saw action when unloading supplies in San Carlos Water, and was buffeted by storms on the way home.

Standard
12/4/83



GENERAL GALTIERI

Junta jails Galtieri

FORMER Argentinean leader General Galtieri, who ordered the invasion of the Falklands has been sentenced to serve 60 days in a military jail for making statements blaming others for losing the war.

It was not clear whether Galtieri has already been arrested or if he is still waiting to be escorted from the suburban flat where he has been living in isolation.

The detention order, made by the new Army commander, General Cristino Nicolaides,

Standard Reporter

comes just a week after the anniversary of the invasion. The remarks said to have been made in interviews published in the Argentinean newspaper Clarin on April 2.

The interview took place last year but it was agreed not to publish without Galtieri's consent.

In it, Galtieri said of General Mario Menendez, the

man he appointed governor of the islands.

"Menendez disillusioned me. It is one thing to talk about dying and another thing to die. Every day that passed, he shrank five centimetres in my eyes."

"I thought we could have put up more of a fight. Not that we were going to win, but that we would offer more resistance."

Menendez has been suspended from active duty since the war waiting for the completion of an investigation into its conduct.

Menendez has claimed that his personal reputation was damaged because Galtieri, who ordered the armed forces into the Falklands, had covered up information and made inaccurate remarks.

Galtieri was deposed as leader of Argentina's ruling three-man junta a few days after the surrender of Argentinean troops.

Several generals on active service have demanded Galtieri's arrest. Among them are Interior Minister Lami Rieston and Army Chief of Staff Edgardo Nestor Calvi,

both criticised in the interviews.

There were also reports that Galtieri may face trial by a military court.

Sanctions against Galtieri were expected last week when he failed to appear at a ceremony in Buenos Aires to mark the anniversary of the invasion. His colleagues in the junta, Brigadier Lami Doso, former Air Force chief, and Navy chief, Admiral Victor Anaya, were both present and warmly greeted by current military leaders.

Guardian

12/4/83

A multitude of wreaths, an ocean of grief

From John Ezard,
in Grantham Sound,
Falklands

IN a ceremony older than the myths of Greece, and as noble, British next of kin yesterday said goodbye to 174 servicemen lost at sea here last year by casting flowers on to the waters near to where they died.

As the relatives did so, the South Atlantic which took their dead provided its own long minutes of grace. Albatrosses in flock wheeled down and skimmed and arced over their heads, then flew down over the multitude of wreaths receding in the wake of their ship.

The mourners — including the children who had in many cases been chosen to throw the flowers — stood

crowded at the edges of the ship watching the roses until they were distant red blobs in the great sea.

In the background, a band very slowly and gently played the Nimrod theme from Elgar's *Enigma Variations*. For once, the theme was almost too cruel in its pent-up sweetness.

The destroyer Cardiff and the frigate Active, sister ships to several of the seven stricken task force vessels, kept station with the relatives on either side of the high rear flight deck of their ship, the *Cunard Countess*, until the wreaths and floral crosses for men with no grave but the sea were out of sight.

Then they curled out in unison with the Royal Fleet

Auxiliary Fort Grange and sailed back to escort positions behind the Countess. A few moments later, Cardiff and Active sailed past her on either side with their entire companies of 330 men lining the decks in a bare-headed salute, holding their white caps low in front of them.

Watching were white-haired Clifford Sweet and his 22-month-old grandson, Jonathan, father and son of Lance Corporal Philip Sweet, aged 22, a Welsh guardsman killed in the assault on Port Stanley. They were there with Clifford's wife and Phillips widow. One of Clifford's self-

chosen roles was keep the active, inquisitive little boy busy, so as not to further upset the two distraught women. Grandfather and grandson were the first pair, hand in hand into the San Carlos task force cemetery on Sunday, with their wreath. Jonathan was toddling and the sight was too much for many of the other relatives.

Yesterday Clifford was on the flight deck early to show Jonathan the press helicopter arriving. Later he brought him into a lounge, where the barman gave him a straw and a glass full of ice to play with. "He won't forget this — any of this," Clifford said. Clifford had brought 8,000 miles in his luggage two records of Welsh miners'

choirs with the idea of giving them to a Falklands school. Having arrived he has decided instead to present them to "the two little girls who are going to look after the flowers" at the Fitzroy memorial to Philip and many other Welsh Guardsmen.

Yesterday morning, on the third of the three consecutive finest, sunniest days the Falklands have had this year, Clifford, Jonathan and their women folk gathered with others for the flight deck ceremony. "Time, like an ever-rolling stream/ bears all its sons away/ they fly forgotten, as a dream/ dies at the opening day" they sang in a verse from the hymn *O God our Help in Ages Past*.

There was a prayer "for Turn to back page, col. 7

'Guardian' 12/4/83



Tribute at sea: The congregation on the Cunard Countess at yesterday's memorial service off the Falkland Islands for the 175 men who died at sea in last year's war. Escorting the Countess is HMS Active.

Wreaths on ocean of grief

those we love but see no longer now". Then a naval officer cast the first, representative wreath from the stern of the ship, saluted it, and stood to attention watching it recede.

The next of kin sang "For those in Peril on the Sea" visibly finding it almost unbearable. Many merchant seamen and task force ship survivors went on the fringes of the congregation.

Then all the wreaths were cast, Nimrod was played and the crowd dispersed to a deliberately contrasting, cheerful Alford march, "By Land and Sea."

Fifteen minutes later, Trevor and Gina Heath, whose son Rodney, aged 34, died in the Coventry, said they had found the service and the entire trip extremely upsetting. But they went on, "we feel now that something has been resolved inside us."

We were as close to Rodney as anyone could be to anyone—and coming here has helped."

They had been to see the memorial to Rodney and others on Pebble Island and were amazed and touched that Griff Evans, the farm manager, had dragged a hut containing a heavy stove a mile up the memorial over rocks by tractor to make them a cup of tea.

Gina Trevor said: "We don't have any doubt at all that our son's death was worthwhile. Our worry is about Britain handing this place over to anybody in the future. To us that is absolutely out of the question."

But Debbie Price, aged 23, whose brother, Donald, aged 26, died on the Atlantic Conveyor, said. "It's barren, weird and very beautiful, but it's such a long way from Britain. I can't see that it's worth it to lose all those lives, travelling all this way makes you realise that. Human lives are more important."

After nearly all the mourners had gone below to recover, Clifford Sweet was left on the flight deck with the energetic Jonathan. The boy ran over to the instruments on the deserted band area. Clifford made to stop him. Then he decided not to and he let Philip's son play on the drums and cymbals to his heart's content.

Spain yesterday strongly protested to Britain over the expected arrival in Gibraltar tomorrow of ships from Britain's Falklands task force.

The British embassy in Madrid confirmed last night that the aircraft carrier Invincible, and about a dozen frigates and destroyers would visit the Rock for three days. They will take part in an annual exercise in the Eastern Atlantic code-named "Springtrain."

Sir Richard Parsons, Britain's ambassador, was summoned to the foreign ministry in Madrid and told that the naval visit was a clear provocation when talks were supposed to be in progress between Britain and Spain on the future of Gibraltar.

D. Mail

12/4/83

PAGE 2

Heseltine tells of Falklands sergeant's horrifying dilemma

Daily 1

Prisoner on fire 'shot to spare his agony'

A BRITISH medical corps sergeant picked up a rifle and shot an Argentine soldier who was burning to death, it was revealed last night.

A graphic account of the horrifying incident in the Falklands was given to the Commons by Defence Secretary Michael Heseltine.

The Argentine was in a prisoner of war work detail, clearing an ammunition dump at Goose Green last June.

There was a loud explosion and a fierce fire broke out. Rescuers pulled the injured clear, but one prisoner staggered back into the flames.

Attempts to reach him failed and a sergeant who thought the prisoner was beyond assistance but still alive and in agony obtained a rifle and fired three or four shots at the man, said Mr Heseltine.

Three prisoners of war were killed

By JOHN HARRISON,
Political Reporter

In the blast and flames and a fourth died later at Ajax Bay.

But Mr Heseltine stressed that the fullest investigation found that no court or by military disciplinary proceedings—need be taken.

The work could be classed as dangerous under the terms of the Geneva Convention but the prisoners agreed without coercion, to do it.

The incident — which was investigated after an Argentine officer complained that a prisoner of war had been shot dead—look place three days after the 2nd Battalion the Parachute Regiment had retaken Darwin and Goose Green.

Large amounts of Argentine arms and ammunition were found scattered throughout the settlements and the British Forces had to give high priority to the task of making it safe

and clearing it.

A corporal carried out a thorough inspection of the ammunition pile which later exploded before Argentine prisoners of war were sent in, according to the full report on the incident which was not publicly released by Mr Heseltine.

A five-man work detail, with their own officer and guarded by three British soldiers began their task. The report continues.

The officer appeared to be indicating to the five men what should be picked up next, when there was a loud explosion, which may have been preceded by a smaller one.

Hazard

A fierce fire broke out immediately and at least three prisoners of war had their clothes set on fire. One of them, who, according to another witness, was already engulfed in flames, was seen to stagger or fall back into the seat of the fire.

British personnel including medical staff who, with a doctor, were located nearby pulled injured members of the detail clear of the flames and the

immediate hazard that had developed from ignition of small arms ammunition in the pile.

Despite the danger, attempts continued for some minutes to reach the prisoner of war who could be seen within the fire. A Sergeant managed to get close to the man but was driven back by the heat and perocity of the fire. He tried several more times from different directions but was unsuccessful. About four to five minutes after the explosion and start of the intense fire, the Sergeant, who was in considerable distress because he thought he saw the man moving and could not reach him, obtained a self-loading rifle and fired three or four shots with the intention of ending his apparently intense suffering because he considered that he was beyond further assistance and in agony.

The report states that it was not possible to tell whether the explosion or the bullets fired by the distressed sergeant killed the Argentine soldier. The cause of the blast was unknown but may have been sparked by a cigarette, a booby trap or faulty ammunition.

Times

12/4/83

Falkland pilgrims remember their dead beneath the sea

From Alan Hamilton, Port Stanley

The Falklands bereaved continued their pilgrimage yesterday with a simple, dignified and moving act of remembrance for those 174 members of the task force who have no grave but the sea.

Several hundred relatives crowded the aft helicopter deck of their liner Cunard Countess as she steamed up Falkland Sound in diamond bright sun, the low round hills to port wreathed in haze of heat.

Astern in escort trailed HMS Active and HMS Cardiff, sisters to the Antelope and the Ardent, the Coventry and the Sheffield, and the Royal Fleet Auxiliary Fort Grange, their ensigns dipped to half mast as the strains of "O God our Help in Ages Past" drifted across the bright glassy water.

As at the previous day's dedication of the San Carlos war memorial, Father John Ryan RN summoned the words of St Paul to the Romans: "For I am sure that neither death nor life nor angels nor principalities nor powers nor things present nor things to come nor height nor depth nor anything

in all creation will be able to separate us from the love of God in Jesus Christ our Lord".

As the congregation broke into "Eternal Father Strong to Save" several of the relatives were overcome by the moment and the music and wept openly.

Representatives of all the task force services and Sir Rex Hunt, the Civil Commissioner, lined the stern rail to cast five wreaths on the water.

As the Royal Marines Band played Elgar's Nimrod the relatives gathered by the rail to shower the placid sea with a cascade of flowers. In a moment they were left behind, lost to the sight of all but the inquisitive petrels swooping in hope of food.

Then the Cardiff followed by the Active formed up to sail past in line to starboard, their crews lining the rails with caps off in silent tribute to their dead comrades.

Watching with the Countess's pilgrims were 46 survivors of the peril on the sea, 14 from the Coventry, 12 from the Sheffield, 14 from the Ardent and six from the Antelope. All had come aboard for the day

from the various ships in which they now serve to participate in the acts of remembrance.

Throughout the day as the Countess steamed through the Grantham and Falkland sounds she passed over the war graves of the Ardent and the Sheffield and at each place those relatives most closely involved held small private services and cast their own wreaths on the water.

There were acts of remembrance during the day for other ill-starred vessels: the Sheffield and the Sir Galahad, the Glamorgan and the Sir Tristram.

But for all the formal acts of worship, one of the most touching and poignant moments of the entire pilgrimage was the passengers first sight, at midday on Saturday, of the islands themselves; their rounded rocky skylines unbroken by any tree.

Their stark beauty is widely agreed by the pilgrims as they bask under a burst of glorious autumn weather, the sun breaking life into the dull green

Continued on page 2, col 5

Remembering those who died at sea

Continued from page 1

moorlands and reminding many of north-west Scotland.

Into their minds has sunk the magnitude of distance: the 8,000 miles between here and home have become real. They realize now how far their men went to fight. But for most the fact that they have travelled half a world has not shaken their belief in the right of the cause for which their menfolk died.

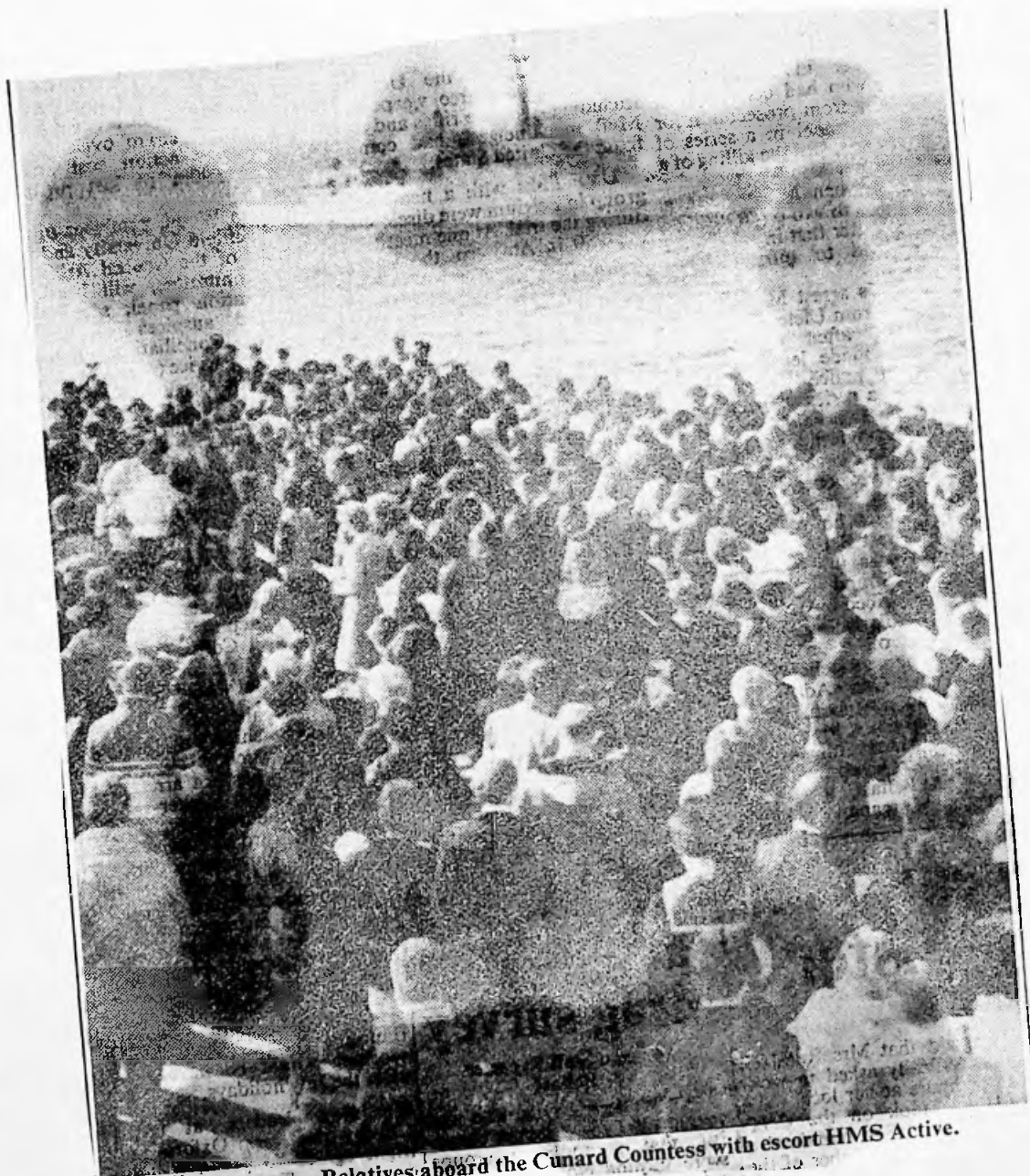
Mrs Elaine Evans, whose Royal Marine husband Kenneth died at Ajax Bay on May 27 and is now buried in the San Carlos Cemetery, spoke her thoughts yesterday.

"Right from the beginning I knew this was a trip I and the two children had to make. Coming here was tremendous: when you looked around it could have been a part of England. To me it was worth fighting for: it was like fighting for home."

Emotions and beliefs will be disturbed even more when the passengers land at Port Stanley to be received and entertained by families in their homes.

Times
12/4/83

'Times' 12/4/83



Service at sea: Relatives aboard the Cunard Countess with escort HMS Active.

Sergeant killed burning Argentine

By Philip Webster
Political Reporter

An Argentine prisoner of war on the Falklands Islands who was burning to death after an explosion while he was moving ammunition was shot by a British soldier to put him out of his agony.

Mr Michael Heseltine, the Defence Secretary, disclosed details of the incident last night in a Commons reply about inquiries into the death and injury of Argentine PoWs while in British custody and made clear that no disciplinary action would be taken against the sergeant involved. The Ministry of Defence last night declined to name him or his regiment.

Four PoWs died as a result of the explosion on June 1 last year at Goose Green and a further eight were injured. The inquiry has found that there was no breach of the Geneva convention which prevents PoWs from being forced to do dangerous work.

Mr Heseltine, stating it had been concluded that the work could be classed as dangerous, said that the prisoners had undertaken their task without coercion.

Mr Heseltine gave a graphic account in his reply of the dilemma facing the sergeant. After the action at Darwin and Goose Green large quantities of arms and ammunition were found, posing a threat to the civilian population which could not return home until the houses had been checked and cleared.

British forces had to give high priority to making the ammunition safe and clearing it to a central collection point at the airfield, while guarding many Argentine PoWs accommodated in a large sheep-shearing shed.

Mr Heseltine went on: "On the afternoon of June 1, 1982 a prisoner of war work detail under the supervision of an Argentine officer and guarded by three British soldiers was engaged on the task of moving ammunition from near the sheep-shearing shed when there was a loud explosion.

"A very fierce fire began and although rescuers managed to pull the injured clear, one prisoner of war was seen to stagger back into the flames.

"Attempts to reach him failed and a sergeant of the British forces who had over a period of some minutes been repeatedly driven back by the heat and flames and who thought the prisoner was beyond assistance but still alive and in agony obtained a rifle and fired three or four shots at the man."

Mr Heseltine said that shortly after the incident an Argentine officer had complained that a British soldier had shot a prisoner of war. Eye-witnesses, including the sergeant, were interviewed and the officer explained to Argentine officials who accepted them and did not pursue the matter further.

'Times'

12/4/83

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DAILY EXPRESS Monday April 11 1983

The hillside of honour



Solemn gathering of relatives of the Falklands dead view the graves at San Carlos

From Page One

the Forest," a sad tune of glory. And with it came the tears. The watching soldiers who stood to attention around the honey-coloured stone wall circling the cemetery wept too.

Mothers and widows studied the inscription on the memorial, nodding gently in approval and burst into tears.

"Isn't it beautiful," said one mother as she was comforted by her daughter-in-law.

Representatives of all the services and the Merchant Navy formed a guard of

honour around the four-foot high cemetery walls. And the entire population of San Carlos, just 30, stood discreetly behind the mourners.

In his address, the Rt Rev Stuart Snell, Bishop to the Forces, said families had come to the Falklands with mixed emotions.

The British servicemen who died exemplified the values of obedience and selflessness for the sake of others, "even unto death," the Bishop said.

"May their example sweep through our nation like a purifying fire, continuing to inspire us."

Helicopters had ferried guests and VIPs to the hills behind the graveyard, and the warships Cardiff, Active and Endurance were anchored within sight of the shore.

Relatives were warned not to stray far from the cemetery because of the danger of unexploded weapons.

A Union Jack fluttered gently in the wind.

Chief of the Defence staff, Field Marshal Sir Edwin Brammall, represented the Government.

Others at the service included Falklands military commander Major-General

David Thorne and Civil Commissioner Sir Rex Hunt.

Royal Marine buglers played the Last Post and Reveille.

The sound drifted across the infamous "Bomb Alley" where Task Force ships were heavily attacked by Argentinian planes and where Antelope sank in flames.

Mrs Jones wiped a tear from her eye as the Last Post was played.

Then she and her sons David, 16, and Rupert, 13, were flown to Goose Green to see where Colonel "II" was killed.

'E. Standard' 11/4/83

LETTERS

Falklands and the tranquillity trap

IN AN ideal world Max Hastings's personal assessment of the Falklands' future might be the right course to take, but surely he must realise from his own experience in the Falklands that we live in an anything but ideal world.

The fact that the islands had been left in a kind of idyllic tranquillity gave the Argentinians the idea that Britain didn't much care about the islands and their inhabitants.

To pursue the policy Max Hastings suggests, would to my way of thinking, be like performing a double fault when your opponent is at match point.

I think the Falklanders have to realise this and accept the development and change. But there is a good way of doing it and a bad way. I only hope the authorities choose the right way, not only for the people and the islands but also for its wildlife.—D. Forest, Cloudesley Place, NI.

Strangling

MAX Hastings claims the Falkland kelpers may exercise "the same baneful strangling influence on British politics as Ulster's Protestants".

His comparison is ill-founded. When Margaret Thatcher accepted Lord Carrington's resignation she broke

the hold of the aristocratic Foreign Office circle of British Falklands policy. But Northern Ireland is still dealt with in the Foreign and Colonial Office bi-partisan style.

The residents of the province are not allowed to participate in the British party political system: when they apply to join the Labour Party their cheques are returned. They have no Tory or Labour candidates to vote for.

It is Labour and Tory politicians, not the Ulster Protestants, who befoul Ulster politics by this colonialist boycott. When the people of Northern Ireland are allowed to join the parties of government at Westminster, bi-partisanship and its deadening influence will be at an end.

The effect of the people of Northern Ireland on British politics will then be a stimulating one. — P. R. Cosin, South Hill Park, Hampstead.

MAX Hastings underestimates the importance of the Falklands. They are very important in the strategy of the South Atlantic. That is why two world wars were fought in which the Falkland islanders figured very prominently. They are important for communications with Antarctica, South Africa, Australia and New Zealand.—K. Metzger, Stanley Avenue, Wembley, Middx.

Relatives of Navy's dead pay tribute in Falkland Sound

By PATRICK WATTS on board the
Cunard Countess in Falkland Sound

ON a crystal April morning in Falkland Sound, hundreds of voices choked on two lines of a hymn rising indistinctly from the helicopter pad of the liner Cunard Countess:

*Oh hear us when we cry to thee
For those in peril on the sea.*

The previous day many of these voices had paid tribute to those who died ashore in freeing the Falklands.

Yesterday they remembered those who lie in graves far deeper than San Carlos Cemetery — the tangled hulls of the frigate Ardent and the destroyer Sheffield.

The destroyer Cardiff and the frigate Active sailed past the Countess so close that spray showered the liner's starboard side.

On board the warships, each sailor stood to attention, one hand clasped to the rail, the other holding his hat, the white tops standing out against the grey background. Above, officers on the bridge saluted in memory of their fallen comrades.

Prior to this impressive display, another highly emotional memorial service had taken place as relatives of the Navy's Falkland fleet clung tightly to each other giving physical as well as moral support as the Marine band played "Eternal Father, Strong to Save."

Among the next of kin, lips moved as they read from their programmes the words of the hymns, but little could be heard.

The senior naval officer, Capt. P. H. Wright, threw the official wreath over the stern of the Countess.

The Rev. Richard Buckley said: "O God by whose mercy the souls of the faithful find rest, in your loving kindness bless the waters of the deep and set your holy angel to be guardian over them."

'Do not be afraid'

Several widows were overcome with grief and had to be comforted by relatives and welfare officers.

One Red Cross nurse broke down and wept as the Last Post was played by Royal Marine buglers Phillip Smith and James Whitham.

Bishop Stuart Snell, the forces Bishop, began his address:

"They were all terrified... Jesus said: 'Take heart, it is I: do not be afraid.'"

"Then he climbed into the

boat beside them and they reached the place they were heading for (Mark 6)."

The service over, everyone moved to every available space on the ship's railings. Bright wreaths thrown from above floated gently down Falkland Sound, their colours contrasting with the ice blue of the water.

Jacqueline Marsden from Great Harwood, Lancs, whose brother died in an accident aboard carrier *Invincible* the day after the ceasefire, stood with her mother and father.

"I feel so much closer to Brian now that I've sailed down these waters," she said.

The family are amazed by the Falklands beauty. "It's not just a barren rock as we were led to believe. Sure it was worth fighting for."

'Life more important'

However, 23 year old Debbie Price from Portsmouth, a student at Winchester and an avowed supporter of CND and the Greenham peace women, whose brother Donald was lost on the Atlantic Conveyor, was angry.

"If we had given the islands to the Argentine it would have been much better," she said. "Life is more important than freedom. I feel bitter about it."

My lasting memory of this moving occasion was of four figures huddled together at the stern of the liner after everyone else had gone.

Twenty-month-old Jonathon Sweet, who one day will know that his Welsh Guardsman father L/Cpl Philip Sweet lost his life at Fitzroy on the *Sir Galahad*, held the hand of his German born mother Eve Marie. She clasped hands with her Welsh mother in law, who in turn clung to her husband.

Having first been comforted by a chaplain, the adults were united in comforting each other and united in their obvious grief.

But after a while the lure of the Marine band drummer's kit proved too strong for little Jonathon.

He climbed on to the drummer's stool and banged away, first at the snare drum, then at the cymbal.

His grandfather moved to

stop him—but then checked. For the first time, the hope of the living re-asserted itself on the day devoted to the memory of the dead.

Later the Countess sailed to where the *Sheffield* was hit by an Exocet, and tomorrow morning the next of kin will spend the day in and around Stanley.

The Welsh guards' relatives will go on to Fitzroy where 32 of their men were killed, while others will visit various monuments and battle sites.

The residents of Stanley are preparing to welcome the dependants with a traditional Falklands hospitality. Lunches normally reserved for birthdays, Christmas and other festive occasions are being prepared, and the town hall will become a meeting place and tea stall. Ladies are baking madly in anticipation of the stall being used throughout the day.

The dependants will sail on Tuesday evening to Uruguay and then catch their plane for home.



Relatives of loved ones who have no grave but the sea attending a memorial service on the deck of the Cunard Countess off the Falklands yesterday. In the background is the frigate Active.

WORTH FIGHTING FOR Mrs Jones's visit

Mrs Sara Jones, widow of the paratroop V C, spent the day at Darwin and at Goose Green, where her husband was killed.

She said: "Yes, it was very much worth fighting for. The islands looked so lovely as we sailed into San Carlos Water. It has been important for me to come and see where it all happened."

"I personally wanted to see where my husband spent his last days."

"I was well aware of the emotional upheaval in coming here, and I will go home stoked with memories which will have to last me a lifetime."

Mrs Jones said there had been a tremendous atmosphere on the Cunard Countess. "People have been apprehensive, but also very excited. There has been a lot of sadness, but also a lot of cheerfulness."

She and her two sons have been staying at the home of Mr Brooke Hardcastle, settlement manager at Darwin. They will rejoin the other relatives in Port Stanley.



Relatives of British servicemen who died in the Falklands campaign taking part in yesterday's service of dedication at the cemetery on a slope overlooking San Carlos Water.

Tearful tribute to war victims

By PATRICK WATTS
in San Carlos

MORE than 450 relatives of the Falklands war dead paid silent tribute to their loved ones on a windswept hillside above San Carlos yesterday.

Altogether more than 700 people — relatives, servicemen and islanders — took part in a memorial service in memory of the 255 men who lost their lives.

The beautifully-prepared San Carlos cemetery is just yards from where British troops first landed to establish a bridgehead.

Fourteen men, including Col 'H' Jones, VC, of the Parachute Regiment, are buried there.

The moving, half-hour service was to dedicate an impressive memorial which bears the names of all those who died.

A total of 541 next-of-kin arrived off San Carlos on Saturday on the liner Cunard Coun-

Excesses admitted and pictures—P3

tess, which brought them on the second leg from Montevideo of their 8,000-mile pilgrimage from Britain.

Earlier 14 survivors from HMS Coventry, now serving on other Royal Navy ships, joined the relatives for a wreath-laying ceremony on the spot where HMS Coventry went down.

Some relatives stayed on board the liner yesterday, preferring to save their emotions for a service today in memory of those who were lost at sea.

The relatives started going ashore yesterday two hours before the service started.

They browsed around the cemetery, taking pictures of the memorial. Some cried, others comforted.

The early-morning mist soon lifted and the weather was bright and sunny.

Fifty-one relatives of the men buried at the cemetery paid a

Continued on Back P, Col 6

Tribute to Falklands war dead

private visit on Saturday and laid wreaths of carnations, roses and poppies.

Yesterday the families stood quietly, deep in thought, proudly remembering their loved ones. Some wore Wellington boots and coats to combat the chill, autumn wind.

Anthony Evans, 13, from Waterloo, Hants, dressed in the Royal Marine cadet uniform, proudly wore the campaign medal of his father, Ken, who is buried at San Carlos.

Mrs Teresa Gibby, 23, from Rhondda, South Wales, carried her 14-month-old daughter Katie as she gazed at the name of her Welsh Guardsman husband, Mark, killed in the attack on Sir Galahad at Fitzroy.

Reminders of war

Mothers and widows who studied the inscription on the memorial, nodded gently in approval. Others burst into tears.

"Isn't it beautiful," said one mother as she was comforted by her daughter-in-law.

Representatives of all the services and the Merchant Navy formed a guard of honour around the four-feet high cemetery walls.

People from the main Falklands settlements were invited to the service and the entire population of San Carlos, just 50 were there, standing discreetly behind the mourners.

There were constant reminders of the war.

Helicopters ferried guests and VIPs to the hills behind the graveyard and HMS Cardiff, HMS Active and HMS Endurance were anchored within sight of the shore.

Relatives were warned not to stray far from the cemetery because of the danger of unexploded mines.

A Union Jack fluttered gently in the wind, just yards from where jubilant soldiers raised the British flag after the landing at San Carlos on May 21.

In his address, the Rt. Rev. Stuart Snell, Bishop to the Forces, said families had come to the Falklands with mixed emotions.

"We have made this long, sad pilgrimage to honour those brave young men who set out in happy spirits in the flower of their youth and then so soon after gave their all, never to return home.

"We come with pride, not the pride of the victor over



the vanquished, for there is no more magnanimous person in victory than the British soldier, sailor and airman."

He referred to the Argentinian cemetery at Darwin, where 221 men are buried.

"There is another Christian place not far from here where are buried young men, hapless adversaries who also served their country and who too have loved ones who mourn their loss."

The British servicemen who died exemplified the values of obedience and selflessness for the sake of others, "even unto death."

The Bishop added: "May their example sweep through our nation like a purifying fire, continuing to inspire us."

Poignant moment

The service, said the bishop, was the most poignant moment in the lives of many people.

Chief of the Defence Staff, Field Marshal Sir Edwin Brammall, represented the Government.

Others at the service included Falklands military commander Maj.-Gen. David Thorne and Civil Commissioner Sir Rex Hunt.

The bishop said, as he dedicated the memorial: "In the faith of Jesus Christ we dedicate this memorial to the glory of God and in memory of those members of the Task Force whose names are recorded here, who died in the service of their country and in the name of the Father and of the Son and of the Holy Spirit."

Royal Navy chaplain, Father John Ryan, who travelled to the Falklands with the families, opened the service.

Royal Marine buglers Philip Smith, 25, from Coventry, and James Whitham, 19, from

Huddersfield, played the Last Post and Reveille.

The sound drifted across the infamous "Bomb Alley," where Task Force ships were heavily attacked by Argentinian planes.

The Chief of the Defence Staff read a brief passage from Pilgrim's Progress.

Relatives and guests sang hymns and the national anthem, accompanied by the band of the Royal Irish Rangers in full combat gear. Pipe Major Derek Watton and L-Cpl Johnnie Taylor played the regimental lament as wreaths were laid.

It was a moving, often harrowing experience for the widows, fathers, mothers and children of the servicemen who died.

Many were carefully carrying wreaths, some shaped into a heart.

Among them were Mrs Sarah Jones, widow of Col 'H', and her sons David, 16, and Rupert, 13.

Among the San Carlos people attending the service was 43-year-old farm manager Mr Pat Short: the first man to greet the British troops when they landed.

"We were woken up that morning by a lot of noise coming from the beach," he recalled. "We had no idea what was happening."

Lt John Therman, a Marine who has since married Sir Rex Hunt's daughter, knocked on Mr Short's door that morning and asked if there were any Argentinian soldiers in the house.

"I just said to him: 'Are you British,' then shook him by the hand about six times."

'Horrible experience'

Mr Short still remembers seeing HMS Antelope sinking in "Bomb Alley."

"It was one of the worst things I have ever seen in my life—a horrible experience."

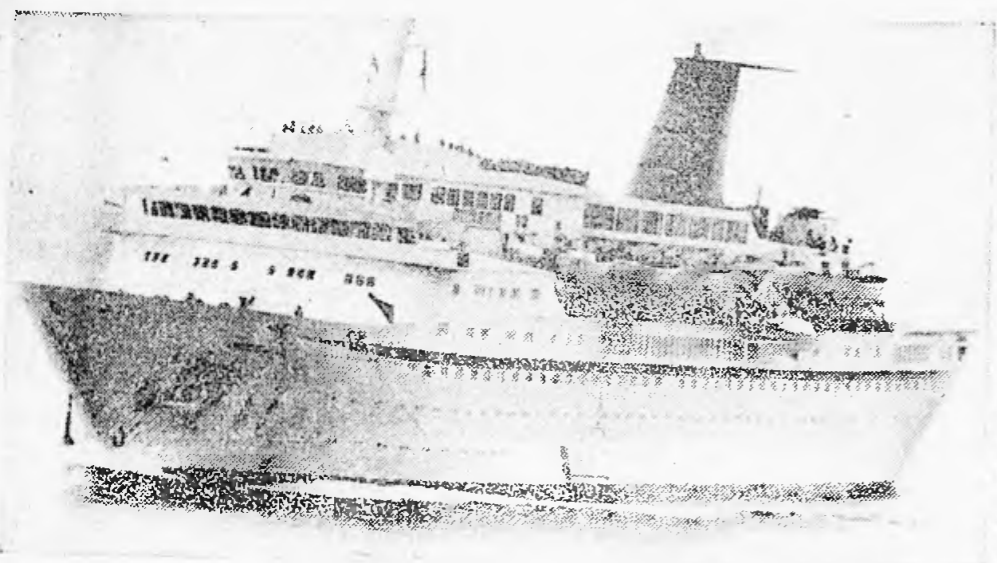
He has volunteered to look after the 14 graves after the relatives leave—a task he is eager to perform.

People in San Carlos had been busy baking cakes in the hope that the families would have time to visit them.

"We think it is good for the relatives to come here and see what the men fought for," said Mrs Hazel Goodwin, 51.

Excesses admitted, and Pictures—P3

Bereaved sail into the far-off islands where their menfolk fell



THE terrors of Bomb Alley are a year away and all is peace as the cruise liner Cunard Countess sails into San Carlos Water, her decks lined with more

than 500 men, women and children who had come 8,000 miles to say a sad farewell to the men who fell in the cause of freedom in the Falklands.



● Mrs Sara Jones, widow of Col. M. Jones who won the VC for his gallantry while commanding 2 Para in the battle for Goose Green, attending the dedication service at San Carlos Cemetery with her sons David (left) and Rupert. Her husband is buried there and on his headstone is the inscription: "It is not the beginning but the continuing of the same unto the end."



● Floral tributes from relatives at the memorial to the dead.

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JUNTA READY TO ADMIT 'EXCESSES'

By TONY ALLEN-MILLS in Buenos Aires

ARGENTINA's military junta is on the verge of admitting officially for the first time that its crack-down on subversion in the mid-1970s led to "excesses" by over-zealous officers.

During the last fortnight the junta has been putting the finishing touches to a long-awaited report on the so-called "dirty war," in which thousands of Argentines disappeared and were presumed to have been murdered by the military.

The report is being portrayed as the Armed Forces' final word of the politically explosive issue of the *desaparecidos* (disappeared ones).

But few civil-rights campaigners in Buenos Aires believe it will tell the real story of three years of vicious repression.

According to officially inspired leaks, the junta would assume full responsibility for the anti-subversive campaign, which would be termed a military "act of service" ordered by the civilian government of President Isabel Peron before it was toppled in a coup.

Using the vaguest of terms, the generals would own up to "excesses," and perhaps even to instances of criminal behaviour. But the report would insist that any alleged offence had to be tried by a military, and not a civilian court.

By openly admitting to a measure of guilt — however limited — the junta was hoping to placate its critics and defuse the *Desaparecidos* issue as the day approaches for the restoration of civilian rule.

Stratagems doomed

Another placatory gesture to Peronist and trade union organisations was expected to be a new law allowing Senora Isabel Peron and senior union leaders to resume political activities after a six-year ban.

But these stratagems ap-

peared doomed from the start. With elections in view, no civilian politician could afford to ignore the sheer scale of the *Desaparecidos* tragedy.

Few civilians accepted that justice should be left to the military courts to decide, and the junta's hopes that the issue would quickly fade away were unlikely to be fulfilled.

"The generals are in an impossible position," a human rights activist commented last week. "If they admit too much about the disappeared ones, they will be condemned. If they admit too little, they will still be condemned."

Civil rights groups like the Centre for Economic and Legal Studies have documented more than 7,000 cases of *Desaparecidos*. Unofficial estimates of those missing range from 15,000 to 30,000.

The military's report, which was due to be published later this month, would claim that 40,000 people took part in "subversive" activities against the State during the 1970s.

Of these, 15,000 are said to have been directly engaged in terrorist violence.

These totals are considered by civil rights sources to be wildly exaggerated, but the Junta's report is not thought likely to be much more precise.

"They may produce a handful of examples showing that disappeared ones are really living abroad or died of natural causes," one source said.

"But they will avoid the real question — the missing thousands who are not living abroad and did not die naturally. Those are the ones they won't explain."

'Russian ship' for Argentine relatives

By TONY ALLEN-MILLS
in Buenos Aires

A VISIT to the Falkland Islands by a group of Argentine relatives of war dead might go ahead with Russian assistance, the organiser claimed at the weekend.

In a statement that seemed deliberately designed to provoke the British, Senor Osvaldo Destefanis said his Centre for Volunteers for the Fatherland was "seriously considering" using a Russian merchant ship to transport 250 Argentine relatives to the islands.

Earlier this week Senor Destefanis published nine conditions imposed by Britain on the planned visit, including a stipulation that the vessel be non-Argentine.

No evidence

A Buenos Aires shipping company has been searching for a foreign ship to make the voyage in early May, but so far there is no evidence that Senor Destefanis has actually contracted for a Russian vessel.

Senor Destefanis claims that because the ship will be flying a Red Cross flag, it does not matter where it is registered. The dispute is unlikely to be resolved until he presents the International Red Cross with his plans for the voyage so that they can be passed on to Britain.

Sources say it could be another fortnight before the Centre for Volunteers was sufficiently organised to draw up detailed proposals for the visit.

GALTIERI AWAITS ARMY DECISION

By Our Staff Correspondent
in Buenos Aires

General Leopoldo Galtieri spent the weekend in seclusion in his Buenos Aires apartment as the Argentine Army High Command considered whether to punish him for criticising fellow officers last week in a newspaper interview about the Falklands.

The former head of the Military junta has not left the apartment block since Thursday, when he was ordered to confirm or deny comment attributed to him in the interview.

'Times'
11/4/83

Half a world away, Falklands pilgrims honour their dead

From Alan Hamilton, San Carlos, Falkland Islands *TIMES 11/APRIL*

In the book of Isaiah, and on a tablet of grey-green Cumberland slate above San Carlos Water, it is written: "Give glory unto the Lord and declare His praise in the islands." So it was done yesterday by those whom the Falklands war robbed of fathers and husbands, brothers and sons.

They came, 541 of them, across half a world to dedicate the war memorial on a treeless hillside above Blue Beach, where British forces first stepped ashore.

It was a kind day under the maturing sun. Even the unceasing lament of the Falkland wind was briefly stilled to a whisper, and the round, frowning hills doffed their caps of mist. The gin-clear water of San Carlos Sound raised barely a ripple; it could have been late summer in Shelland. Their men died on no such quiet days.

From their launches they climbed the gentle hillside to the cemetery, a circular corral 50ft across enclosed in a low wall of honeyed sandstone from Fox Bay. Within stand 14 gravestones of polished grey granite, identical but for their inscriptions, drilled in four neat rows behind plots of marigolds. Private lies by a major, boy soldier by hero, equal in the final democracy of death.

The bereaved well wrapped against the "fickle" climate, walked in groups to read the tablets set into the encircling

wall: "1982 April-June. In honour of the South Atlantic task force and to the abiding memory of the sailors, soldiers and airmen who gave their lives and who have no grave but the sea. Here beside the graves of their comrades this memorial records their names".

On either side are slate tablets listing the 174 who lie below the chill Atlantic waves.

As the relatives gathered round outside the wall, there were already wreaths of roses and poppies, lilies and chrysanthemums, decking the 14 graves, a spilled paint box in the landscape drab as camouflage. On Saturday those relatives had made private pilgrimage from their liner Cunard Countess, well away from the attentions of outsiders.

From the hillside above watched the 30 residents of San Carlos settlement, including Mr Pat Short, who on May 21 last year opened his front door to the first Royal Marine ashore. The Union Flag flapped lazily above their heads.

Father John Ryan, RN, prayed that the sacrifice of the men might not be in vain and that justice and peace would prevail. The reedy singing of "Praise my Soul the King of Heaven" was almost lost in the breeze.

Boys with them in their sorrow, support them in their loneliness", prayed the Rev Peter Brooke, Welsh Guards.

And for the strength to persevere, the Prayer of Sir Francis Drake, chiselled on the headstone of Colonel "H" Jones: "It is not the beginning but the continuing of the same until it be thoroughly finished which yieldeth the true glory."

The Last Post echoed around the bare brown hills and over the water so lately filled with war, fading to a silence broken only by the distant thrum of helicopters.

Field Marshal Sir Edwin Bramall, Chief of the Defence Staff, read Bunyan: "So he passed over and all the trumpets sounded for him on the other side." And all the trumpets of the Royal Marines sounded Reveille.

"With what mixed emotions we stand in this place," the Rt Rev Stuart Snell, Bishop to the forces, said. "We come with pride, not the pride of boastfulness or conceit, nor the pride of victor over vanquished. We remember another Christian place not far from here where are buried many young men."

For the Argentine dead lying over the hill, there is yet no pomp.

"Our pride is in our fathers, brothers, husbands and sons. They embodied the virtues of obedience, discipline and selflessness for the sake of others even unto death."

And again the breeze blew

Continued on back page, col 1

Casualties honoured

Continued from page 1

away the voices which strained to sing "Thine be the Glory."

Sir Edwin, Major General David Thorne, commander of the British forces, and Sir Rex Hunt, the civil commissioner, laid their wreaths on the memorial. The parachute Regiment came next, and the Royal Marines, and all the other services who made up the task force.

Mrs Sara Jones watched: Her husband was a VC, but yesterday she was just another war widow. Anthony Evans, aged 13, wore his father's South Atlantic Medal on the right breast of his Marine Cadets uniform. Corporal Ken Evans, Royal Marines, lies by Colonel "H".

The formality ended. Two saffron-kilted pipers of the Royal Irish Rangers played "The Flowers of the Forest", a lament for another battle long ago. The families streamed in with their wreaths and flowers to dress this far, forlorn place in the fresh bright hues of an English summer. From some an armful of yellow chrysanthemums, from some a single rose.

Few foreign fields forever England are so far from home: it may be a very long time before any of them sees it again.

For it is also written in the Book of Isaiah: "Keep silence before me, O islands, and let the people renew their strength."

Argentine fleet *TIMES 11/4/83*

From Mr G. L. B. Pitt

Sir, In his article in *The Times* of April 4 Mr Gerald Kaufman wrote:

Tomorrow it will be exactly a year since the Royal Navy task force set sail for the Falkland Islands. Naturally, it was composed of warships built in British shipyards. Awaiting it 8,000 miles away was the Argentine fleet, itself including numerous vessels also built in British yards. Before long, Exocet missiles, containing components made in Britain, were raining down on British Servicemen.

Since the Conservative Government came to office, it has signed contracts with 84 countries for the supply of defence equipment...

The implication is that these ships were sold to Argentina by the Conservative Government. What are the facts? There are nine warships of British origin in the Argentine Navy.

The aircraft carrier Veinticinco de Mayo was sold to the Royal Netherlands Navy on April 1, 1948, by the then Labour Government.

The long, sad pilgrimage ends a chapter on Falklands hillside

Guardian
11/4/83

From John Ezard
San Carlos,
Falkland Islands

THE "long, sad pilgrimage" across the world of 541 relatives of Falklands war dead reached its first ending yesterday with a prayer for personal solace and "for the healing of the world's sorrow" in a gentle, softly sung, yearning ceremony on a little hillside here.

It was held at the British cemetery above Blue Beach, San Carlos, where the first troops went ashore on May 21, 1982, from the task force.

Thus opened a campaign in which 255 of the force died — "those brave young men who set out in high spirits and in the flower of youth and so soon after gave their all, never to return home" as the forces bishop the Right Reverend Stuart Snell, called them.

Their deaths had he said in an address delivered to "my dear brothers and sisters," brought to their next of kin disbelief, horror, and shock.

They had lain down their lives for their friends, and some had even done so to spare their enemies. "We recall another Christian place not far from here where lie buried other young men,"

Bishop Snell said. The cemetery for 221 Argentine war dead is at Darwin, 60 miles away.

Most of the 450 relatives who attended yesterday's memorial dedication ceremony kept their self-control until shortly before the moment when two pipers

Falklands grief, page 2

played the Flowers of the Forest as a white-haired man led a toddling boy in to place the first of the civilian wreaths.

Then another grey-haired man and a young woman in a marquee leant against each other, both crying helplessly.

A short, frail woman in her seventies put one arm around another young woman and the other round a little boy standing beside them. Both looked down solicitously at the little boy.

Other human chains of grief formed at the same moment. In the ceremonial blessing there was a prayer that grace should be granted to the living, rest to the departed, "and to all mankind, peace and concord."

The day began in a dawn of clear sunlight with mist

smoking off the hills and the water while peat smoke rose from the houses on shore. It was the Falklands in one of its more enchanted moods.

Many families were up early on the deck of their cruise ship, the Cunard Countess, to see the dawn.

Soon they began coming ashore, the greatest cavalcade of mourners ever to arrive at one time and place so soon after the battles. They brought no terrible nimbus of grief with them. They were ordinary people in Falklands kit: jeans, stretch slacks, anoraks, duffel coats, quilted coats and stout shoes.

"I was going to look at the village but I never got there," said a Yorkshire woman. "I got as far as the hill and just sat down quietly and had a good weep." A man in the same group said to her, "I know."

The cemetery's pink, rough stone walls, quarried from Fox Bay on West Falkland, reminded many of them of Cotswold stone. They entered in small informal groups, holding wreaths and portraits to be photographed against names on the stone memorial roll of honour.

A boy, less than 10 years

Turn to back page, col. 3

Journey's end for pilgrims

Continued from page one

old, in a dark raincoat ran over, pointed to a name, and shouted to a boy with him, "I've found it, I've found it."

Then the families walked along the white sand of Blue Beach, the children picking up shells. "Put it under your pillow and get 5p," a boy teased his younger brother.

A girl picked up a small bone and cried: "Look, I've found a whale's tooth." But shortly afterwards — although the Irish Rangers had searched the beach with a toothcomb on Saturday — the army Tannoyed a warning: "There might still be unexploded ammo around, don't pick anything up."

Then they marshalled for the service, standing outside the cemetery on daises in the livestock paddock and around the outside walls with local people. The bishop, Stanley's Roman Catholic priest Mgr Daniel Spraggon, the Military Commissioner, the Civil Commissioner and others arrived in their finery—having hastily robed in the farm manager's house. The dedication opened with a prayer

that the sacrifice would not be in vain and the words: "We bring to thee the needs of the whole world..." There was Sir Francis Drake's old prayer, part of which is inscribed on Colonel H. Jones's memorial: "Lord God, when thou givest to thy servants to endeavour any great matter, grant us also to know that it is not beginning but the continuing of the same until it be thoroughly finished which yieldeth the true glory."

There was also Mr Valiant-for-Truth's defiant text from Bunyan's Pilgrim's Progress: "I am going to my father and though with great difficulty I am got hither, yet now I do not repent me of all the trouble I have been at to arrive where I am. My sword I give to him who said shall succeed me in my pilgrimage and my courage and skill to him who can get it."

In the one possibly controversial note in his address the bishop said of the dead, "may their example, which swept through our islands (Britain) last year like a purifying fire continue to inspire us."

As the words and pipe laments finished, relatives mingled with islanders in the paddock. In the end, an emotionally gruelling, long-dreaded ceremony which was expected to reverberate across the world had matched the Falklands scale. It was very rural and remarkably informal, also most profoundly felt.

Captain Pifi Elliott, the relatives escort officer, said none of the relatives she had talked to appeared to feel the Falklands conflict was not worthwhile.

But the parents and wife of one victim — Lieutenant David Tinker, aged 25, who died on June 12, two days before the Argentine surrender — were absent.

David Tinker's letters from the task force were published as the best-selling book *A Message from The Falklands*, compiled by his father and dedicated to "all the other young, white drawn faces" of widows.

In his later letters home from the Glamorgan, he came to oppose the campaign vehemently.

Guardian letters

11/4/83

An island strategy that plays into Argentinian hands

Sir, The Argentinians, you know, aren't as daft as some people try to make out. If they can just wait a little bit longer, uttering a few warlike noises now and then, buying an odd warship or two from us and a few more Exocets from France, with money borrowed from the IMF or Reagan, they'll do quite well.

Meanwhile, the amenities of the islands will be improved enormously; a brand new £800 million airport, the latest in radar installations, better roads, etc. etc. and, no doubt, a couple of Costa Brava hotels to follow.

The Junta's timing of last year's invasion was excellent. It came at a moment when we had discovered a large contingency sum in our budget and, luckily, no other vital or urgent calls upon the money — well, nothing that mattered much anyway, with the unemployed busy making industry more efficient.

One hears people say "I hope the Argentinians have been taught a lesson." I think they have. I can only hope that they realise how much they will owe to Mrs Thatcher when she has finished improving the Falklands for them. I can assure them that they wouldn't come out of it so well if Mr Foot or Mr Steel were in charge. — Yours truly,

T.B. Waddicor.
Surrey.

Sir, — The House of Commons Select Committee on Foreign Affairs started its

work on the future of the Falklands in October last year and we have taken extensive evidence in the UK, in Port Stanley and, informally, from the UN Secretariat and representatives of various missions to the UN.

Much of the formal evidence is already published, or in the course of publication, and our draft Report will be considered at our meeting on April 18 with anticipated publication later the following month.

While I cannot, of course, anticipate the final Report it seems unlikely, given the evidence we have received, that the committee will support the continuation of Fortress Falklands and could therefore be the catalyst for a major discussion of alternatives.

Since the Government must respond to Select Committee recommendations within a set time it is likely to place before Mrs Thatcher the stark choice of either liberally soldiering on, in increasing isolation, with For-

trous Falklands or beginning to disengage from this increasingly expensive and diplomatically disastrous course and moving towards negotiations. — Yours
George Folkes, MP.
South Ayrshire,
House of Commons.

Sir, — Alan Clark (Agenda, April 4) has made it more than clear on previous occasions that what matters to him is not the possibility of the Falklanders, or anyone else, living at peace, but the flattery of the national ego, the psychic boost that comes with the blood and the bunting.

He seems to be sitting, still flushed with exhilaration, in the stalls of the Circus Maximus long after the crowd has gone, long after the gladiators have been dragged off to prepare for another spectacle.

It isn't easy to follow Mr Clark's closing argument, but his final paragraph suggests that he is looking forward to the day "when patriotism and radicalism combine in

equivalent mass and over a critical period. The national energy so released will in every way justify analogy with that deadly equation in physics which fission and fusion provide."

I don't know whether Mr Clark is anticipating an explosion of radical patriotism, he has previously acknowledged a liking for the term, national socialism — (Guardian June 12 1983), or a civil war between patriots and radicals, or both. Either way, his glee and his choice of imagery suggest a longing for catharsis that was by no means satisfied by last year's bloodletting.

How many, I wonder, of Mr Clark's colleagues among the jessed and hooded hawks currently playing so irresponsibly with the weapons deriving from that "deadly equation" share his evident death wish in the form of a desire to see a national release of energy "analogous" to nuclear fusion? — Yours,
Louis Mackay,
London N4.





Angry protesters burn the Union Jack and Stars and Stripes: Demonstrating against the British, the Americans—and the government

WORLD AFFAIRS

Fallout of an Odd Little War

One year after the Falklands battle, Britain and Argentina are still feeling the effects.

In the Plaza of the Republic in central Buenos Aires, a crowd gathered to honor Argentina's war dead in the Falkland Islands. Wreaths were laid, a torch was lit. Argentine poet Juan Luis Gallardo recited a poem. But when the crowd struck up the "Malvinas March"—ever present during last year's fighting—they began fading into silence after just two lines.

Sara Jones, widow of Lt. Col. Herbert Jones, a British soldier who died in the attack on Goose Green, is flying to Uruguay this week. There, she and 544 other relatives of British war dead will board a boat for the Falklands: "People tend to think that after a year you must be over it," she said. "But you never are—because you never forget."

It has been one year. On April 2, 1982, a force of 1,200 Argentine soldiers invaded the tiny windswept archipelago known as the Falkland Islands and planted their blue and white flag there. In the next 74 days Great Britain would send a 98-ship armada

more than 8,000 miles to the South Atlantic to fight—and win—a battle that cost both countries nearly 1,000 lives. But Britain's victory did not end the hostilities.

So far neither side has backed down from the very impasse that started the war in the first place: sovereignty over the islands. Britain and Argentina seem hopelessly deadlocked and the embargo that halted the \$5 billion-a-year trade between them continues. Argentina will not officially end hostilities until Britain agrees to negotiate. Britain refuses. "We have continued to make it clear we are not prepared to negotiate the transfer of sovereignty," says Cranley Onslow, minister responsible for the Falklands. But British officials add they have no desire to remain eternal enemies with Argentina. "Our objective is to get back to a normal relationship commercially, diplomatically and in every way," Foreign Secretary Francis Pym says. "But how can you if they won't end hostilities formally?"

The deadlock is felt most dramatically by

the Falklanders themselves. Their once-placid islands have been turned into a military camp. More than 4,000 British soldiers, living in makeshift shelters and local homes, outnumber the islanders more than two to one. Battleships patrol the surrounding waters, and jet fighters scout the skies. Large parts of the islands remain off limits, while some 180 bomb experts try to rid them of mines left by the Argentines.

Euphoria: The war's aftermath is shaking the two former warring nations as well. In Britain enough euphoria remains to keep Prime Minister Margaret Thatcher ahead in the polls, but not enough to forestall a debate about the staggering costs of defending a colony half a world away. In Argentina the humiliation continues; the word "Malvinas"—Argentina's name for the Falklands—has become a metaphor for missed opportunities, failed national purpose and unanswered questions. The embarrased military government was forced to set elections for Oct. 30, returning civilian rule to Argentina after seven years. The

country faces overwhelming financial problems—a massive balance-of-payments crisis exacerbated by an enormous ~~firm~~ build-up. And there is internal dissension as well. Angry Argentines have even demanded that English-language training be dropped from the country's schools.

There has been some thaw, however slight. In September both London and Buenos Aires agreed to release bank deposits and securities that had been frozen since the start of the war (see PERISCOPE). In February Britain agreed to contribute to a \$2.2 billion International Monetary Fund rescue package for Argentina—even though Chancellor of the Exchequer Sir Geoffrey Howe later acknowledged that the money could be used to buy new weapons. And last week London reversed itself and agreed to allow Argentines to visit the graves of their war dead—a decision that greatly dismayed the Falklanders who felt they had not been properly consulted or notified.

Sorrow: The move may have been in response to Uruguay's refusal to let British relatives of war dead change from a plane to a boat in Montevideo unless Argentines were allowed to make a similar trip. London's decision has brought little good will in Argentina, however. There is anger that the trip must be British approved. The leader of one organization helping relatives of war victims said he would take a boat of 300 relatives to the Falklands on April 16 "with or without" permission. "The only weapon we are taking is the sorrow of relatives who want to visit their loved ones' graves," he said.

Ironically, London may be helping Argentina in another way: arms. Last month the Argentine Navy took possession of the first of four West German-built destroyers—all equipped with British Rolls-Royce engines that were ordered by West Germany before the war. Thatcher reportedly decided to go ahead with the sale to avoid a European Economic Community squabble.

Argentina has bought so many arms that it is now in better military shape than it was a year ago. Besides the destroyers, it has purchased jet fighters, missiles, helicopters and patrol planes from France, Israel, Brazil and the United States. Recently a British magazine wrote that Argentina has spent \$100 million on a torpedo system that could "sleep" on the ocean floor before being triggered. Not surprisingly, the military spending is causing tremors both in Great Britain and on the Falklands themselves—even though some analysts believe Argentina may be readying for a war against Chile over another dispute, the Beagle Channel. The arms have not gone unnoticed in Argentina. "The possibility of a new war exists," warns Nobel Peace Prize winner Adolfo Pérez Esquivel. "They carried us into one act of madness and I fear they may carry us into another."

Britain, too, is making major military expenditures. British officials estimate that by 1986 the war and cost of maintaining



Press Association

Memorial service on the Falklands: 'People think that after a year you are over it'

4,000 troops on the islands will amount to \$3.7 billion—more than \$500,000 annually for each of the islands' 1,800 residents. The government has also authorized \$46 million to boost the island's fishing, wool trade and tourism. And it has pledged to build an airport that can handle jumbo jets. That could cost as much as \$300 million more. Thatcher says the high price tag is worth it. "These people are of British stock," she

says. "We have to defend them." But others aren't so sure. A recent Gallup poll showed that 53 percent of the country thought the cost might be too high. "The interests of the Islanders are crucial," says Cyril Townsend, a member of Parliament and a member of Thatcher's Conservative Party. "But to say any community is paramount is, I believe, wrong."

In Argentina the debate over the war goes beyond money. An increasingly vigorous Argentine press has uncovered new evidence of corruption, cowardice and brutality by Argentine officers in the conflict almost every month. It has also shown that many Argentine soldiers were sent into battle before finishing basic training—and with substandard weapons that often did not work. The revelations have sparked growing resentment among veterans, many of them 19- and 20-year-olds. Last week the police banned a series of protest meetings by a major veterans' organization. The group vowed to go ahead with several rallies anyway and to burn both an American and a British flag as an expression of support for Argentina's historical rights to the Malvinas.

Singers: The war has also affected the country's youth. An unexpected byproduct has been the growing popularity of "rock nacional"—Argentine singers who replaced the American and British recordings taken off the air when the fighting began. The new music is aimed at Argentina's national malaise. "The Gurkhas (British regiment) keep on advancing," sings pop star Charly Garcia. "The old cronies babble on TV. The leaders of the kids are drinking whisky with the rich while the sparks fly in the plaza where the workers gather together." Clearly it is post-Falklands music; it will take years for either country to forget.

JOSEPH TREEN with RONALD HENKOFF in London and MARTIN ANDERSEN in Buenos Aires



Press Association

Diary of a Task Force doctor / 2

TRIUMPH AT AJAX BAY



SURGEON COMMANDER RICK JOLLY describes how a combined Services medical team in the Falklands coped with the terrible casualties from both sides in a makeshift field hospital at Ajax Bay. Rick Jolly commanded the Royal Marines Medical Squadron and was in charge of the hospital, a converted refrigeration plant. More than 600 battle casualties were treated there during a 20-day period.

SUNDAY, May 23, 1982: A quick brief to the lads about how the battle is going, then a Sea King arrives as our daily dedicated casevac [casualty evacuation] aircraft. We address ourselves to the problem of whether or not to paint Red Crosses on the roof of the [hospital] building. The decision turns on the fact that Ajax Bay is so confined and the area available for open storage so limited that we cannot honestly separate ourselves from the combat supplies. There is also a sneaky feeling about an enemy actually using the Red Cross as a morale-smashing aiming mark. We note that Argentina is not in fact a signatory of the Geneva Convention.

Air raids are developing with increasing frequency and, for the first time, surgeons, anaesthetists and theatre staff face the tremendous strain of divided loyalties. Should a man obey instincts of self-preservation and run for his slit trench when the six whistle blasts are blown? Or should he stay at his post, by the operating table? The traditions persist and they ignore the whistles.

Late in the afternoon, HMS Antelope steams into the anchorage, well away from the other ships. She has a hole in her starboard side and the top of her mast leans over at a drunken angle, actually struck by a low flying A4. The Type 21 anchors to begin the process of defusing and removing the unexploded bomb

and judging, and constally popping out to see what is happening in triage. I realise how lucky we are to have Bill with us. He is a calming and encouraging influence of huge experience, and is no mean wielder of the knife himself. We take six casualties in all.

Outside, the fire takes hold of Antelope and gradually, like some dreadful cancer eating into the heart of the ship, the flames spread from midships right along the hull. She burns down towards the waterline and, in a shower of sparks, the aft Seacat launcher explodes. The lads watch silently in the darkness by the main door. Seeing a ship die like this is agony for anyone who has ever loved the Navy and its way of life. It's all bad, bad news.

Injuries that would kill lesser men

Monday, May 24: Antelope is still on fire, but is glowing rather than burning. All the patients from last night are well, especially the two lads with head injuries whom we had labelled as "hopeless" in the first instance! Two UXBs in one ship, one in another. The crews are evacuated to Ajax Bay, and Antelope sinks in the middle of all this, her brave back broken by the smouldering fire.

Tuesday, May 25: At last we have a definite booking for SS Uganda. There are immense problems contacting the converted liner, because her Red Cross Hospital Ship status

© All smiles at Ajax Bay: a Welsh Guardsman injured in the Galahad disaster

and sensible friend. He lifts at 1250 with five stretchers, four sitting casualties and Bill McGregor acting as escort/liaison.

I sense that we are beginning a tremendous period in our lives. By the accidents of happenstance and fate we have, pooled together in Ajax Bay, a team of medical officers and men who are determined, tough and capable. Our customers are very fit too, and seem able to absorb injuries that would kill lesser men.

An hour and a half later the Sea King returns. Uganda is sitting in her "Red Cross Box" about 50 miles north of us. John Miller takes another load, and returns two hours later with Bill and some welcome blankets and sheets. The medical and nursing staff in Uganda have apparently been shocked to see our filthy, exhausted patients with their bandaged wounds unsutured.

Throughout the day the air raid warnings continue. The bowels turn to ice-water when six short whistle blasts are blown, or Intrepid's mournful whistle echoes around the bay. A pair of A4s comes screeching in from the south and one of the Argentines discovers that a Rapier missile



Picture: P. Holdgate

interpreter, that his knee requires an operation and that he will wake up with his leg in a plaster cylinder. The worry lines on his face remain however, until Dick Knight slides some pentothal into an arm vein and then he relaxes into sleep. Charles Batty then does a careful and effective manipulation of the fractured knee, restoring the designs of nature.

We hear a report on the radio about Skyhawks and Mirages passing to the south but think no more of it until, suddenly—disaster. HMS Coventry has been sunk and, it is rumoured, the Atlantic Conveyor too.

Then, the sound of clattering rotor blades and the arrival of a load of injured Coventry survivors. Soaked and burnt, they are shivering with cold and pain. Eight living and one dead—the Chinese second laundryman.

One of the young stokers, his skinned hands in plastic bags, eyes the sleeping Ricardo Lucero aggressively. The fire that burned his hands now burns in his soul and he cannot understand our friendliness towards this colleague of the men who killed his ship. Then the morphine takes hold, and like the rest of the white-faced marionettes from

greenish metal cylinder. From one end a tangled skein of nylon webbing leads to what looks like a parachute draped through a neat hole in the wall. When Alan Swann tells me that this is a French 400kg high-explosive bomb, my first instinct is to turn and run. He grins at my evident discomfort, and then tells me of a second device lying in the ceiling above our heads!

There are obviously some big decisions to take now. With his natural caution and understandable desire to cut all risks to the minimum, Alan wants the building evacuated. My instinct says that we should stay if possible, because the surrounding ground is terrible and we certainly won't get a tented facility erected that will be anywhere near as good as this, bombs or no bombs.

Luckily, Ivar Hellberg, as my direct boss, makes up his mind quickly, and his decision echoes my instincts. Only the immediate area is to be evacuated and placed out of bounds. To compound our anxiety, Flight Lieutenant Swann then produces a chart showing the various types of fuse which can be fitted to Argentine bombs. One of these is

in on top of each other, the limbs frozen in rigor mortis, and each man's combat smock or poncho cape pulled over his face. Silently, sadly, we unload the eleven bodies.

Sunday, May 30: During that evening I assist Phil Shouler with his after-dusk list. As a general principle I've decided that only British casualties will be operated on during the day, unless there is a serious Argentinian case. During air raids the surgical teams should also have a chance to take cover outside the building. Another bomb into the back, anywhere near the two that we already have, may well cause a massive explosion. As soon as night falls, however, we know that the Mirages and Skyhawks will be unable to attack us and work can proceed unhindered.

Monday, May 31: The television crews turn up. Mike Nicholson, Brian Hanrahan and Jeremy Hands all do brief interviews with me, the contents of which I cannot even recall a few minutes afterwards. The BBC cameraman, Bernard Hesketh, lingers for some time on a shot of Charles Batty in theatre, carving dead meat from the large bullet exit wound in an Argentine lieutenant's leg. It seems likely to become an image to go around the world. I sincerely hope so. The interviewers have had the truth from me, and I want the word to get back. We have a tremendous team, happy in our work but as anxious as anyone to finish the war and return home. We are very proud also of our track record.

As an afterthought, I mention the bombs next door. The 33 hours for the time fuses have passed and they are almost part of the furniture now. The camera crews politely decline my invitation to inspect them, but not Major General Jeremy Moore. A wiry and tough man who was once my Unit CO, it is all we can do to restrain him from taking a piece of bomb as a souvenir!

Nightmare after the attack on Fitzroy

A remarkable Argentine casualty arrives, the last from the battle at Goose Green. Private Ruiz has just been found alive in a water-logged trench some distance from the airfield, left for dead. One eyeball is ruptured, and he has multiple gunshot wounds of all his limbs. He shouldn't really be alive. Poor dumb peasant soldier—the Marines feel very sorry for him and proceed to lavish tremendous care on the hapless conscript.

Tuesday, June 1: An explosion at Goose Green in a pile of captured Argentinian ammunition has killed three prisoners and injured many more. Phil Shouler looks up, despondent, from the fresh and legless corpse he has been working on. "Sorry boss we lost him. That's the Ajax Bay track record gone." I am initially despondent too, then cheer

judged deep in her hull. On the side of San Carlos Water HMS Argonaut is doing much the same. Suddenly, a heavy explosion rattles the walls. In the dusk we can see that a bomb has exploded in Antelope. The ship's Lynx helicopter arrives with a casualty. A flying hatch cover has all but severed his left arm, and Phil Shouler does a neat amputation in the Parachute Clearing Troop (PCT) theatre. Bill McGregor watches quietly, assessing

means that all transmissions to her are "in clear" and uncoded. We have had to ask London to ask her to be in the right place a day later! The promised Sea King arrives from Intrepid at first light and the crewman asks me where Uganda is! I send them all back to their Mother to find out. That aircraft goes unserviceable, so Lieutenant John Miller turns up in another Sea King. No problems there. John is an old

ejects just in time. A landing craft picks him up, then takes him to Fearless where the Principal Medical Officer gives him morphia and sends him to us. I can't help feeling sorry for Teniente Primero (1st Lt) Ricardo Lucero. He is a small, dark, frightened man whose left kneecap is about four inches away from its customary position. We try to tell him through Corporal Pearson, our

Wednesday, May 26: Last night's rumours about the Atlantic Conveyor are true but there are 450 survivors. A couple of sporadic air raid warnings come in the early afternoon but, really, things are ominously quiet. Charles Laurence of The Sunday Telegraph and Kim Sabido from Independent Radio News come to interview Ricardo. The pilot seems much chirpier. I arrange for him to write a Red Cross letter.

Thursday, May 27: 1945 Air Raid Warning Red. The sun is sinking low in a clear sky as I walk round to the main entrance. Inside the building I know that Bill McGregor and Charles Batty are operating on two Argentinian patients. A loud "ker-rump" from the other side of San Carlos Water heralds an air attack on Brigade HQ in San Carlos Settlement. Suddenly there comes the hoarse cry of "TAKE COVER!" I sprint to the nearest sangar, diving into it as a loud "whoomph" blends into the roar of a jet passing low overhead. Poking my head out of the sangar I see a mushroom cloud emerging from the main galley area. Instinct takes over. The Marines scramble out after me and go for stretchers, while I race into the building for morphine. Threading through the accommodation passages at the back we emerge into Dante's Inferno. The main galley is shattered and broken, and in 45 Commando's storage area ammunition is starting to explode. Even more strangely, there are men everywhere. From their sangars and foxholes all around the building they have emerged to help their mates and fight the fire.

Unexploded bombs in the hospital

Eventually, we are forced to let the fire burn. Inside the operating theatres things are plumb normal and business is "cutting as usual." I hear later that everyone in the PCT theatre hit the deck at the critical moment, except Bill McGregor. Instead, the surgeon covered the belly wound with both hands and a large gauze swab and ducked; when the jets had rushed overhead and the dust settled a bit he simply carried on with the procedure. The younger on with the procedure. The younger men watched, were inspired, and took their cue. Both patients survived to repatriation later.

Now our own injured are coming in. The system swings into gear, and within minutes the worst cases are on the tables.

Then the RAF Flight Lieutenant, a bomb disposal expert, who is lodging with us, quietly comes up to me. "Excuse me, sir, will you come and look at this, please?" He takes me to one of the accommodation spaces, to one of the walls away from the PCT two walls away from the PCT theatre. The strong beam of his torch picks out an incredible sight. Embedded in the grey metal pipe-work of the refrigeration machinery at the far end of the room is a

This edited extract is taken from "The Red and Green Life Machine," by Rick Jolly, to be published by the Century Publishing Co on April 21 at £8.95.

instinct sways the decision. I think it unlikely, if the first bomb in the stick has had an impact fuse which detonated successfully, that the remainder should be fitted with timers. We will persist with our plan.

Back in the main theatres, the surgical teams have triumphed once more and the 100 per cent track record—everyone who had reached the Ajax Bay hospital alive had left alive—is intact. I discuss some of the news with Phil Shouler and Peter Lansley, as respective bosses of the Surgical Support Team and PCT. Bill and a few of the others listen in. We



are to shrink into 50 per cent of our previous space, converting the current operating theatres into storage and accommodation areas. I do not mention the possibility of time fuses to them. Ammunition continues to explode 50 metres and four walls away from us.

Ricardo Lucero has been tremendous. One of the naval medical assistants tells me that when the Argentinian pilot saw the smashed and injured bodies coming in beside him, he burst into tears. He took the blankets from his own naked body and indicated, through his tears, that they should be used for the wounded.

Friday, May 28: The expected assault on Goose Green has gone in. We were a bit surprised in last night's confusion to hear 2 Para's position given out on the BBC World Service as being 5km north of Darwin. I hope the Argies haven't taken the hint and reinforced with the air-mobile element of their reserves in Port Stanley.

More dramatic news: 2 Para have seized Darwin and are now positioned outside Goose Green. It is a tremendous feat of arms but has cost them dearly because their irrepressible Commanding Officer 'H' Jones has been killed. Throughout the afternoon, helicopters arrive and unload wounded human cargo. Later, we tot up the numbers; nearly 80 casualties have been processed through the dressing station, with 47 actually operated on under general anaesthetic. We are now more than a dressing station—rather a field hospital, but without the appropriate scales of equipment!

Saturday, May 29: A Wessex arrives and settles gently into the sodden peat. The aircrewman beckons me forward, a look of pain and resignation on his tired face. He is sharing the helicopter's cabin with British dead—paratroopers from Goose Green. The corpses have been loaded

British soldier who made it to us alive has also gone out alive! Now that would be really something if we could still say it truthfully at the end of the war. Some of the other casualties are ghastly. Phil asks me to help with another victim of the explosion. It seems likely that it was a boob trap set and (ironically) triggered off by Argentines.

Saturday, June 5: The Fuerza Aerea Argentina Medical Officer, who has been helping us look after prisoners, reveals an interesting side of his character as well as the way in which Argentine officers regard their soldiers. We have allowed Lt Miranda free access from his compound to the medical areas, provided he has an escort to take him there and back. Tonight I wonder if he's had supper, and ask him to accompany me outside and share a mess tin. I join the galley queue, as usual, and I'm suddenly aware of his surprise and change of attitude. In halting English he explains he cannot understand why the "Commandante" of the hospital should have to stand in line for food. I try to explain to him that no British officer would ever eat until he was sure that his men had eaten too, but this is a concept of operations quite beyond his understanding.

Tuesday, June 8: Some terrible event has occurred down on the southern flank with rumours of 40 or 50 men from 45 Commando dead! Gradually the picture emerges. Sir Galahad has been bombed by Skyhawks while anchored near Fitzroy. Sir Tristram is involved too. There are large numbers of casualties, including some of our sister organisation, 16 Field Ambulance.

Slowly, things degenerate into a nightmare. As night creeps over the horizon, load after load of helicopter casualties begin to arrive at Ajax Bay. Each patient seems worse than the last, until soon the triage and resuscitation areas are completely choked. No one knows how many are coming, only that we've had over 120 victims of the bombing, mostly with burns.

Mercifully, at around 150, the numbers begin to slow. With 10 from Plymouth that means 160 injured, standing or lying around in the building. The teams get to work on the more severely afflicted. Fearless, Intrepid and Atlantic Causeway are standing by to receive two dozen injured each. Bless them. Colour Sergeant McDowell then produces the necessary landing craft from somewhere, and we're in business. It's the old human nature bit of helping out your mates—people turn up from the most unexpected quarters and offer their services. With the serious overcrowding problem solved now, it is an all-out effort for the burned and wounded.

Once again there is a constant round of soothing, checking, adjusting, recording and checking again. The Marines have been simply magnificent throughout. One little group containing Jan Mills and Jock Inglis are secretly very pleased to have survived the test and done so well. Their delight is typically expressed in a slightly oblique fashion, tinged as usual with Corps humour: "Boss, now that we've passed the practical, how's about getting some theory?"

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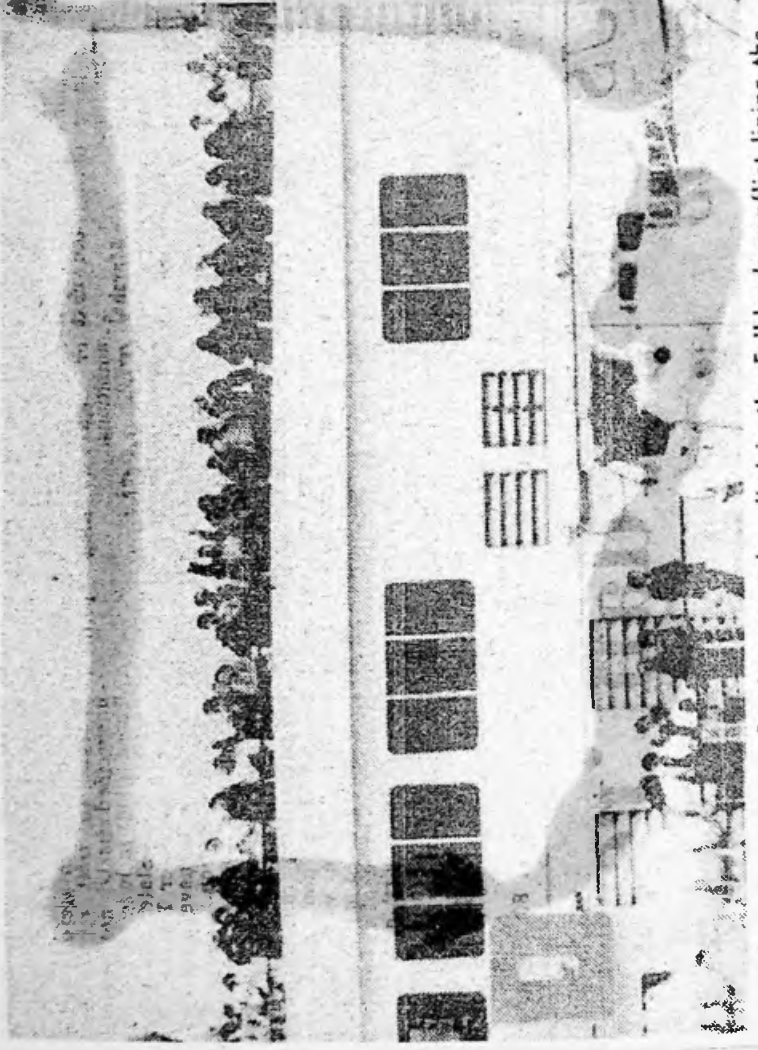
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S. Telegraph 10/4/83



Relatives of British Servicemen who died in the Falklands conflict lining the rails of the Cunard Countess as she arrived in San Carlos Water yesterday.

Families land at San Carlos

By PATRICK WATTS in Port Stanley

THE 541 bereaved relatives of the Falklands war dead arrived yesterday at San Carlos, scene of the British landings which led to the recapture of the islands from their Argentine invaders a year ago.

Escorted by the destroyer Cardiff and the frigate Active, the Cunard Countess carried the relatives through "homb alley" and over the "graves" of the Royal Navy ships Antelope, Ardent and Coventry.

A wreath was thrown from the Cunard Countess at the spot where the Coventry was sunk.

Those dependants with relatives buried in San Carlos cemetery went ashore for an hour to view the graves.

Mrs Sarah Jones, wife of Colonel H. Jones of 2 Para, saw his headstone which bears the inscription: "It is not the beginning but the continuing of the same unto the end."

Mrs Jones and her two sons will travel from San Carlos immediately after today's memorial service to Darwin and view the exact spot where the colonel fell. They will stay at Darwin for two days.

The relatives were impressed by the work carried out at the cemetery by the local population, who keep the graves clean and tidy.

A 4ft wall made from Falklands stone (surrounds the area and inside a memorial bears the inscription: "In honour of

the South Atlantic Task Force and to the abiding memory of the sailors, soldiers and airmen who gave their lives and who have no grave but the sea.

"Here, beside the graves of their comrades, this memorial records their names. Give glory unto the Lord and declare his praise in the islands."

Field Marshal Sir Edwin Bramall, Chief of the Defence Staff, landed by helicopter to the Cunard Countess to deliver a message to the widows, parents and dependents from Mrs Thatcher.

Sir Edwin said: "The Prime Minister feels the visit is a debt the country owes. I am absolutely delighted that the families have found the strength to take this opportunity and make the visit."

"The families who have made the pilgrimage will be that much nearer to their loved ones. I believe they will gain very great satisfaction as well as feeling very proud."

Today's memorial service at San Carlos will be followed by another on board the Cunard Countess tomorrow for all those lost at sea. The relatives will be taken to see the battle sites, taking in Bluff Cove, Ajax Bay, and Goose Green.

An eight foot high grey stone memorial will be dedicated during the visit. On Tuesday the families will go ashore to meet the islanders.

Russians for Falklands?—P2
Task Force doctor—P10

babbar
P2
correspondent

...it should be...
...into...
...never, that...
...as normal...
...this year...
...of present problems...
...Buckingham Palace spokes...
...The Duke of...
...will go ahead...
...He will be mainly...
...Harare and security is not a...
...of in this case."

Air Force whites quit—P2

Ford workers warned



Marie Payne

David Little, who is leading the search for Marie from Barking police station.

The letter, written by a man convicted in 1980 for murder, says: "I am writing to you as way of an appeal to whom ever

BLAKI

Russians for Falklands?

A GROUP of 250 Argentine relatives of the Falklands war dead may travel to the Falkland Islands next month in a Russian merchantship, the organiser of the visit said yesterday.

As Britain refused to accept an Argentine ship carrying the relatives, said Senor Osvaldo Destefanis of the Centre for Projects for the Falkland Islands, they have been looking for a foreign vessel.

They would be aiming to use a Russian ship rather than one from the United States, he said. He would not say whether the negotiations with the Russian shipping agents had been concluded.

By TONY ALLEN-MILLS
in Buenos Aires

The Buenos Aires junta's refusal to discuss the question of Argentine war dead has left the field clear for private enterprise and Senor Destefanis has in the last few weeks contrived to make the issue his own.

Despite the fact that the regime is mostly serving as a banking pad for Senor Destefanis's political ambitions, the war dead relatives' grief is sincere and Britain has had no choice but to treat a proposed visit with respect.

The trip was originally planned to begin next week-end but Senor Destefanis'

organisational shortcomings look like delaying it until the first week of May at the earliest.

OUR DIPLOMATIC CORRESPONDENT writes: Britain would almost certainly object to a Russian ship being used to carry the Argentines to the Falklands and the suggestion of this by Senior Destefanis was seen in London as an angry gesture against the Foreign Office rather than a serious proposal.

The negotiations with him are being handled entirely by the International Red Cross which has not yet relayed to London any Argentine proposals in reply to the long list of conditions for the trip sought by Britain.

Sunday Times

10/4/83

The land where loved ones fell

by Alan Hamilton

THE WIVES, brothers, fathers and children, then unborn, of British servicemen killed in the Falklands had their first sight yesterday of the pale, bare islands which their men died recapturing a year ago.

A small party from the chartered liner Cunard Countess, four days out from Montevideo, stepped ashore at Blue Beach to pay their respects in the hillside war cemetery where their 14 kin lie beneath the rocky soil.

The entire party of 541 relatives is due to disembark today to an infinitely more public occasion: the dedication of the cemetery's war memorial, which commemorates not only the 14 buried within its wall, but the other 174 members of the task force who have no known grave but the sea.

Field Marshall Sir Edwin Bramall, chief of the defence staff, and Major-General David Thorne, commander of the British forces in the Falklands, flew out to the Countess as she entered San Carlos Water yesterday morning. Sir Edwin, on his first visit to the Falklands garrison, brought a personal message to the relatives from Mrs Thatcher, conveying her "best wishes and understanding" to those who made the pilgrimage.

The hand of the prime minister is evident behind Operation Falklands Pilgrimage. The Ministry of Defence has spent several hundred thousand pounds bringing the

relatives from as far away as Australia and providing press and television facilities to cover the visit.

Before the first party landed yesterday, the relatives were joined by 14 survivors from HMS Coventry who participated in a memorial service aboard the Countess for the dead crew of the ill-starred frigate.

A simple wreath, woven from some of the ton of flowers carried aboard the Countess, was cast on the sea. Later the Countess sailed close to Pebble Island, where a replica of the cross in Coventry Cathedral has been erected to mark the spot where she went down.

San Carlos is a remote, cliffbound cove far from the main Falklands settlements. The islanders had little part to play yesterday. Their turn will come on Tuesday, when the Countess sails into Port Stanley to decant her passengers for an emotional encounter with the 800 citizens.

There were touching surprises for the British relatives, who went ashore at San Carlos. A Falkland islander has placed a single pink artificial flower amid the pile of stones where Col "H" Jones fell. On a hilltop above Goose Green, a memorial to 2 para is wreathed in fresh flowers.

There were flowers on the solitary grave at Port Howard of Gavin Hamilton, the courageous SAS captain. At the end of Goose Green airstrip, the equally solitary grave of Lt Nicholas Taylor, Harrier Pilot, has been carefully tended by Local residents.

'Times' 9/4/83

Times 9/4/83

5

★★★★★

First Published 1785

Letter from the Falklands

Open house on the day of emotions

Five hundred and forty relatives of the British war dead are due to arrive in the Falklands today to see the place and the people whose way of life their menfolk died preserving.

After their four-day cruise from Montevideo, Uruguay, enlivened by variety shows and a Royal Marines band, the relatives will visit war graves and battle sites. On Tuesday they will sail into Port Stanley to be entertained in the homes of the 800 citizens.

But there will be no bunting in the streets, no carnival atmosphere. The Falkland islanders are an undemonstrative people, and the occasion will be highly charged with uncertain emotions.

Mrs Velma Malcolm, proprietor of the Rose Hotel in Stanley, and a member of the welcoming committee, said: "We do not know how they are going to react. It is not as if they were recently bereaved; they have had a lot of time to get over the impact. Whether this will make them sad all over again, or whether it will help them to go forward, nobody knows."

Mrs Malcolm was taken from her home and held under house arrest on the far side of the islands for 50 days by the occupying Argentine forces.

Mr Mike Rendell, a local civil servant and chairman of the committee, said: "Obviously it is going to be one of the most emotional days of our lives. But it will be a low key affair. We decided not even to make it a public holiday; we want the families to see Stanley operating as normally as possible."

"We thought inviting them into our homes was the best way to say thank you to these families who have sacrificed so much for us."

Apart from a frantic burst of home baking in the kitchens of Stanley, almost the only visible preparation is the imminent removal of the mangled and charred hulk of the ill-fated Sir Tristram from its mooring at Stanley's public jetty, where it is being used as an accommodation ship for troops, to a discreet buoy out of sight of the landing party.

The relatives, travelling in

the liner Cunard Countess, will make their first contact with the islands at about noon today when they rendezvous 40 miles out with HMS Cardiff, a sister ship of the ill-starred Coventry and Sheffield.

Fourteen survivors from the Coventry will go on board the Countess to take part in a memorial service for those of the Coventry's crew who died. A wreath will be cast on the grey Atlantic waves at the spot where she was hit. Seventeen families of those who died on board the Coventry are travelling on the Countess.

Later the Countess will lie briefly off Pebble Island to allow its passengers to see the Coventry memorial, a replica of the cross of nails in Coventry Cathedral, made in Portsmouth Dockyard and erected here by the crew of another of the Coventry's sister ships, HMS Exeter.

The party of relatives will make their first landfall at San Carlos to visit the 14 graves in the war cemetery at Blue Beach. Tomorrow morning all the relatives will take part in what is likely to be a deeply moving service of dedication of the new war memorial.

Away from the main cemetery, two British soldiers lie buried where they fell. Relatives of Lieutenant Nicholas Taylor and Captain Gavin Hamilton are expected to make pilgrimages at their respective graves at Darwin and Port Howard.

The entire party will be offered lifts by islanders to see the emotive battle sites in the immediate hinterland of Stanley.

On the day that the relatives visit Stanley, the Town Hall, which is in fact the upper floor of the post office, will be holding open house of tea and buns all day. But not even the schoolchildren will be having a day off.

Instead the 100 children among the relatives' party will be invited to sit in on the classes to garner something of the way of life their fathers and uncles and brothers died for.

Alan Hamilton

JOHN EZARD reports from Port Stanley on
a strong whiff of the Grantham grocer shop ethic

GUARDIAN
9/4/83

Stakhanov with knobs on



David Thorne: giving his men something to remember

"I REMEMBER stopping by a stream near San Carlos," said David Thorne, "a king cormorant was in the pool. It chased this fish towards me. It got into the shallows — having missed the fish — and it was about four or five feet from us. It just stood and stared at us. Then it turned its back and went on looking for the fish."

This is the supreme image of ordinary life. David Thorne will take home from the Falklands on April 15: a bird looking unafraid at a General, nature exceptionally in tune with humans.

It is by no means the image that some of his men — looking forward from a point midway through their tour of duty — think that they will be taking home. Among them, two savings are fashionable at present. Question: "What memories will you take home from the Falklands?" Answer: "The only thing I want to take home from the Falklands is amnesia."

And from a naval officer after three hours waiting exposed to a vicious autumn wind for a Chinook which never came — "If the world had piles, this is where they'd be."

But what would most surprise David Thorne's men is to hear that the commander of British Forces Falkland Islands — and anyone in too Islands — ever had time with him — and stare at a stream near San Carlos or anywhere. Major-General Thorne has been the Shakanov of the first, nine pioneering, rock-breaking and almost breaking months of the drive to consolidate a "minimum credible" Falklands garrison and rehabilitate the most vital civilian services.

Among troops newly arriving, he is best known by his words at their first briefing — "Women? There aren't any. You'll just have to forget about it." And that is just for starters. Although he does not use the word "Stakhanovite" he works a full seven-day week himself and sets a six-to-seven-day week for most of the garrison in what has become in the last few months an increasingly urgent race against weather and helicopter shortages to get the job done.

There are one or two detectable cushy numbers in his garrison still — but you have to work grudgingly hard just to maintain them. For most of the rest of the months are an endless procession of Monday mornings, with no memories or prospect of a weekend off — just the occasional resentful thought of the gentlemen in England still abed.

David Thorne, aged 49, took over last July from Jeremy Moore, the man who had beaten General Menendez on land. Thorne's enemy was General Winter. Having established himself early on as the "big garrison" man, the man who argued that he needed 4,000 instead of 2,000 as a minimum-credible deterrent to Argentina, he had to start the race which — as he

acknowledges — the garrison is only just winning.

His strategy, or "concept" as he himself puts it was deliberately to be "lean, able and nothing above the minimum." Put the defences where you want, basically up the centre of the islands but with the mobility to reach out to smaller settlements in an emergency.

Get them out of civilians' hair, out of private homes, sheds and tents into towns of portable cabins at Goose Green, Fox Bay, San Carlos, Port Howard and elsewhere. Get them especially out of Port Stanley because a town of 600 able-bodied adults can't for long lodge 600 soldiers without the two "tune getting out of" tune with each other.

Keep your Navy watchful and your Merchant Navy busy. But get them onshore once in a while for soccer and a singsong. Quietly improve your land radar. Pit your Royal Engineers against the uniquely abrasive and yet brittle Falklands quartet: sandstone and the vehicle-bogging peat.

Keep everybody busy because there are no women

and no nightlife and because, most of all, you've got to win the race.

And you must try, almost above all, to try not to make the race too long because the men won't want to return for future postings, they'll tell the folks back home and the whole existing popular commitment might unravel.

So, too, you get the posting cut from five to four months (which until your second airport is built still means five months door to door). That still isn't enough. The Committee Defence Committee arrives worried over cost and departs staggered by your Garrison's problems and slog. They ask the MoD to for God's sake give you more helicopters. This is, apparently, refused — and you say cheerfully, well, we wouldn't have needed them anyway after the construction jobs finished.

You ask for higher allowances to make the troops happier about returning. That is refused. So you ask again and wait.

Yes, David Thorne does have problems. But what he calls them is "these very interesting, enthralling and fas-

of movement in and around the islands, it becomes a very enthralling issue. I think a very broad church of servicemen understand that they are running a race to complete a lot of this work before winter, and they believe they are just winning it."

"To be very much needed, to understand the aims and to know that they are just achievable, to be seen to be that minimum credible force but credible — that's the key to morale, your happiest people are those who are challenged and believe they are just going to win. For eight and a half months we have sent home men who have enthused about what we have achieved. When they get home they will have a can of beer in hand and a tale to tell."

Now that's very simplistic and, you know, Boy's Own? But actually there's a strong element of it through everything that everybody's doing here. Now if that's the Grantham-whatever-your-call-it, if that's the work ethic, we're in it."

On Easter Monday, we went up a mountain for the unveiling of a plaque on a classified radar project which is part of a radar pattern which has western strategic as well as Falklands implications.

The men had finished in the time they promised David Thorne, taking off part of the top of the mountain in winds of up to 100 mph. The bronze plaque read "Zeus — a routine project for 34 field Squadron."

The general took them some beer and said, "I know and you know that it was not a routine task. It was a unique task carried out in a unique way. It was a routine task for exceptional soldiers and that is after all what British soldiers are all about. We are a particular brotherhood — and you have scored yet again."

Listening to him you realised that, whether or not Shakespeare's Henry V is his favourite reading, he was trying for the spirit of a peacetime St. Crispin's Day: not only a can of beer but — a story that the good man could tell his son and repeat it with advantages: Stakhanov with knobs on.

The problem, perhaps, is that St. Crispin's Day did not last four months. Before the mountain top speech, I told an honest young sapper officer, who was carrying out Thorne's policy of being open with the press, what the general had said to me about pride. "Oh yes," he said as we snatched a few warm minutes in an isocotainer freighted up to the mountain through the weather by a Chinook. "The people here will go home very proud. But a lot won't want to come back. I can quite believe that some will buy themselves out of the Army rather than come back."

And they are due to come back — willy nilly, with or without a special Falklands hardship allowance — in just over a year's time.

Financial Times 9/4/83

Falklands 'folly'

Deputy leader of the SDP, Dr David Owen, denounced the Government's Fortress Falklands policy as folly and said Britain would lose international support if it did not start negotiating on the islands' future soon.

Shuttle success

U.S. space shuttle Challenger completed the last major goal of its maiden voyage when two of its astronauts walked in space for nearly four hours. The shuttle is due to land in the Yave Desert today.

Cholera toll

Cholera epidemic sweeping through has killed 250 out of 7,000 cases in the last three

Chronic debt

Mountain village of plans to pre-ident Francois \$4.140 billion Bonaparte

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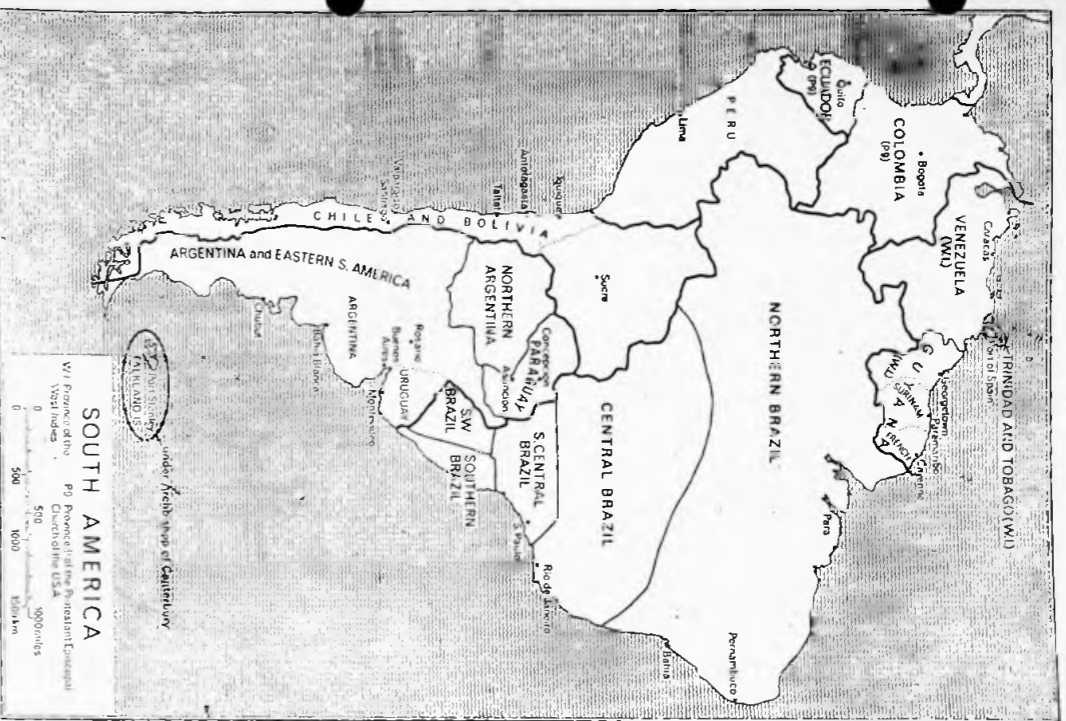
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CANTERBURY'S EMERGING SOUTHERN CONE

New Anglican province is to be launched this month



The growing Anglican presence in South America. The five dioceses which will form the new province are those of Argentina and Eastern South America; Northern Argentina; Paraguay; Chile and Bolivia; and Peru

ference on World Mission Anglicans felt constrained not to make inroads into the Roman Catholic Church.

Anglicanism in South America therefore existed in two forms. There was a ministry among expatriate British. Dotted throughout the continent were tiny groups of what might be called "congregational Anglicans."

On the other extreme were minority ethnic groups. Many of them had been ministered to by Jesuit missionaries centuries ago. In all the changes of history they had been relegated to the most inhospitable parts of the continent. Western missionaries found a ready audience among them.

Things have changed since 1910. The Roman Catholic Church has become more open to the contribution of other Churches; hence the extension of Anglican work to include Spanish-speaking people.

A former Anglican bishop in Argentina is said to have asked a Roman Catholic prelate: "Is there room for Anglicanism in South America?" He was told: "There's room for Roman Catholics; there's room for Anglicans. The job is so big there is room for everybody." Even the Pope has spoken recently of the need to "evangelise the baptised."

As it has turned its attention to Spanish-speaking people, the four-fold strategy of the Anglican Church, according to Bishop Leake, has been: basic evangelism, Bible-teaching by extension, translation of liturgies, and a visible ministry. This has been backed up by the constancy of Anglican pastors.

Ministry is almost entirely non-stipendiary in Bishop Leake's diocese. In a region with very meagre

resources, and a Church of mostly poor people, it is unlikely that this pattern will change for a long time. The hope is that communities will throw up natural leaders who will

A new Anglican province—that of the Southern Cone of South America—is due

to be inaugurated on April 30—a year later than originally planned, because of the Falklands conflict. In this article JOHN MARTIN, of the Anglican Consultative Council, writes about the development of Anglicanism in the region, in the light of an interview he had recently with Bishop David Leake of Northern Argentina. His article originally appeared in "Anglican Information," the journal of the ACC, and is reproduced by permission—as is the map of South America, which is taken from "Crockford's Clerical Directory."

shoulder the main pastoral responsibilities. Their work may be supplemented by full-time specialist workers with a brief for overall responsibility in the diocese. One example of the sort of person who finds himself called to

local ministry is a man named Sekka. He is a shoemaker by trade and possesses little formal education. But he faithfully does his studies every day and moderates a study group which includes three university students, a qualified teacher and an accountant. On the basis of his spiritual maturity he finds time for a special ministry in the local prison.

The diocese has its own development projects. Over the past couple of years these have been scaled down to a more appropriate level of technology. In its old form it had a large number of vehicles and sophisticated equipment and owed substantial sums of money. The re-organisation was completed so that provisionally, when the April 2 invasion came, "no one was able to point the finger at the Church," the Bishop said.

Bishop Leake is still trying to crystallize his thinking about the lessons for the Church from the Falklands conflict.

He gave me a concrete example of the dilemma he felt. Journalists would ask him who was the head of the Anglican Church. He would explain the Anglican view of authority and the place of the Archbishop of Canterbury as first among equals of the bishops of the Anglican Communion.

He found himself being reminded that the English Monarch was head of the Church of England. Then the question would come: "So the head of a Church which is supposed to be the same Church as yours here in Argentina is sending forces against us?"

"Have we got to re-think this one?" he asks. "Is the Church of England, by its links with the State, an embarrassment to other Churches? I think the answer is Yes."

Bishop Leake is an Argentine national. His first language is that of the Toba people. His father was a pioneer missionary to the Indian peoples of the Paraguay—Argentine border.

"Distance is vast," he told me recently. "My diocese alone is the size of England. People ask me about the Falkland Islands as if they are on my doorstep. In fact they are two thousand miles from where we live."

His new role

This does not deter his hope that the new role will include an overall pastoral contribution to the five dioceses of the new province. And he hopes too, now that all the statutes and structures for the new province are agreed, that it will be possible for the clergy and people to meet together to share perspectives. "What I would like to see is a great amount of our budget enabling locals—the base churches of the Southern Cone—to meet together."

The inauguration of the new province, which will take place on April 30 in the context of a conference for pastors and leaders, symbolises the fact that this hope is already becoming a reality. Over the past six years, as the dioceses of the region have been working towards full provincial status, they have been linked by a Council—Consejo Anglicana Sud Americano (CASA).

The other side of the picture consists of relations with Pentecostals. Many of their leaders are beginning to see the value of the Anglican contribution. "Some Pentecostal leaders call me 'our Bishop'," Bishop Leake confided to me. "Their churches are often very unstructured. Some see the value of our structures, liturgies and historic roots."

He sums up: "We are a very young Church. The Meluco church began just seventy years ago, the Mitoa church forty-five to fifty years ago. And our Spanish work has been going only fifteen years. But I think we're proving something which has often been said: that the Anglican Church is a bridge Church."

Bishop Leake says that one of the advantages Anglicans enjoy is that they have not had to inherit buildings or structures which pre-determine strategy. The character of Anglican work has changed radically in the past two decades. After the 1910 Edinburgh Con-

'Church Times'
8/4/83

Bishop's Argentine visit criticised by Tory MPs

A LONG-PLANNED visit to Argentina by the Bishop of Liverpool in order to attend the inauguration of a new Anglican province suddenly became a focus of political controversy last week.

Local Conservative MPs attacked the visit, a Labour MP defended it, an SDP MP welcomed it, and the Roman Catholic Archbishop of Liverpool supported his Anglican colleague.

Meanwhile another British Churchman, Dr. Philip Morgan, General Secretary of the British Council of Churches, was due to leave for Argentina today with the frank objective of helping to restore the Anglo-Argentine relations fractured by the Falklands conflict.

The Bishop (the Right Rev. David Sheppard) will fly to New York next Friday on the first stage of a month-long visit to South America. This will include attending the inaugural ceremonies of the province of the Southern Cone—an event postponed for almost a year because of the Falklands conflict. (See special article on Page 11).

Mr. Anthony Steen and Mr. Malcolm Thornton, respectively Conservative MPs for Wavertree and Gar-

ston, felt that the proposed visit was premature and unfortunate, and liable to be viewed as a political move. However, Mr. Eric Heffer, Labour MP for Walton, defended the Bishop's action and thought his critics were over-reacting to something which could be a step towards reconciliation. And Toxteth's Social Democrat MP, Mr. Richard Crawshaw, actively welcomed the visit.

'Uncalled for'

The Most Rev. Derek Worlock, RC Archbishop of Liverpool, was forthright in his support of Bishop Sheppard. The proposed visit, he said, had produced some harsh comments which were "quite uncalled for." As a gesture of reconciliation at a still difficult time, he added, Bishop Sheppard's "courageous journey calls for support and understanding from all persons of goodwill."

In a statement Bishop Sheppard himself said that he was going to Argentina because the Archbishop of Canterbury had asked him to be his representative at the Southern Cone inauguration and in order to strengthen the special links which the diocese of Liverpool had with the five dioceses in the new province.

He added: "I believe that it is timely and right for Christians to

take a leading part in building some bridges of reconciliation after the conflict between our nations."

In fact seven Argentinians are among a group of fifteen Anglicans from Southern Cone dioceses now on a month's visit to the diocese of Liverpool. Together with a group from the Canadian diocese of Niagara, which also has special links with Liverpool, they are staying in parishioners' homes and seeing as much as possible of local church life.

Dr. Philip Morgan is off on a twelve-day visit to the Consultative Council of Churches in Argentina, which represents Protestant Churches, though he is also hoping to meet with Roman Catholic leaders. He will be trying to find out whether the Argentinian Churchmen feel it would be helpful to set up meetings between Christians in both countries in order to share each other's convictions and explore areas of agreement and reconciliation.

'Guardian' 8/4/83

Venezuela seeks IMF help

From Keith Grant
in Caracas

Venezuela may seek up to \$3 billion in assistance from the International Monetary Fund this year to compensate for foreign exchange shortfalls, the finance minister, Mr Arturo Sosa, said.

Mr Sosa was speaking after completing two rounds of talks with an IMF mission in Caracas, and following a meeting with bank creditors last week

in New York to reschedule \$10 billion of short-term debt.

He said the government would draw down about \$14 billion available without conditions, and may seek an additional standby credit at the end of the year. The loans would be used to maintain a "comfortable level of reserves," which he put now at \$9 billion.

The initial drawing would be from Venezuela's net credit position in the fund, already forming part of its foreign re-

serves, and would provide much-needed liquidity. A later standby arrangement, based on Venezuela's IMF quota, would involve certain economic performance criteria. Mr Sosa said Venezuela could look for around \$1.5 billion in this context.

Uruguay has reached agreement with a group of foreign banks for refinancing \$711 million in payments due this year on its foreign debt and also obtained \$240 million in new credits.

D. Telegraph 8/4/83

The turning pages of Port Stanley 8/4/83

~~Telegraph~~
A MOVING tribute to those who died in the Falklands War — a leather-bound book containing the names of everyone killed in the various actions—is on its way by RAF VC10 to a permanent home in Port Stanley.

The book, paid for with money raised by the sale of silver tankards commemorating the war, has 52 pages upon each of which are inscribed four or five names.

The intention is that a page will be turned every Sunday in Port Stanley Cathedral and the names read out. The Falkland Islands Trust hopes to inform dependants or relatives in advance of names being read out so that local churches in the United Kingdom might also join in with their own remembrances.

The book, made by specialist bookbinders in London, will rest on a lectern in the cathedral and will be permanently on show. Each of the names is accompanied by the date of death and any military decorations.

8/4/83

'Guardian'

biggest capital property asset in the capital. They are Mr Michael Loup, a solicitor, and a representative of Grosvenor Estates, Mr Jimmy

The basis of their claim, which has been accepted by the European Court, is that the Leasehold Reform Act of 1967 contravenes the European Convention on Human Rights.

They argue that it does this through effectively confiscating property from its rightful owners—who are themselves not willing to sell it in the first place—and enabling leaseholders to acquire property under preferential terms and then sell it for enormous tax-free profits.

Mr James said last night that the changes in the offending Act were unacceptable and unfair to freeholders. It was also stated elsewhere yesterday, that this had been made clear to both political parties when the then Labour government passed the legislation, and that submissions to change the law have consistently been made since then.

The Grosvenor Estates case includes evidence which they allege show that massive profits have been made at the expense, finally, of the Duke of Westminster.

A calculation of the precise amount lost was state when the preliminary case was put at a private hearing.



Parents get a pledge from FO

By Susan Tirbutt

A DELEGATION of parents and relatives of 500 Argentinians believed killed in the Falklands was given Foreign Office documents identifying some of the dead, and expressions of sympathy, by a Foreign Office minister, Mr Cranley Onslow, yesterday.

Two of the parents said they had hoped that their sons were still alive, possibly prisoners of war. After yesterday's visit they said they were nearer to accepting that their sons were dead.

The three Argentinians, two of whom lost sons in the fighting, were the first to be received by the Government since the Falklands campaign.

The Foreign Office emphasised that Mr Onslow was seeing them on humanitarian grounds, and stressed the Government's repeated requests to the Argentinian Government to repatriate the bodies of Argentinians killed and subsequently buried in the Falklands in a single cemetery in Darwin.

Talks are continuing with the international committee of the Red Cross on the conditions under which relatives of Argentinians buried in the Falklands may visit the cemetery.

Mr Isais Gimenez and Mr Leonid Ardiles, whose sons were believed killed in air fighting, and Mr Juan Carlos Legasque, a lawyer, spent

Turn to back page, col. 8

Parents get FO pledge

Continued from page one

about 40 minutes with the minister. A Chilean journalist, Mr Jose Miguel Sanbrano, was also present.

Mr Gimenez said that Mr Onslow was sympathetic towards the parents' efforts to identify those who were killed, and how they died. The minister had said he would do all he could to help.

The Foreign Office emphasised Mr Onslow's belief that there was no quarrel between the British and Argentinian people.

Mr Ardiles was asked how he felt about his nephew, Osvaldo, playing football for Tottenham Hotspur. He said that Osvaldo Ardiles was the greatest ambassador Argentina had in Great Britain. He added that he was a Christian, and did not bear any hate about what had happened to his son, whom he now realised was dead.

The Foreign Office told the delegation that no Argentinian prisoners of war were still held; all were repatriated last year. A list of their names, and documents identifying 107 of the 221 soldiers buried in Darwin were given to the visitors. Seventy of the dead had been identified by name, and 29 by their military numbers. The Foreign Office said the identities of the others would probably never be known.

Jeremy Morgan writes from Buenos Aires: The Argentine citizens planning to visit the graves of soldiers buried in the Falklands have rejected a key condition set by the British Government for the trip later this month.

Mr Osvaldo Destefanis said yesterday that his Centre of Volunteers for the Falkland could not meet Britain's demand that neither the ship nor the crew taking the relatives of Argentine war dead to the islands could be Argentine. Economic reasons made it totally impossible for the group to meet the condition. "We have accepted the generous offer by a private Argentine navigation company to give us free transport," he said.

ARGENTINE NEXT OF KIN TRIP TO ISLANDS DELAYED

By TONY ALLEN-MILLS in Buenos Aires

THE proposed visit to the Falkland Islands by 200 Argentine relatives of war dead is being postponed by up to three weeks, the organiser of the trip said yesterday.

The combination of organisational difficulties and continuing negotiations with Britain over the details of the visit are responsible for the delay, said Sr Osvaldo Destefanis, self-appointed president of the ultra-patriotic Centre for Volunteers for the Fatherland.

The relatives of Argentine soldiers buried in the Falklands were due to leave for the islands in a chartered ship in mid-April.

But serious political and practical obstacles now seem to indicate that the first Argentine visit to the Falklands since last year's war will not take place before the first week of May.

Senor Destefanis said that Britain has submitted nine conditions through the International Red Cross for allowing the visit to go ahead. But he described one of them, a ban on journalists accompanying the party, as totally unacceptable.

He would welcome British journalists on board as a "guarantee of safety" for his passengers.

Wrangle over crew

The presence of journalists was "indispensable" to the visit going ahead. His ship would set sail with the Press, "even if that risks the British stopping us visiting the graves of our dead."

During his Press conference at the headquarters of the Argentine Boxing Federation, Senor Destefanis said the only other British condition causing serious difficulty was a stipulation that the visitors travel in a non-Argentine boat with a non-Argentine crew.

His organisation had no funds to hire a foreign vessel and was only able to arrange the voyage through the charity of an Argentine shipping company that had agreed to supply a ship free.

The other British conditions which Senor Destefanis said he has accepted are: SUPERVISION by the International Red Cross; ASSURANCES by the Red Cross that the visit is of a totally humanitarian nature; PRESENTATION to Britain of the names and relationship to the dead of those travelling;

FILING of the ship's route; INSPECTION by the Red Cross of the ship before its departure; AGREEMENT that the party travels to war graves and returns to the boat within a single day; and that the visit takes place after April 16, the day the 600 strong British party of bereaved families is due to fly back to England.

Doubtful capability

Senor Destefanis, who claims to have lost a cousin during the war, had no trouble agreeing to a delayed sailing date. Argentine sources claim that his arrangements for the visit are in chaos.

The shipping company involved has publicly admitted confusion over Senor Destefanis' intentions, while his volunteer centre has so far displayed few signs of the administrative capability to gather 250 bereaved relatives in Buenos Aires and get them on board ship.

In the absence of any official interest from the junta in Argentine's war dead, Britain has been obliged to treat Senor Destefanis's plan seriously.

F.O. DISCRETION Island objections

OUR DIPLOMATIC CORRESPONDENT writes: A Foreign Office spokesman insisted yesterday: "We have never specified what the conditions are, and we are not going to do so at this stage."

The most likely explanation for the discreet approach is a desire to keep the visit as low key as possible in order not to offend the islanders. There have been strong local objections to the visit, partly because of fears it might be turned into a propaganda occasion.

By Our Staff Correspondent in Buenos Aires

GEN. GALTIERI, former head of the Argentine junta, may be arrested and tried for opinions published in a Buenos Aires newspaper, according to Press reports and military sources yesterday.

They claim the text of three interviews with Galtieri, taped last year but not published until last weekend, were being studied by military lawyers instructed by the present army chief, Gen. Nicolaides.

Sanctions against the former president could include a long period of detention in a military prison, sources added.

The interviews were published by the newspaper CLARIN last Saturday to mark the first anniversary of the Falklands invasion. Among several controversial statements, Galtieri revealed that he had not approved of the appointment of Nicolaides as his successor.

'Menendez cowardice'

He was also strongly critical of Gen. Menendez, military governor of the islands, whom he all but accused of cowardice.

Yesterday the now-retired Menendez formerly asked Nicolaides to "ratify or rectify" his declarations. If Galtieri confirmed them, Menendez said he would take him to a military court.

A preamble to CLARIN's report said the interviews had been taped in July and August last year on the strict understanding they could not be used until Galtieri chose to break his self imposed silence on his conduct of the war.

CLARIN said he had since spoken to other journalists and was writing a book of the war, so it considered its agreement with him terminated.

Speculation about Galtieri's future heightened earlier this week when he was the only member of the wartime junta not to appear at the official military ceremony commemorating the anniversary of the invasion.

FOREIGN OFFICE ASSURANCE OVER LOST ARGENTINES

By DAVID ADAMSON *Diplomatic Correspondent*
THREE Argentines representing families of servicemen lost in the Falklands were given a sympathetic hearing when they called at the Foreign Office yesterday.

They saw Mr Cranley Onslow, Foreign Office Minister of State, who said afterwards that he felt he had satisfied them that Britain did not hold any Argentine prisoners of war.

£2,000 FOR ARGENTINE WOUNDED

By COLIN RANDALL

A HUMAN rights group in Buenos Aires is reported to have started distributing money collected in a British appeal fund for Argentines beheaded or wounded by the Falklands war.

People For Peace, a Christian group including Anglicans, Roman Catholics, and Quakers, said yesterday that the Argentine Reconciliation Fund now stood at £2,389 with money still "tricking in" to its headquarters at Bristol Cathedral.

Sensitivity in Argentina about what could be seen as "British interference" has prompted the group to be rather less open about the methods of distributing the money.

But Mr Simon Fisher, one of its members, said the first £2,000 had now been sent to Argentina through a "trusted intermediary" and was being handed out among needy families whose breadwinners were killed or severely wounded in the war. Peers, clergymen and pensioners are among those who have sent money to the fund. Some have cited the sinking of the Argentine cruiser General Belgrano as their reason for wishing to contribute.

The three Argentines had come to Britain as representatives of the Commission of Fathers and Relatives of Servicemen Missing in the Falklands.

Several Argentines who fought there are still unaccounted for and parents had hoped that they would turn up as unadmitted British prisoners.

107 identified

Mr Onslow gave the three a full list of all prisoners and the dates when they were repatriated, and a register of the graves of those buried at Darwin in the Falkland Islands. He pointed out that of the 221 bodies buried there only 107 had been identified by name or number.

One of the three said afterwards that they had been "very satisfied" with the information they had been given.

Yesterday's meeting was in line with a shift in British policy towards improving relations with the Argentine public.

Significantly, the Foreign Office statement on the encounter began by noting that Mr Onslow had emphasised that Britain had no quarrel with the Argentine people.

The Argentine delegation consisted of Senor Isaias Gimenez from Paraná; Senor Leonidas Ardiles from Cordoba, an uncle of Ossie Ardiles the Tottenham Hotspur footballer, and Juan Carlos Legasque, a lawyer from Paraná.

Peterborough—P16



STANLEY SCHOOL 'TREAT'

CHILDREN of Servicemen killed in the Falklands war will be offered a special treat when they visit Port Stanley next week: a day in the classroom.

More than 20 youngsters are travelling with relatives of the war victims on a pilgrimage to the islands.

"If there are any children who would like to spend the day in one of our schools we would be more than pleased to accommodate them," said Mr John Fowler, Superintendent of Education in Stanley.

"Some of the children might want to be with their parents all day, but others might prefer to come to the schools," Mr Fowler said. The curriculum is very similar to that of schools in Britain and O-level papers are set by an education board in England.

Falklands pilgrimage 'a terrible mistake'

By GRAHAM PATTERSON *Political Staff*

THE pilgrimage by widows and bereaved families of servicemen who fell in the Falklands war is being used to extract maximum political advantage from the war, a Labour M.P. claimed yesterday.

Mr George Foulkes, Left-wing Labour M.P. for South Ayrshire, said the pilgrimage would prove to be "a bitter disappointment and a terrible mistake."

Mr Foulkes, a persistent critic of the Falklands war, added that the relatives would be taken back at what their sons and brothers died for.

He said: "It is becoming clear that the carefully timed cruise is yet another part of the well-planned exercise to extract maximum political advantage from the Falklands war—like the victory parades, the phased return of the warships, the medal awards, and Thatcher's visit to the islands."

Personal grief

He added that the relatives would find it an anti-climax to see the reality of "the shantytown of Port Stanley, the scattered sheep farms, and the barren islands, like many lying half-forgotten off the coast of Scotland and many other countries."

Mr Foulkes's remarks were immediately attacked by Conservative M.P. for Halesowen and Stourbridge said: "It is absolutely appalling that Mr Foulkes should use personal grief for political ends and it is only someone with a very diseased mind who could imagine that the visit of relatives to the graves of their loved ones could possibly be any form of government propaganda."

"It is our duty to do it and I am very glad it has been done."

Mr Michael Brotherton, Conservative M.P. for Louth, called Mr Foulkes's outbursts disgusting and distasteful.

Mr Foulkes took part in the Commons Foreign Affairs Committee trip to the Falkland Islands earlier this year. He told it Britain could not afford to keep a military garrison on the islands, and that the Falklanders' wishes were "no longer paramount."

ISLANDERS GET £2m IN WAR COMPENSATION

More than £2 million has been paid out to Falkland Islanders in compensation for damage caused during the war with Argentina. A total of 561 claims were submitted, and all but 30 have been dealt with.

The claims covered damage to houses and gardens and loss of vehicles, livestock and fences. Many farm fences were cut down and used as firewood by Argentine soldiers, and many sheep and cattle were killed and eaten.

Some Falklands farmers are still being paid loss of earnings because their land has not been cleared of mines. A team of officers from the Ministry of Defence is in the islands to assess compensation claims.

PORT STANLEY RESIDENTS 'DEPRESSED'

People in Port Stanley are still being treated for depression as a direct result of the Falklands war, Dr Alison Bleaney, senior medical officer at the local hospital, said yesterday.

"Subconsciously the people get a bit anxious when they hear about Argentina being re-supplied with weapons and buying frigates," she said.

"Despite the fact that British troops are here and the islands well protected the war has made people feel insecure. We still get residents coming in suffering from depression because of the war."

D. Mail 8/4/83

Galtieri may face trial

FORMER President Galtieri of Argentina could find himself behind bars shortly.

He has angered both the present government and military and church leaders by openly criticising almost everyone but himself about events leading up to the Falklands war.

The man who surrendered on the islands, General Mario Menendez, is demanding Galtieri's immediate arrest.

Galtieri said that the general surrendered without the permission of the junta and he alleged that during the fighting Menendez 'sank lower and lower each day'.

Menendez, who comes from a powerful right-wing army family has been in disgrace since the

From TED OLIVER
in Buenos Aires

surrender, but he is furious at what he sees as Galtieri's attempts to clear himself of blame.

The present head of the army, General Cristino Nicolaidis, is considering putting Galtieri on trial before a military court behind closed doors both for his part in the defeat and for the statements he has made since.

John Dickie, Diplomatic Correspondent, writes: An Argentine delegation, including Leonidas Ardiles, uncle of the Tottenham Hotspur player Ossie Ardiles,

received assurances yesterday that no prisoners of war from the Falklands campaign were held by Britain.

Mr Cranley Onslow, Foreign Office Minister of State, spent an hour with the three-member delegation who were seeking information about more than 500 missing Argentine servicemen.

Mr Ardiles, whose 28-year-old fighter pilot son Jose was reported missing after being shot down near Port Stanley last May, said the minister had given them all the information they wanted.

They were given lists of the prisoners returned to Argentina—which were not published by the Argentine authorities—and as many names as were known of those buried on the Falklands.

Daily Mail 8/4/83

The Times 8/4/83

TIMES

8-APR-83

£2m paid to islanders in compensation for Falklands war damage

Falklands islanders have been paid more than £2m compensation for damage caused during last year's conflict with Argentina. But, even discounting the effect of the garrison now there, many are finding it hard to return to a normal life.

Some farmers are unable to work their land because it has not yet been cleared of mines, people in the capital, Port Stanley, are still being treated for depression as a direct result of the war, according to a medical expert.

The £2m paid out in compensation covers all but 30 of 561 claims submitted. The claims were for damage to houses and gardens and loss of vehicles, livestock and fences.

Many wooden farm fences were cut down and used as firewood by Argentine soldiers, and huge numbers of sheep and calves were killed and eaten.

A special team of officers from the Ministry of Defence is on the spot to assess the claims. The farmers who cannot work their land are being paid for loss of earnings.

The anxiety of people in Port Stanley was reported yesterday by Dr Alison Bleaney, senior medical officer at the local hospital.

She said: "subconsciously the people get a bit anxious when they hear about Argentina being resupplied with weapons and buying frigates. Although British troops are here and the islands are well protected, the war has made people feel insecure. We still get residents

coming in suffering from depression because of the war."

But the islanders are still determined to give a good welcome to the families of Servicemen killed in the conflict.

More than twenty children will be offered a day at school. Mr John Fowler, Superintendent of Education in Port Stanley, said: "The idea would be to try to let them see our schools at work and to meet our school children. We would hope to have them in twos or threes in classes throughout the day."

"We are ready to fit in with whatever the visitors want to do. It is their day and we will try to provide whatever they want. Everyone here is hoping to meet the families."

Suggestions that the visit was part of a well planned political exercise were rejected by Conservatives yesterday.

Mr George Foulkes, Labour MP for Ayrshire South, said the visit would turn out to be a total disappointment and a terrible mistake for the relatives. He said they would be taken aback by the reality of what their relatives had died for.

Mr Foulkes, who went with other members of a Commons select committee to the islands recently, described them as: "The shanty town of Port Stanley; squalid sheep farms and barren islands, like many lying half forgotten off the coast of Scotland and many other countries."

Mr John Stokes, Conservative MP for Halesowen and Stourbridge, said that it was

appalling for Mr Foulkes to use personal grief for political ends.

Fathers seek news of missing sons

Two Argentine fathers called on the Foreign Office yesterday to plead for information on their sons, both fighter pilots who were missing during the fighting in the South Atlantic.

But Mr Cranley Onslow, Minister of State, told them he had no more information than that which had already been passed to the Buenos Aires Government through the International Committee of the Red Cross.

He sympathized with them and emphasized that Britain had no quarrel with the people of Argentina. The last Argentine prisoner had been repatriated.

The bodies of 221 Argentine servicemen had been buried in a cemetery at Darwin on the islands, although only 107 had so far been identified.

The three men who saw Mr Onslow yesterday were representing the families of more than 500 young Argentines who were missing during the war and about whom there is no available information in Buenos Aires.

The delegation consisted of Senor Isaias Gimenez, from Parana, Senor Leonidas Ardiles, who is an uncle of the Tottenham Hotspur footballer, Oswaldo Ardiles, and Senor Juan Carlos Legaspe, their legal adviser. They were accompanied by Senor Simrano, a Chilean journalist.

D. Telegraph 7/4/83

Daily Telegraph

7/4/83

Countess cushions trip of grief for jet-lagged Britons

By TONY ALLEN-MILLS in Montevideo

AFTER an exhausting flight from Britain to Uruguay, 600 Britons were recovering last night aboard the Cunard Countess as the liner headed steadily south from Montevideo, bound for the Falklands.

Many of the passengers had looked worn out as they clambered up the Countess's gangplank.

But only a few needed assistance from the two pistol-packing Uruguayan sailors on duty on the quay.

The first passengers to arrive were greeted by applause from crew members lining the deck railings above. But later some sailors forgot the occasion and offered wolf whistles as young women went on board.

Formalities waived

Less than four hours passed from the touchdown of the first British Airways jet at Montevideo's Carrasco airport to the arrival on board the 17,586-ton Countess of the last of the 605 passengers bound for Port Stanley. They were transferred in 17 police-escorted coaches.

Customs and passport formalities were waived by the Uruguayan authorities and the Countess glided smoothly out of harbour beneath a clear starlit sky shortly before 4 a.m. local time (8 a.m. London).

The only surprise of the night was the arrival on board the newly repainted liner of three Uruguayan children who are joining their mother in the Falklands. They were unable to reach the islands until the British Government agreed to take them in the Countess.

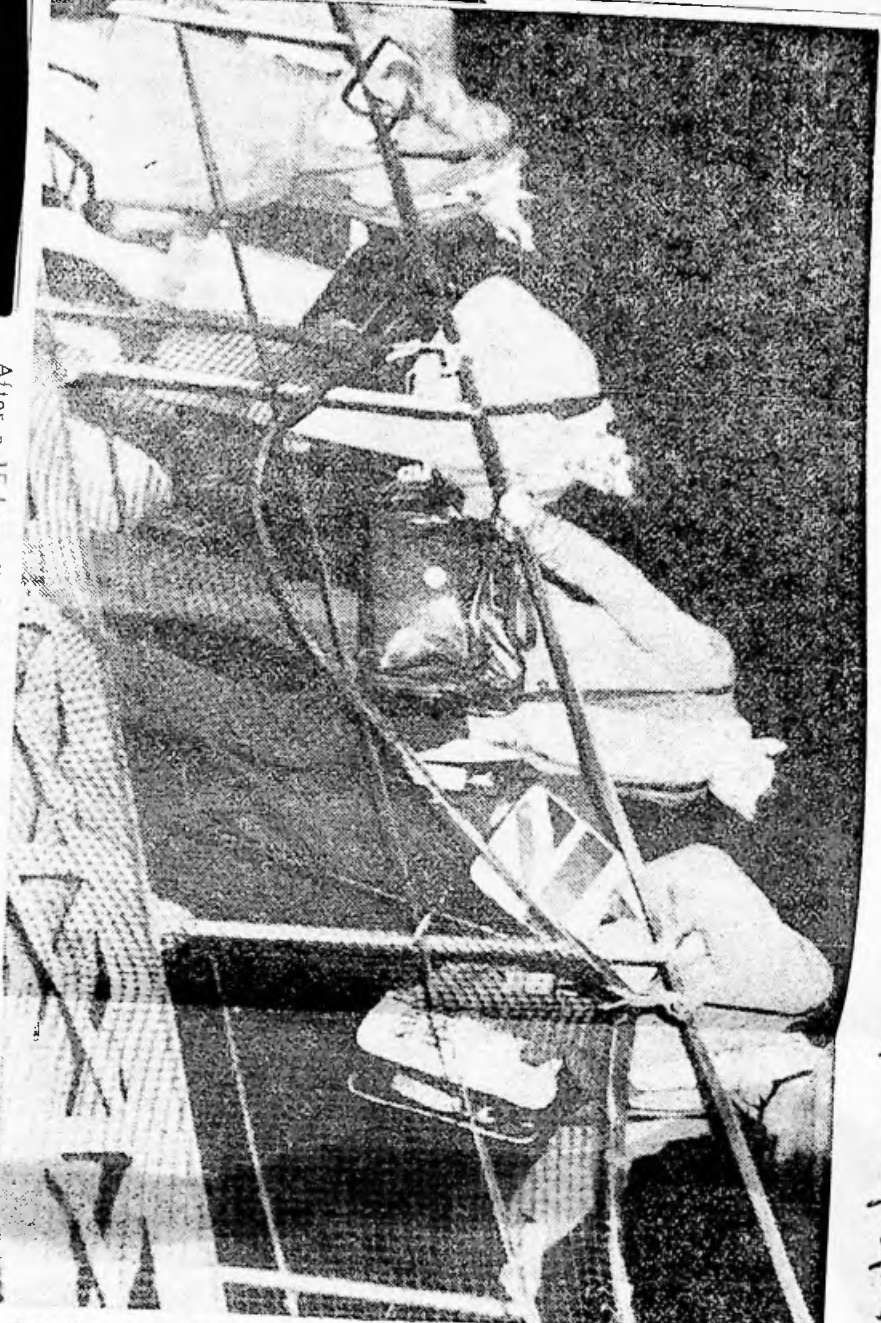
Two-day transformation

For the 540 British relatives of Falklands war dead and the 65 officials, assistants and entertainers accompanying them, the sadness of the round trip voyage to the islands will at least be cushioned by the comfort of their surroundings.

After 5½ months of troopship duties between Ascension and Port Stanley, the Countess has been transformed during its two days in Montevideo.

Normal cruising facilities like swimming pools, cocktail bars and cinema will be available to all passengers. Only deck tennis will be missing — the deck in question is now a helicopter landing pad.

The Countess is due back in Montevideo a week tomorrow.



After a 15-hour flight from Heathrow, relatives of the Falklands dead board the liner Countess at Montevideo, Uruguay, for the remainder of their journey to the South Atlantic.

'Regime of bullying' in Army guardroom

PRISONERS in an Army guardroom were subjected to a "regime of bullying" by two regimental policemen, a court martial was told yesterday.

The alleged bullying took place during a card game which was known as a "Betty".

Prisoners were also struck over the knuckles with a riding crop while they held a sheet of paper, the court martial at Catterick, North Yorks, was told.

Capt. Robert Collins, prosecuting, said: "There were some circumstances where there were actual striking, but these were less common than the form of assault where the prisoners were struck on the head by the clenched fist of either one of the accused. This form of blow was known as a Betty."

He said it occurred during a game of cards, when a prisoner, on drawing a low card, would be made to lower his head and be struck on the head by the accused.

Other forms of ill-treatment included blows to the hands with a regimental riding crop. Prisoners would be made to hold a piece of paper which would be split by the riding crop, he said.

As the piece of paper struck on the forehead.

SOLDIERS TAKE THE SPRAIN

ABOUT 15 soldiers are being sent home to Britain every month after injuring themselves in the Falklands.

Most of the injuries are ankle sprains or damaged ligaments caused by accidents on the rugged countryside. Soldiers who need to be sent home for treatment are accompanied by R.A.F. nurses during the 25-hour flight.

"There are few problems here with the weather and we have only had two cases of hypothermia since the war ended," said Major Roger Thayne, administration officer at Port Stanley Hospital.

Vigorous training

"Most of the injuries happen during training or involve engineers on construction tasks. The main problem is out in the camp where troops are involved in vigorous training on pretty rugged ground.

"Troops are sent back to Britain if they have a long-term illness or an injury which is going to prevent them returning to duty during their tour on the Falklands," he said.

The military have taken over part of the hospital and supply specialists who also treat civilians.

"The medical service here now is as good as you get in Britain," said Major Thayne. "Falkland islanders have got a service comparable to the N.H.S. and there is no waiting list."

CAT'S EYE INJURY

A woman driver sustained a fractured skull yesterday, after a cat's eye thrown up from the surface of the M1, near Bardon, Leicestershire, smashed through her windscreen. Mrs Brenda Lane, 49, of Nessfield Close, Harrogate, Yorks, was struck on the forehead.



AFTER THE FIGHTING: Mrs Thatcher talks to islanders on her visit in January.

The commitment to them has become one of the most widely mooted yet unmentionable topics in British politics.

The best future I see for the Falklands

A personal assessment by
MAX HASTINGS



"IF THEY'RE worth dying for, they've got to be worth keeping," a Royal Marine colour sergeant said to me laconically, gazing out at the barren hills of the Falklands almost a year ago.

It is a characteristic of all wars that to risk one's life for an objective, it is necessary to convince oneself of its value, whether this be a desert ridge, an empty ocean or a windswept peak on the edge of the world. Yet talking about the Falklands today, I am astonished how many people—including some impeccable Tories—already ask in the whispered tones normally reserved for the bedside of dying relations how long it must all go on. "If," in this case, means the Naval squadron ploughing the South Atlantic; the Phantom's scrambling from Port Stanley; the millions being expended on development aid for the islands.

The future of the Falklands—of rather of Britain's vastly expensive commitment to them—has become one of the most widely mooted yet unmentionable topics in British politics. No member of the Government and few members of the House of Commons could say anything publicly to suggest that the islands are anything but forever British. Yet in the privacy of their tents, there is constant muttering and debate.

Is last summer's jewel around the Prime Minister's neck to become next year's albatross? Are the keepers to exercise the same benevolent, strangling influence on British politics as Ulster's Protestants?

Burden

In the closing days of March last year, amid the agonising about whether Britain should send a task force to the South Atlantic, some of those who opposed it in Whitehall—including Mr. Nott—did so precisely because they foresaw today's situation on the far horizon. Even if we fought and won a war in the South Atlantic, they reasoned, we should be saddled with the interminable burden of holding by force of arms what we had regained. For years, most British politicians have been more or less eager to see us disembarass ourselves of the Falklands. But once British blood had been shed to recover them, it would obviously become incomparably more difficult to cut them adrift.

All this has now come to pass. Many of last year's sceptics are now nodding wisely as the huge bills continue to roll in, and mauling mutely in the corridors of Whitehall that they told us so. Yet despite the alarming figures being bandied about Westminster by some Opposition MPs about the £1,000 million a year is talked about—the true cost of the military and naval presence is a great deal less. The soldiers and sailors on and around the islands would have to be paid and fed wherever they were,

the ships and aircraft would have to steam and fly.

It is expensive to maintain the Hercules shuttle from Ascension Island, to ship supplies and to provide fuel for the ships of the Royal Navy and support vessels operating in the South Atlantic. But none of these costs is about to ruin the country—and most of them seem inescapable.

The real, absolutely reasonable public doubts concern the level of economic support provided to the Falkland Islanders. Nothing could be more ironic and absurd than for vast sums of money to be spent in the South Atlantic merely to justify post facto the fighting of last year's war.

Thus far, £15 million has been allocated in rehabilitation aid, much of which has been spent. This has gone to replace homes and property destroyed in the war to repair roads and restore public services, to provide three new aircraft for communication between the settlements. Nobody has seriously criticised this spending.

The most controversial costs belong, however, with the £31 million allotted by the Government in development aid over the next six years, to build a new deep-water jetty, to provide agricultural research and subsidy, to improve roads and pay contract staff sent out from Britain.

Above all, at the moment contractors are in the islands preparing tenders for an extension to the Port Stanley airport, or conceivably for a completely new airport, probably at Fitzroy. Various guesstimates for the cost of this project have been put forward ranging upwards from £100 million.

Nothing seems more likely to sour the attitude of the British people towards the Falklands commitment than huge spending on a dependency of 1800 people. Despite the Services' enthusiasm for a runway that can take long-range jets and remove the need for the Ascension Hercules shuttle, the building of vast, expensive permanent installations in the island would destroy for ever any possibility of a diplomatic settlement of the Falklands issue.

There can be no negotiations with Argentina in the foreseeable future, or until some moment when a more or less respectable civilian government gains control of the country. But nobody, least of all the Falkland Islanders themselves, believes that Britain can continue to defend them with a full task force in perpetuity. It is worth recalling the reasons for which Britain went to war in 1982. It cannot have been to preserve the way of life of the Falklanders. It was obvious from the outset

to be done, and they were glad that it was well done.

But many Servicemen to whom I talked were less enthusiastic than their political masters about the victory parade that continued into the autumn. It seemed somewhat un-British to make a protracted song and dance about a job finished.

The best service that Britain could now render both for the Falkland Islands and to those who died to recover them, I would suggest, is to maintain the quietest and most modest presence there: a military force sufficient to deter new Argentinian aggression, and economic support only to keep the Islanders at the level they maintained before the war.

It would be absurd either to encourage substantial immigration to the islands, or to create new industries there with huge subsidies.

The Falklands can never perfectly return to their old state of rural innocence. But they should be allowed to remain as close to it as the presence of 4000 British Servicemen and the continuing threat from Argentina will ever permit.

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Times

7/4/83

Mourners sail for Falklands

Montevideo (Reuter) - The 550 relatives of the 255 British servicemen killed during last year's Falklands conflict sailed from here today for the South Atlantic islands.

The relatives, accompanied by priests, nurses and auxiliary staff, arrived from London on Tuesday night aboard special British Airways flights. They were immediately transferred to Montevideo's port by buses amid strict security to board the waiting cruise liner Cunard Countess, which sailed shortly afterwards.

Members of the crew who were lined up on the brightly-lit decks of the liner cheered the passengers as they went aboard. Some of the relatives, while plainly tired by the 17-hour flight, waved back in acknowledgment, others simply hurried up the gangway to start the last leg of their 9,000-mile journey.

During the transfer, reporters and photographers were allowed no contact with the passengers.

The widows, children and other relatives, from Britain, Canada, Australia, Cyprus, Germany and Ireland, will visit graves and battlefields in the Falklands.

The Cunard Countess is due to return to Montevideo next Saturday from where the relatives will be flown back to Britain.

The liner is due to complete the 1,200-mile voyage to Port Stanley on Saturday.

The Cunard Countess, chartered by the Ministry of Defence to ply between Ascension Island and the Falklands, was decked out yesterday with flowers flown from Britain. Several entertainers will keep up the spirits of the passengers.

● **BUENOS AIRES:** A bomb exploded yesterday at an English language school in a suburb of the city. (AP writes). The principal of Saint John's school said, the attack was the first since an ultra-nationalist group warned last month it would act against British-related institutions. No one was injured.

about 6/4/83

MENENDEZ PLEADS FOR HONOUR OF DEFEATED FORCES

By TONY ALLEN-MILLS in Buenos Aires

DEEPLY embittered by the way history is treating his men who fought for the Falklands, Gen. Mario Menendez, the officer in short-lived command of the occupied islands, is trying to set the record straight.

After months of self-imposed silence he has issued an unprecedented personal plea for the honour of those who fought under him in the form of a long, sad statement of tortured self-appraisal.



Gen. Menendez in Port Stanley during the conflict.

In the statement, issued at the weekend, the general attempted to refute two deadly criticisms of the Argentine fighting man.

The first was that in the war for the Falklands his men did not know how to fight and the second that, in any case, they were not brave enough.

Amid the 3,000 words of the podgy general's stodgy prose one passage summed up his uphill struggle to retrieve dignity from defeat.

Referring to critic of units that surrendered without suffering heavy losses, Gen. Menendez commented:

It has been said, and some people still think, that if there are no deaths it's because there has been no battle.

But the difference between being dead and being wounded can be no more than a centimetre in the area of a bullet's impact. We had officers and soldiers who suffered two, three or more wounds but, thanks to God, stayed alive.

The relationship between death and honour clearly weighs heavily on Gen. Menendez's mind and perhaps his most revealing remark preceded a list of Argentine officers who had fought heroically.

It almost sounded like an admission of guilt: "We had no death like that of Colonel (H) Jones." That really had an impact."

This surrender is to be effective from 2359 hours ZULU on 14 June (2059 hours local) and includes those Argentine Forces presently deployed in and around Port Stanley, those others on East Falkland, West Falkland and all the outlying islands.

M3M

Commander Argentine Forces

J. J. MOORE
Major General

The signatures of Gen. Menendez and Maj.-Gen. Jeremy Moore on the Instrument of Surrender.

Millions of defiant strikers ignore ban by Argentina's military government

By TONY ALLEN-MILLS in Buenos Aires

ARGENTINA was paralysed by a general strike yesterday as militant trade unionists stepped up their campaign against the military-led government.

In defiance of an official ban on the strike, issued at the weekend, millions of workers heeded union calls to stay at home.

Transport services were decimated, provincial newspapers failed to appear and dozens of banks stayed closed.

Last week the government gave a warning that the proposed return to democracy might be threatened if the strike went ahead but, by early afternoon yesterday, there were no signs that the military was preparing to step in.

Although the strike had been declared illegal, Senator Hector Villaveiran, Labour Minister, told reporters that he "had not

given orders" for union leaders to be arrested. Nor was he proposing to extend anti-strike legislation.

The strike was called jointly by the two rival branches of the Confederation of General Workers ostensibly in pursuit of wage demands and as a protest against the government's overall economic strategy.

But the stoppage was widely being regarded here as an attack on the junta and an assertion of the unions' growing political muscle.

Inadequate offer

Even Senator Villaveiran has admitted that the government's final offer of a 12 per cent salary increase was inadequate. Argentina's three digit inflation. But his pleas for moderation at a time of politi-

cal uncertainty and acute economic crisis fell on deaf ears.

With elections proposed for the end of October, the unions appear determined to establish a power base that no future government, military or civilian, can ignore.

Yesterday, the Interior Ministry admitted that about 85 per cent. of the workforce had supported the strike, confirming the strength of union influence. And all indications last night were that the 24-hour stoppage would be at least as damaging as the general strike called by the two unions last December.

Early reports from the provinces said railway stations were silent, long distance bus services practically non-existent and air schedules badly disrupted.

In Buenos Aires most daily newspapers were published but two serious casualties were the

quality daily LA PRENSA and the pro-Navy tabloid CONVICCION.

The trade unions are due to continue their anti junta campaign tomorrow with a march commemorating the demonstration that was forcibly broken up by riot police a few days before the invasion of the Falklands last year.

The tension that followed that fracas is considered to have influenced Gen. Galtieri and the junta with their plans to press on with the invasion.

Sour note

Even the general's defence of his officers' bravery struck a sour note.

He gave details of battle-field losses among the officer ranks and added: "The English should be asked how many of their officers ran the same risk (of deaths). But someone would then argue that if not as many English officers died, it was because they knew how to fight better."

One personal criticism of Gen. Menendez that seems to have struck deep is the suggestion that he spent all his time safe in Port Stanley, unlike Gen. Jeremy Moore, the British Commander, who paid regular visits to the front line.

In a long and laboured defence of his actions, Gen. Menendez examined in minute details the movements of his British opposite number.

He eventually decided that Gen. Moore came "no closer than three or four miles" to Argentine lines. By this suspect piece of geographical analysis, Gen. Menendez evidently concludes that his honour is saved.

The former military governor of the islands did not criticise the luckless and ill-prepared conscripts who formed the bulk of his command, but he notably restricted his praise to Argentina's professional soldiers.

Whenever these troops confronted the enemy, he claimed: "The British had serious difficulties in overcoming them. The British said they 'clung to the rocks like crabs'."

Gen. Menendez was suspended from active duty at the end of the war and is now waiting, like the three members of the junta that approved the invasion, for the outcome of various official inquiries into the conduct of senior military and civilian personnel.

His statement said he had refrained from general comment on the conduct of the war in anticipation of official reports on the conflict.

Final points

But these had failed to appear and "bearing in mind the date" (the first anniversary of the invasion) he had decided to "make some points clear."

His statement concluded: "The Argentine people ought to know that the men who defended the Malvinas, surrounded and affected by the British domination of the sea and the enemy's almost total aerial superiority, bombed and mortared daily, by night and day."

It continued that while severely limited in their mobility they resisted the most rigorous climatic conditions for nearly twice as long as their enemy. This included the weeks of waiting for the British to arrive.

Finally, the statement said that while completely overwhelmed in their capacity to offer support fire (a reference to British Fleet bombardments), "the Argentine troops went beyond the accomplishment of their duty."

D. Telegraph 6/4/83

FALKLANDS AIRSTRIP

FOR SOME TIME we have been worried about the high financial cost of defending the Falkland Islands. However, unlike others who profess to be concerned, the reason for our anxiety is that while a mighty garrison may be able to repel any conceivable attack from the Argentine, it is highly vulnerable to an assault launched from the home-front. If a British Government is eventually forced to re-open negotiations with Argentina over sovereignty, it will not be because of "international pressure" or the hopes of increased trade with Latin America. It will be because the sheer expense of maintaining the garrison will have become politically more embarrassing than the alternatives.

Paradoxically, it may seem, we have always enthusiastically supported the building of an airstrip capable of accommodating the biggest jets. In fact, it is not paradoxical at all, even if the bill for constructing it turns out to be in excess of £150 million. The reason for making such an investment is that it should make it possible to reduce quite substantially the number of soldiers on the islands. Having been caught napping once before our intelligence services are unlikely to take a relaxed view of any hypothetical Argentine invasion plans in the future (however unlikely such an eventuality may now appear to us). If an airstrip existed it would take only a few days, using chartered jumbo jets, to move a considerable force down to the South Atlantic.

There are other reasons why the airstrip should be built. Whatever the military rationale may be for stationing nearly 5,000 soldiers on the islands, there can be little doubt that they are overwhelming the original inhabitants. If their security can be underwritten by a smaller force it would be highly desirable. Secondly, the investment would be of symbolic importance — both to the islanders and Argentina. Finally, in terms of base politics, the Government can almost certainly count on popular support for a one-off capital project, even one costing £150 million, at a time when the memory of last year's events is still fresh. The same cannot be said of sustaining a large garrison in perpetuity.

D. Telegraph 6/4/83

Telegraph 6/4. 83

Relatives of war dead leave on Stanley pilgrimage

By CHARLES LAURENCE

RELATIVES of the Falklands dead set off from Heathrow yesterday on the first leg of their journey to visit the South Atlantic battlefields where their loved ones died.

The group of 540 mothers, fathers, widows, sons and daughters boarded two British Airways airliners for the 15-hour flight to Montevideo in Uruguay.

There they are expected to board the liner Cunard Countess, 17,495 tons, for the 1,200-mile journey to the Falklands in the early hours of this morning.

The families began arriving in coaches from the London hotel where they had gathered on Monday, soon after 8 a.m. They were ushered through the port onto a Boeing 747 and a Tristar.

It was an emotional scene as they queued to climb the steps to the aircraft. Some of the young widows looked close to tears as they clutched their small children, while others smiled bravely and waved to the throng of cameramen and TV crews.

There were about 100 children in the party. Some were babies born since their fathers died in the Falklands fighting.

More than 50 of the relatives had flown into London to join the special flights. Four came from Australia, four from Canada and others from Cyprus, Germany and Ireland.

While all the relatives expect to find their journey to the theatre of a far away war a harrowing experience, they were clearly grateful for the chance to see the last resting places of their men.

Mrs Audrey Keeble, from the Channel Islands, whose 19-year-old son Anthony was among the Welsh Guardsmen who died, said: "I am very proud of my son and I do not believe that he died in vain. I am going out to say good-bye to him."

Mrs Ruby Stevenson, who lost her son James Browning, 31, said that she had felt she should join the trip even though she expected a "profoundly disturbing experience."

She said: "When we see where James was drowned, I think perhaps we will realise that he will not be coming back."

Mrs Janet Stuart, from Able Seaman Matthew Stuart was killed on his 19th birthday when a bomb struck the frigate Argonaut on May 21 last year...

She said: "I've got to go. I feel I have got to make the last journey he made. But I wish the trip had been earlier. You are starting to get over it and reorganise your lives and things like this keep coming up and bringing it all home again."

For some, grief was tinged with bitterness. Mr Lesley Kent, who lost his son Petty Officer Geoffrey Stockwell, 25, said: "I blame defence spending cuts for my son's death. Coventry was under-defended and I feel very bitter about my son dying because of it."

Mrs Sara Jones, widow of Colonel "H" Jones, VC, was surrounded by reporters as she made her way to the steps of the Tristar with her two sons. She said only: "Please let us get on board just like everybody else."

Sir John King, British Airways chairman, at the airport to welcome the relatives, said to special arrangements had been made to minimise the boredom and discomfort of the long flight. "Club Class" food would be served to everyone, four films would be screened, including the "Trail of the Pink Panther" and Agatha Christie's thriller, "Evil Under the Sun," while Selfridges, the Oxford Street store, had provided special packs of toys, sweets, books and crayons for the children.

Sir John said: "We will do everything we can to relieve the boredom which I am sure children find, particularly small children. It is a very difficult occasion for them."

Show for Garrison

Traveling with the relatives was a group of entertainers, led by the impressionist Janet Brown, known for her impersonations of Mrs Thatcher.

They are going to stage shows for the Falklands Garrison, but put on a show for the relatives during the Cunard Countess journey. She said it would be "difficult to gauge the atmosphere" on board the ship.

Some 5,000 flowers are also been flown out to join the Cunard Countess. On board, a florist will be making up wreaths for the relatives to place on graves or throw onto the sea for the most favoured site for a new airport is Fitzroy. The possible cost is usually given as £150 million, but in some quarters it is felt that distance and the need for a new road and expenditure beyond that figure.

The relatives are due to arrive off the Falklands on Friday evening or early on Saturday. They will stay for four days living on the ship, while trips are arranged to visit the battlefields and the waters where British ships were sunk. Services at the cemetery in Port San Carlos near the landing beaches, and at sea, probably near the site where Coventry was sunk, where



NEW AIRPORT DECISION AWAITED

By Our Diplomatic Correspondent

A Defence Ministry spokesman said yesterday that a decision had still to be made on whether to extend Port Stanley airport or build a new one. Contractors have been in Falkland Islands since earlier this year and are still preparing tenders and reports. The spokesman denied that a September deadline had been set for a start on an international airport.

The most favoured site for a new airport is Fitzroy. The possible cost is usually given as £150 million, but in some quarters it is felt that distance and the need for a new road and expenditure beyond that figure.

23 CATS POISONED

Police forensic scientists have been called in to investigate the poisoning of 23 cats during the past five days in the village of Barniton, near Northwich, Cheshire.

Foe who faced Paras tells of H's last hour

By TONY ALLEN MILLS in Buenos Aires

A VERSION of the last hour in the life of Col Falklands war heroism, was given yesterday by the Argentine officer whose men shot and killed the Parachute Regiment commander in battle near Darwin.

2nd Lt Juan Jose Gomez Centurion, of C Company, 25th Argentine Infantry Regiment, claimed in a newspaper article that he had commanded 36 men who surprised Col Jones as he led an advance unit against Argentine positions.

In a graphic 3,000-word description of his alleged encounter with the British troops, Gomez claimed he actually spoke with Col Jones during a temporary ceasefire in which the Englishman invited him to surrender.

But believing his men were in a superior position, he rejected the request. He and Col Jones resumed their positions and fighting continued. Then the British officer was fatally wounded.

Tribute to bravery

Lt Gomez paid tribute to the bravery of Col Jones, but said the British "had completely exaggerated" the circumstances of his death.

"The truth is that he did not personally assault our positions," the Argentine wrote. "The deed of having died in combat is sufficient for any officer without it being necessary to embroider the episode."

Lt Gomez, who received

ARGENTINE 'PUB' BOMB THREAT

By TONY ALLEN MILLS in Buenos Aires

THE owner of an English-style pub in Buenos Aires said yesterday he had received a bomb threat and had his premises vandalised on the night of the anniversary of the Falklands.

Mr David Churchill Brown, an Argentine citizen whose grandparents were English, said the vandals covered the walls of the pub with paint and tried to obliterate the sign hanging outside.

The pub, in the expensive northern residential suburb of San Isidro, is called "La Posta Staging Post". Mr Brown said he gave the pub its name because he had been known as "el Ingles" when he played rugby for a local Argentine club.

School scare

Last week children attending the English bilingual schools at St John's and St Patrick's in Buenos Aires were sent home early after bomb scares. Although spokesmen for the schools were anxious to play down the threats, Buenos Aires police said they were being treated seriously.

An anonymous telephone caller warned the English-language Buenos Aires Herald last week that a previously unknown direct action group called April would take action against schools in Argentina with British ties.

'Guardian'

7/4/83

This island disgrace

Sir, — Your thoughtful leader on the Falklands (Saturday, April 2) ends, "no one, one year on, is talking of throwing it all away. But what and how, are we thinking of keeping?"

Brutally, we must confront you with your own logic. Britain should open negotiations tomorrow with Buenos Aires — and, yes, promising sovereignty to Argentina. Paradoxically, once we declare a willingness to concede sovereignty we are in a stronger position to assure the rights of kelpers, and mutual benefit from any economic development.

Just how long can the British National Interest sustain our sailors, soldiers, airmen, and Merchant Navy men on full alert — for on full alert they must be, given the build-up of A4s, Gabriel missiles, Meko M140 frigates, etc. etc — 8,000 miles away?

Worse still, on the anniversary of what many Argentinians call the First Malvinas War, Admiral Ruban Franco, Navy Junta boss, and Brigadier Hughes, Air Force Junta boss, have indicated that they have a "debt to cancel," ie more blood, British and Argentinian.

The more we commit ourselves to expenditure like the £800 million plus for Stanley airport, the more we build up an Aldershot in the south Atlantic, the more difficult it becomes to avoid a British Vietnam.

Talk of going to the UN about the Falklands is frankly a cop-out. Which countries would provide troops for a UN force, and imperil their own position in South America? Samoa and the Solomon Islands who supported us in the UN, when the United States voted against us?

From April 2, 1982 onwards, some of us pleaded with those who despatched the task force to think through their actions — and were treated with derision.

Are the domestic political considerations, which had far more to do with the launching of the task force, than the views of interest of the Falkland Islanders to be allowed to go on dragging Britain deeper into a problem, for which, as Al Haig rightly said, "there is no military solution?" Yours etc,

Tam Dalyell, Paul Rogers.
House of Commons,
London SW1.

LETTERS TO THE EDITOR

'Guardian'

7/4/83

Falklands

'atrocities'

Madrid : Gabriel Garcia Marquez, winner of the 1982 Nobel Prize for literature, has accused British soldiers of raping Argentine soldiers, and other atrocities, during the Falklands war last year.

He made the accusations in an article yesterday in the newspaper, El Pais. The Defence Ministry in London immediately denied them.

The Colombian author said that 50 prisoners repatriated by Britain had to be operated on for lacerations they received when their British captors raped them after a battle at Darwin. He also quoted a witness as saying that, in the final attack on Port Stanley, Gurkhas "were cutting heads off at the rate of one every seven seconds. They held the severed heads by the hair and cut off the ears."—Reuter.

D/Telegraph 28/3/83

Menéndez defends his troops' performance

From Andrew Thompson, Buenos Aires

General Mario Benjamin Menéndez, military governor of the Falkland Islands during the Argentine occupation last year, has released a document defending the performance of his troops against internal and external criticism. It is the general's first detailed public statement since the end of the war.

General Menéndez said that the soldiers who fought on the islands "under extreme conditions did all that they could with what they had available at the time to defend our sovereignty".

He pointed out that Argentine forces were inferior to the task force, which "established a total naval blockade, dominated the sea, and exercised almost total air superiority, broken only thanks to the courage and audacity of our pilots".

"But, despite that, it needed 45 days of siege, constant air

and naval harassment, and finally, intense and concentrated attacks by land, sea and air before it could overcome the defenders of the islands," he said.

The former governor added that "English artillery, which had a similar calibre to our own, was in much better supply and had a greater range (17 kilometres against 10 km), better capacity to hit targets and greater precision and speed."

General Menéndez was at special pains to answer criticism that Argentine officers did not fight. "Each time the English faced officers and NCOs (professionals), they had serious difficulties to overcome them when small units met, our commandos defeated the several times (Mount Two Sisters and Bridge), forcing them to in a hurry."

27/3/83

Falklands widows upset over visiting sea grave

A widow whose husband died on the destroyer Sheffield during the Falklands war has withdrawn from the visit to the islands by 550 bereaved relatives because Ministry of Defence officials have said she will not be able to visit her husband's official sea grave.

Other widows have expressed dissatisfaction with the Ministry's arrangements for the visit, which will not be able to cover all the sites where six warships were sunk or the sites of helicopter and Sea Harrier crashes at sea.

The Ministry will announce next week that two formal ceremonies will be held to commemorate the 254 war dead. One will be at San Carlos cemetery and the other will be a short distance offshore, near where the Coventry was lost, to commemorate the 173 men who died at sea.

The Ministry admits it will not be possible to visit all the

By CATHERINE STEVEN

sea sites for commemorative services, partly because of expected bad weather and high sea swells and partly because it is impractical.

The widow who has withdrawn from the 8,000-mile journey, and has asked not to be named, said: "The whole object of going is to see the exact spot. It is like taking us to the cemetery gates and asking us to put flowers on someone else's grave."

"Let me be blunt. All of us have very strong feelings about this, but what can we do? We cannot help the weather. I have just had an operation and do not want to risk sea sickness. But if I was given a 100 per cent guarantee that we would be able to go out to the sea grave then I would go."

Weather permitting, the

widows will be taken to the point where the Sheffield was struck, about 100 miles out to sea. They will not visit the point where she sank, which is "several hundred" miles out to sea, although this is her official sea grave.

An official at the Ministry of Defence said: "We do fully understand the widows' feelings, but it would be quite impossible to satisfy the individual needs of every single one. Everyone has been personally contacted and the situation explained to them and we do hope to be able to satisfy the needs of the majority."

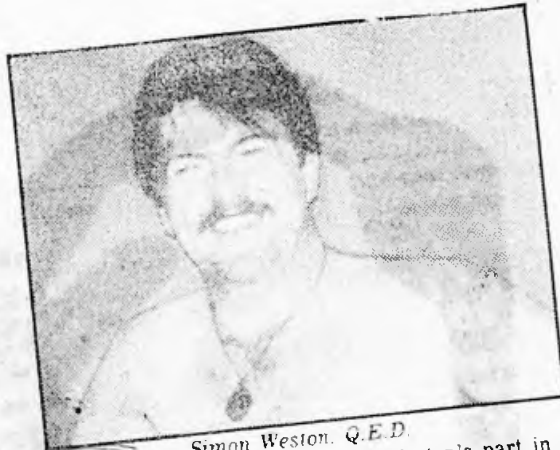
The journey will begin on April 5 when the relatives fly from Heathrow, on board two British Airways jumbo jets for the 15-hour journey to Montevideo in Uruguay. It is hoped that the relatives will be able to avoid customs checks and be "bussed" straight from the airlines to the waiting cruise liner, Cunard Countess, for the sea journey to the islands.



Mrs Susan Wills-Pope, of Paignton, Devon, who will be leaving for the Falklands on April 5 with 5,000 blooms to make wreaths and crosses for the bereaved relatives who are to attend the special memorial services.

Sunday Telegraph 27/3/83

'Guardian' 6/4/83



Simon Weston. Q.E.D.

10 20 Q.E.D.: Simon's War. Simon Weston's part in the Falklands conflict ended abruptly when Argentine bombers attacked the Sir Galahad, killing 46 and leaving young soldiers like Simon horribly wounded. Nearly a year later, the war wounded are still fighting their private battles, still trying to conquer injury, disability, and disfigurement. This film follows the experience of the young Welsh Guardsman, from his arrival back in Britain swathed in burn bandages through the months of operations, skin grafts, and physiotherapy that lay ahead.

Tonight

D/Telegraph 6/4/83



Mrs Sara Jones, widow of Col 'H' Jones, VC, and her son, David, at Heathrow yesterday when they left with other relatives of the Falklands dead on their way to the South Atlantic. Report and other pictures—P21.

D/Telegraph 6/4/83

Relatives of war dead leave on Stanley pilgrimage

By CHARLES LAURENCE

RELATIVES of the Falklands dead set off from Heathrow yesterday on the first leg of their journey to visit the South Atlantic battlefields where their loved ones died.

The group of 540 mothers, fathers, widows, sons and daughters boarded two British Airways airliners for the 15-hour flight to Montevideo in Uruguay.

There they are expected to board the liner Cunard Countess, 17,495 tons, for the 1,200-mile journey to the Falklands in the early hours this morning.

The families began arriving in coaches from the London hotel where they had gathered on Monday, soon after 8 a.m. They were ushered through the south side VIP area in the airport onto a Boeing 747 and a Tristar.

It was an emotional scene as they queued to climb the steps to the aircraft. Some of the young widows looked close to tears as they clutched their small children, while others milled bravely and waved to the hrong of cameramen and TV crews.

Special flights

More than 50 of the relatives had flown into London to join the special flights. Four came from Australia, four from Canada and others from Cyprus, Germany and Ireland. While all the relatives expect to find their journey to the theatre of a far away war a harrowing experience, they were clearly grateful for the chance to see the last resting places of their men.

Mrs Audrey Keeble, from the Channel Islands, whose 19-year-old son Anthony was among the Welsh Guardsmen who died, said: "I am very proud of my son and I do not believe that he died in vain. I am going out to say good-bye to him."

Mrs Ruby Stevenson, who lost her son James Browning, 31, said that she had felt she should join the trip "even though she expected a "profoundly disturbing experience."

She said: "When we see where James was drowned, I think perhaps we will realise that he will not be coming back."

Mrs Janet Stuart, from Tewkesbury, Glos, whose son Able Seaman Matthew Stuart was killed on his 19th birthday when a bomb struck the frigate Argonaut on May 21 last year...

For some, grief was tinged with bitterness. Mr Lesley Stockwell, from Herne Bay, Kent, who lost his son Petty Officer Geoffrey Stockwell, 25, on the destroyer Coventry, said: "I blame defence spending cuts for my son's death. Coventry was under-defended and I feel very bitter about my son dying because of it."

Mrs Sara Jones, widow of Colonel "H" Jones, V.C., was surrounded by reporters as she made her way to the steps of the Tristar with her two sons. She said only: "Please let us get on board just like everybody else."

Sir John King, British Airways chairman, at the airport to welcome the relatives, said special arrangements had been made to minimise the boredom and discomfort of the long flight. "Club Class" food would be served to everyone, four films would be screened, including the "Trail of the Pink Panther" and Agatha Christie's thriller, "Evil under the Sun," while Selfridges, the Oxford Street store, had provided special packs of toys, sweets, books and crayons for the children.

Sir John said: "We will do everything we can to relieve the boredom which I am sure children, particularly small children, find. It is a very difficult occasion for them."

Show for garrison

Travelling with the relatives was a group of entertainers, led by the impressionist Janet Brown, known for her impersonations of Mrs Thatcher.

They are going to stage shows for the Falklands garrison, but Miss Brown said they hope to put on a show for the relatives during the Cunard Countess journey. She said it would be "difficult to gauge the atmosphere" on board the ship.

Some 5,000 flowers are also been flown out to join the Countess. On board, a florist will be making up wreaths for the relatives to place on graves or throw onto the sea for those buried there. The florist will make up wreaths to individual specifications, paid for by the Ministry of Defence.

The relatives are due to arrive off the Falklands on Friday evening or early on Saturday. They will stay for four days living on the ship, while trips are arranged to visit the battlefields and the waters where British ships were sunk. There will be commemoration services at the cemetery in Port San Carlos near the landing beaches, and at sea, probably near the site where Coventry was sunk.



Left: Mrs Audrey Keeble, whose son Anthony, 19, died with the Welsh Guards, holding a wreath as she boarded one of the aircraft.

Foe who faced Paras tells of H's last hour

By TONY ALLEN MILLS in Buenos Aires

A VERSION of the last hour in the life of Col A. H. Jones, awarded a posthumous V C for his Falklands war heroism, was given yesterday by the Argentine officer whose men shot and killed the Parachute Regiment commander in battle near Darwin.

2nd Lt Juan Jose Gomez Centurion, of C Company, 25th Argentine Infantry Regiment, claimed in a newspaper article that he had won whether to extend Port Stanley airport or build a new one. Contractors have been in the Falkland Islands since earlier this year and are still preparing tenders and reports. The spokesman denied that a September deadline had been set for a start on an international airport.

The most favoured site for a new airport is Fitzroy. The possible cost is usually given as £150 million but in some quarters it is felt that distance and the need for a new road and even a new harbour could push expenditure beyond that figure.

Editorial Comment—P20

23 CATS POISONED
Police forensic scientists have been called in to investigate the poisoning of 23 cats during the past five days in the village of Barniton, near Northwich, Cheshire.

ARGENTINE 'PUB' BOMB THREAT

By TONY ALLEN MILLS in Buenos Aires

THE owner of an English-style pub in Buenos Aires said yesterday he received a bomb threat and had his premises vandalised on the night of the anniversary of the Argentine invasion of the Falklands.

Mr David Churchill Brown, an Argentine citizen whose grandparents were English, said the vandals covered the walls of the pub with paint and tried to obliterate the sign hanging outside.

The pub, in the expensive northern residential suburb of San Isidro, is called "La Poeta del Ingles" (the Englishman's Staging Post). Mr Brown said he gave the pub its name because he had been known as "el Ingles" when he played rugby for a local Argentine club.

School scare

Last week children attending the English bilingual schools at St John's and St Patrick's in Buenos Aires were sent home early after bomb scares. Although spokesmen for the schools were anxious to play down the threats, they were being treated seriously.

An anonymous telephone caller warned the English-language Buenos Aires Herald last week that a previously unknown direct action group called April 2, or C-2, would take action against schools in Argentina with British ties.

NEW AIRPORT DECISION AWAITED

By Our Diplomatic Correspondent

A Defence Ministry spokesman said yesterday that a decision had still to be made on whether to extend Port Stanley airport or build a new one. Contractors have been in the Falkland Islands since earlier this year and are still preparing tenders and reports. The spokesman denied that a September deadline had been set for a start on an international airport.

The most favoured site for a new airport is Fitzroy. The possible cost is usually given as £150 million but in some quarters it is felt that distance and the need for a new road and even a new harbour could push expenditure beyond that figure.

Editorial Comment—P20

D/Telegraph 6/4/83

FALKLANDS AIRSTRIP

FOR SOME TIME we have been worried about the high financial cost of defending the Falkland Islands. However, unlike others who profess to be concerned, the reason for our anxiety is that while a mighty garrison may be able to repel any conceivable attack from the Argentine, it is highly vulnerable to an assault launched from the home-front. If a British Government is eventually forced to re-open negotiations with Argentina over sovereignty, it will not be because the sheer expense of maintaining the garrison will have become politically more embarrassing than the alternatives.

Paradoxically, it may seem, we have always enthusiastically supported the building of an airstrip capable of accommodating the biggest jets. In fact, it is not paradoxical at all, even if the bill for constructing it turns out to be in excess of £150 million. The reason for making such an investment is that it should make it possible to reduce quite substantially the number of soldiers on the islands. Having been caught napping once before our intelligence services are unlikely to take a relaxed view of any hypothetical Argentine invasion plans in the future (however unlikely such an eventuality may now appear to us). If an airstrip existed it would take only a few days, using chartered jumbo jets, to move a considerable force down to the South Atlantic.

There are other reasons why the airstrip should be built. Whatever the military rationale may be for stationing nearly 5,000 soldiers on the islands, there can be little doubt that they are overwhelming the original inhabitants. If their security can be underwritten by a smaller force it would be highly desirable. Secondly, the investment would be of symbolic importance — both to the islanders and Argentina. Finally, in terms of base politics, the Government can almost certainly count on popular support for a one-off capital project, even one costing £150 million, at a time when the memory of last year's events is still fresh. The same cannot be said of sustaining a large garrison in perpetuity.

D. Telegraph 6/4/83

Those in peril

MEN RETURNING from the Falklands conflict described how singing hymns had helped them through the times of danger. Today, Rear Adm Sir John "Sandy" Woodward presides over a task force choice of hymns on a BBC Nationwide programme.

With some Royal Marines and crew members from the ill-fated destroyers Coventry and Sheffield, he recently joined the Seaford College choir in a Portsmouth church to record 15 hymns and the Nunc Dimittis. College music director Phillip Hill tells me the recording, called "Abide With Us," should become

LONDON DAY BY DAY

"standard issue" on all Royal Navy ships.

Service wives and families asked for "Lord of all hopefulness." Crew members of the Coventry selected, ironically, "Thy hand, O God, has guided," while Admiral Woodward's personal choice was "God be in my head/And in my understanding."

Times 6/4/83

Ship occupied in reprisal for Keren takeover

By Paul Routledge and Rodney Cowton

Merchant navy seamen "seized" the cargo ship Browning yesterday as talks opened on the future of HMS Keren, the Falklands troopship commandeered by the Royal Navy last week.

Negotiations at the offices of the Advisory, Conciliation and Arbitration Service between the National Union of Seamen, the Blue Star line, which had a management contract for HMS Keren, the Ministry of Defence, and the Department of Trade about civilian crewing of the vessel were adjourned after three hours last night.

Talks will continue this morning, but when NUS leaders left the Acas offices the disclosed that 20 merchant seamen had occupied the Browning in Harwich Docks in a "tit-for-tat" reprisal against the Blue Star line and the Government. The Browning is operated by a subsidiary of Blue Star.

Mr Sam McCluskie, assistant general secretary of the seamen's union, said: "The owners have a hostage in the Keren. Now we have a hostage."

Retaliatory action could continue for as long as the Keren was manned by the Royal Navy.

The central point at issue for the Ministry of Defence in the dispute over how HMS Keren is manned is whether she will have to have two crews or three.

The ship, which will carry troops between the Falkland Islands and Ascension Island, was intended to be managed by Blue Star for the Ministry of Defence. No formal contract has been signed, although the ministry said that "a contractual arrangement" existed.

The position appears to be that the ministry was prepared to enter into a contract with Blue Star, subject to the company's being able to find a crew for her and agree terms and conditions. That has not been possible so far because of the argument over whether merchant seamen manning her should be employed on deep sea terms and conditions or on cross-channel ferry conditions.

Although attention has focused on the implications for pay, it is the provisions for time off that are seen as more important at the Ministry of Defence.

Deep sea merchant crews are entitled to one day off for every two days worked, whereas ferry crews have one and a half days off for every day worked.

That difference is intended to take account of the intensive nature of the work involved on ferry operations on short routes. But from the ministry's point of view it means the difference between having to finance two crews or three.

On the issue of pay, a qualified merchant seaman earns between £150 and £160 a week at deep sea rates as against £200 to £220 at ferry rates. It is likely, however, that the crew of the Keren would be entitled to a bonus at the rate of £42 a week when operating between Ascension and the Falklands.

The bonus was negotiated to compensate merchant navy crews for abnormal conditions during prolonged stays in the Falklands area. It was extended to named ships, including the Cunard Countess, plying regularly between Ascension and the Falklands.



The widows and children of Falklands casualties among them Mrs Sara Jones (left), widow of Colonel H. Jones, at Heathrow yesterday, for the flight out to Montevideo.

Times 6/4/83

Forgotten island?

From Mr Stedson George

Sir, Michael Croft's article of March 19, "Wind of change in Britain's forgotten Falklands", is biased and was sullied by the insulting remarks attributed to M Martineau.

No mention was made that our only ship, the St Helena, was requisitioned for the Falklands war, and is still in service there, and that the Saints' crew volunteered to go with her, when the conflict was at its worst.

The rights and privileges granted under the 1676 Charter have been eroded by successive Acts of Parliament to the extent that our present passports are virtually meaningless. In any case emigration

to Britain is no longer permitted.

In addition to economic aid we want full British citizenship. As Mr Croft says, we have a completely British way of life here, so prospective emigrants would have no difficulty fitting into British society, unlike the ethnic minorities from the independent territories who emigrate to Britain.

There would be no danger of a mass exodus to Britain; most of us love our island paradise in spite of its failings; but those who settled in Britain would at least contribute to future grants-in-aid.

Yours etc.

STEDSON GEORGE,
St Helena,
South Atlantic.
March 31.

Times

6/4/83



Port Stanley football team are playing an unwontedly busy list of fixtures in patriotic red, white and blue kit supplied by a Midlands firm. Their previous kit was stolen when the Argentines invaded but, says the club captain Tony Chater: "We did not mind because it was light blue and white, the Argentine national colours, so we did not particularly want it anyway."

PHS

South Atlantic pilgrims fly out

By a Staff Reporter

One year after the task force sailed from Portsmouth for the Falklands, relatives like the mother and child pictured left, departed yesterday on their own sad pilgrimage to mourn the dead of the South Atlantic conflict.

A group of 550 flew from Heathrow to Montevideo, Uruguay, on the first leg of their 9,000 mile trip to the graves and battlefields of the Falkland Islands.

Mrs Patricia Stockwell, aged 64, and her husband Leslie were going to honour their only son, Geoffrey, killed when a bomb struck HMS Coventry. Mrs Stockwell said: "We will never get over it, never in our lives. He was a wonderful, hard-working, cheerful fellow. The trip will be very harrowing. But we are amongst people with the same feelings and we feel for all of them."

Asked if she thought the Argentine relatives of their war dead should be allowed to visit the islands, she said: "most definitely. On humanitarian grounds I'm quite sure they should be allowed to go. It was their government that was responsible for what happened, not them."

Mrs Audrey Keeble was one of the few relatives to carry a wreath on board, in the shape of the Prince of Wales feathers. Her son Anthony, aged 19, was one of the Welsh Guardsmen killed in the air attack on the Sir Galahad. She told reporters: "I don't think my son died in vain".

Nearly a ton of flowers is being airlifted to Montevideo to be transferred to the Cunard Countess, which will take relatives on the final 1,200-mile leg of the journey. A florist on board will make up wreaths to drop into the sea or place on the graves where relatives died.

A total of 255 men were killed in the war. Sixty-four were returned home for burial, 17 were buried on the islands, and the rest at sea.

After they arrive at the Falklands on Saturday the mourners will meet the civil commissioner, Sir Rex Hunt, and then a ceremony will be held at the military cemetery overlooking San Carlos Water, where the first British troops waded ashore on May 21.

Another service will be held next Monday at sea in the Falkland Sound, where HMS Ardent and HMS Antelope were both hit by bombs before sinking.

Last-minute preparations were under way in Montevideo yesterday for the arrival of the relatives. The Cunard Countess, docked there on Monday night, and crewmen were busy with paint brushes and rollers throughout the day.

Uruguayan immigration officials intended to waive passport formalities at Carrasco airport. They had been given the names of all the passengers

More photographs, back page



Relatives leave to visit war graves

By Martin Wainwright
TUCKING into sea food
mousse and watching The
Trail of the Pink Panther, a
special party of Britons flew
out over the Atlantic yesterday.

The parents, widows, girl
friends and children of the
Falklands war dead left
Heathrow on a clear but
chilly spring morning.

Among them on the
journey, a 10-day visit to the
battlefields and war graves of
the islands, were several
babies who were born after
their fathers had died.

More pictures, page 2.
Labour's airport warning,
back page

Almost 100 children were in
the party of 530 which flew
to Montevideo on two jets
provided free by British Airways.

The leading plane was a
Boeing 747 jumbo, tacked on
radar under its call-sign G-
AYND but officially called
the Christopher Marlowe.
The Elizabethan playwright,
who died violently and
young, provided motives for
the grieving relatives' mixed
emotions.

His lines, "I'm armed with
more than complete steel—
the justice of my quarrel"—
were echoed by Mrs Patricia
Stoeckwell, a pensioner from
Herne Bay in Kent. She and
her husband Leslie, who is
70, lost their only son, Geoffrey, when HMS Coventry re-
ceived a direct hit.

"He was a wonderful,
hard-working, cheerful fel-
low," she said of the petty
officer, who was 25 when he
died. "He was a firm
believer in justice and fair
play. I am sure that he
would have thought that his
cause was just."

Her husband, though, said
that he still felt bitter about
Defence spending cuts
which he believed had led to
his son dying in an under-
defended ship.

Marlowe's famous line
from Doctor Faustus, "Cut is
the branch that might have
grown full straight," lay at
the core of all the families'
distress.

Mrs Janet Stuart from Bre-
don, Worestershire, was
taking her daughter Allison,
17, and son Douglas, 12, to
visit the sea grave of their
brother Matthew, who died
on his 18th birthday when
HMS Argonaut was bombed.
"I felt that we had to go,"
she said. "I wanted to make
the same journey as the last
voyage Matthew made."

The party included the
widow and two sons of Col-
onel "H" Jones VC as well
as Dean Ozbirn, aged 11, who
was carried up the aircraft
steps followed by his mother
holding his crutches. The
boy, whose father died on
the Coventry, has recently
had a leg operation but was
determined to go on the
visit.

Mrs Audrey Keeble proud-
ly paused on the steps to
show her heart-shaped
fleurs-de-lis and "Ich Dien"
of the Welsh Guards, which
will float on the waters of
Bluff Cove where her son
Anthony died.

Daniel Fong, whose father
was also killed on the Sir
Galahad, shyly announced he
Turn to back page, col. 7



Mrs Audrey Keeble from the Channel Isles boards a flight from Heathrow to the Falklands war graves with a party for her son, Anthony, a Welsh Guardsman. Picture by Kenneth Saunders

9 visitors 6/4/83

Victims' families fly out

Continued from page one
would celebrate his seventh
birthday in Port Stanley.

Passengers on the second
plane, a Tristar called The
Harry Wheatcroft Rose, in-
cluded a party of enter-
tainers to perform for the
party during the voyage on
the cruise ship Cunard Coun-
less from Montevideo to Port
Stanley. One of them was
Janet Brown, the impersona-
tor. Probably best known for
her impressions of Mrs
Thatcher.

Also on board was a florist
who, was expecting to use
more than 5,000 freshly-cut
flowers to make crosses,
wreaths, and sprays before
the party reached the Falk-
lands.

After take-off cabin staff
toured both aircraft distribut-
ing toys and games given by

Selfridge's to help the
children to amuse themselves
during the 15-hour flight.

In Montevideo, the crew of
the Cunard Countess were
preparing the ship for the
four-day voyage to the Falk-
lands. The relatives will be
taken straight from the air-
port to the quayside to avoid
any publicity or provocation
to neighbouring Argentina.

Relatives who talked to re-
porters in London were
unanimous in approving of
any trip by Argentine rela-
tives to visit their war graves.

"Of course they should go,"
said Mr James Stevenson,
from near Edinburgh, whose
son James was drowned off
Port Stanley after the war
had ended. "They lost loved
ones as well. We are all the
same, under foot."

THE GUARDIAN

Labour fights Stanley airport plan

By Ian Aitken,
Political Editor

The Labour Party seems certain to oppose the spending of hundreds of millions of pounds on the construction of a new strategic airport on the Falkland Islands.

Mr Denzil Davies, a senior Labour spokesman on defence policy said on BBC Radio yesterday that it was highly unlikely that the Labour Party would be prepared to support government spending on such a scale.

He insisted that the project for a long-range international airport near Port Stanley, which is now to be launched in September or October of this

year, would represent the final commitment to a policy of "Fortress Falklands."

But Mr Davies argued that Labour had consistently opposed the whole concept of a Fortress Falklands policy. Labour preferred to put its money on the forthcoming elections in Argentina, which were directed towards establishing a democratic civilian government in place of the present military rule.

In these circumstances, it was better to seek negotiations. He said that building a long-range airport designed to cut the communications links between the Falklands and the South American mainland would prove provocative and

might make it more difficult for Britain to keep up its contacts with Latin American governments.

John Ezard writes from Port Stanley. The Falklands civil commissioner, Sir Rex Hunt, said last night that a decision to go ahead with the airport would "reassure islanders, as nothing has done since Mrs Thatcher's visit, that Britain has a firm commitment to them."

Asked if it would be taken as proof that Britain was in the Falklands for good, he said "yes." Asked about the possible repercussions of any change of British Government later this year, he said, "I think we are going to have to

decide whether we can afford to defend these islands and, if we are going to defend them, we must have a strategic airport."

News that the Government is determined to push ahead with the project has been taken by others here as an indication that Mrs Thatcher may be going for an October general election and wants not only money irrevocably committed but work started before then.

The prospect of having a strategic airport capable of taking long-range wide bodied jets in "two or three Falklands summers" — understood to be the optimistic official timetable — has, in the view here, extended the perspective

of British commitment to the Falklands well beyond the Antarctic Treaty negotiations in 1991.

It is felt that Britain would be markedly less likely to consider in future handing the islands to Argentina if it were also handing over free not only an international airport but a land radar installation pattern now being completed.

Sir Rex hoped that an airport allowing rapid reinforcement, by flights taking possibly eight hours or less from Ascension, would mean that the British garrison could be reduced in size and cost, now more than 4,000-strong. It is planned to come down to a core strength of 3,500 in the next few years.

Guardian 6/4/83

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Royal Navy cuts set back by Falklands

By Bridget Bloom, Defence Correspondent

GOVERNMENT PLANS to cut the Royal Navy in an effort to control defence spending have received a further setback over recent months as costs of defending the Falklands have become more apparent.

According to official figures all but one of the 19 warships due for retirement from active service over the next two years have been reprimed and will be kept in the fleet, mostly for two extra years at least.

The 18 ships, nearly all frigates, are being kept partly to replace four ships lost and several others damaged in the Falklands conflict last year.

Garrisoning the Falklands as well as meeting other naval obligations, however, has meant the fleet has had to be enlarged by retention of many older vessels due for disposal or for retirement to the standby squadron.

So serious has the situation become that the standby squadron, dedicated to Nato for use in a crisis, has been empty of ships for most of the past year.

The Defence Ministry yesterday confirmed figures printed in its Navy News, a monthly magazine for the fleet. These go further than those announced to Parliament.

Three Tribal Class frigates built in the early 1960s and put up for sale by the ministry in 1980 are being brought back into service for another year. Six other frigates, announced to parliament last November as being scheduled to be withdrawn to the standby squadron this year, are being reprimed for two years or more. So are nine other warships which, similarly, were due to be retired next year.

Only one of the 19 ships, the frigate Dido, is being withdrawn. It has been sold to New Zealand for delivery on July 18. Last summer New Zealand "lent" a frigate to Britain to make up numbers on the Oman patrol, an arrangement being continued this year.

The ministry does not give details of the number of ships in the Falklands garrison or of the costs of the naval garrisoning. About eight to 12 ships, including a nuclear-powered submarine, are believed to be involved at any one time. Nor will the ministry say what the additional costs of retaining the older frigates will be.

Overall the official estimate for the Falklands garrison this year is £424m, including troops on the islands and capital spending.

In addition to its Nato role in the east Atlantic the Royal Navy has specific commitments in the Caribbean, principally Belize, in the Mediterranean, including Gibraltar, in the Gulf and in Hong Kong.

An additional implication of the present crisis is that it seems certain the Navy will fall far short of the target reduction of 8,000 to 10,000 men by 1986.

The ministry says, however, that overall reductions in the Navy are on target. The 59 frigates and destroyers in service will fall to 55 by next April and to "around 50 in the mid-1980s."

The White Paper introduced in June 1981 by Mr John Nott, the then Defence Secretary, planned a reduction to 50 warships by 1986, but with eight of these in the standby squadron.

5/4/83
Lusken Mail

Falklands

heroes'

families

set to go

HUNDREDS of relatives of those who died in the Falklands — including a party of about 160 from Wales — will set off today to say a proper farewell to their loved ones.

But one South Wales couple, who lost their 19-year-old paratrooper son, have not been invited.

They will be staying at home because they had his body brought back to be buried in Britain, so do not qualify for the Government-sponsored visit.

Timothy Jenkins died in the battle for Mount Longdon in the final push for Port Stanley.

He served with the 1st Battalion The Parachute Regiment.

Yesterday his father, Mr Cyril Jenkins, who lives at Tudor Rise, between Monmouth and Ross-on-Wye, said, "I think we should have had the choice as to whether we should go out or not."

"My wife and I would have gone to see where Timmy died if we had had the opportunity. We had our son brought home to where he would have wanted to be buried."

Hotel

Other bereaved families are in the same position. A spokesman for the Ministry of Defence said yesterday that the regulations allowed for visits of next-of-kin, and one companion of those lost at sea or buried on the islands.

He added, "If people in the Jenkins's position were to make representations to the Ministry of Defence they would be looked at."

More than 500 relatives gathered last night in a London hotel.

They arrived from all over Britain and parts of the Commonwealth at the Cunard Hotel in Ham-smith to be briefed before flying to Uruguay today.

As they gathered, Mrs

By ROGER DOBSON

Sara Jones, widow of Col "H" Jones, said, "I've wanted this, we've all wanted this, and we are very grateful to everybody who has made it possible."

Voyage

Mrs Jones's husband was posthumously awarded the Victoria Cross after being killed leading the attack on Goose Green. Her two sons, David, aged 16 and Rupert, 12, were with her.

British Airways will fly the relatives free to Montevideo, where they will board the Cunard Countess for the 1,200-mile voyage to Port Stanley.

● Argentina, which marked the first anniversary of the invasion with low-key ceremonies yesterday, has complained to the U.N. over what it described as "continuous and repeated public pronouncements by the highest British authorities" that London was not prepared to negotiate over sovereignty of the Falklands.

NUS ROW: Hopes of averting the threatened worldwide seamen's strike rose last night after both sides agreed to meet in London today.

Union leader Mr Jim Slater described the move as "encouraging" and said he hoped there would be a negotiated settlement in the row over the Falklands troop carrier HMS Keren.

Comment—Page 8.

Stanley airport to start 'by September'

Guardian 5/4/83

By Ian Aitken,
Political Editor

The Government intends to push ahead urgently with its plans for an international airport at or near Port Stanley on the Falkland Islands. The present aim is to start construction in September.

That would coincide with the South Atlantic spring, giving construction workers the whole of the Falklands summer to get ahead with building the enormous and costly runway needed to accommodate long range aircraft.

The Government is expected to set a deadline soon for tenders, expiring in a matter of weeks rather than months.

The decision reflects the continuing diplomatic freeze between London and Buenos Aires. Even ministers who

would favour an early resumption of negotiations recognise that it would be difficult to talk effectively to the present unstable regime in Argentina.

But there has been considerable satisfaction in Whitehall over the general diplomatic atmosphere between Britain and the rest of Latin America.

Argentine relatives' visit in doubt, back page

Ministers have been surprised by the speed with which it has been possible to re-establish normal relations with countries which backed Argentina during the Falklands crisis.

But it is well understood in London that the ultimate test of Britain's commitment to support and defend the Falklands is the establishment of reliable direct communications

with the islands. That is the origin of the present sense of urgency about the proposed airport.

Opposition MPs argue that building a huge airfield designed, in effect, to cut the links between the Falklands and the South American mainland in favour of direct communication with the United Kingdom is likely to blight any prospect for resumed negotiation with Argentina. It would, they believe, be seen as highly provocative in Latin America.

Moreover, it is pointed out that there has yet to be a firm decision about the best location for the runway. The simplest would be an expansion of the present airport outside Port Stanley, but this presents two serious problems.

The first is that it would be necessary to dig a considerable

distance through soft peat to reach solid bedrock — a costly as well as difficult process. The second is that Port Stanley is notoriously subject to fog at certain times of the year — a tendency which has already presented difficulties for Hercules transport aircraft flying in and out from Ascension Island.

The most favoured site at the moment is therefore a much more distant one at March Ridge, near Fitzroy. But a decision to choose it would clearly involve extra cost for access roads.

Various sums have been quoted about at Westminster as the ultimate long term cost of the project, all running into many hundreds of millions of pounds. The most recent estimates have put the figure at around £800 million.

Strike fears ebb as ferry talks agreed

By Paul Brown

Hopes of averting a world-wide strike by British seamen over the Falklands troop carrier HMS Keren rose last night when the National Union of Seamen and the Blue Star line, who manage the ship for the Navy, agreed to meet for negotiations in London today.

The union threatened to call a strike after a Navy crew sailed the vessel from Wallsend-on-Tyne during the weekend, while the civilian crew, which had been sent home, was involved in a pay dispute.

It is now known that the Government is prepared to have a civilian crew man the Keren, and it will not sail for the Falklands while negotiations between Blue Star and the union are taking place. The ship will continue to steam off Newcastle on sea trials with the Navy on board.

The NUS general secretary, Mr Jim Slater, described last night's developments as encouraging and said he hoped there would be a negotiated settlement.

Mr Slater, still angry at the Government's action in taking over the ship, warned that strike action could follow if the Keren left for the Falklands with a Navy crew.

He said: "Bringing in the armed forces to suppress normal industrial relations is a very dangerous precedent. If the Keren sails for the Falklands putting 150 seamen out of work there will be a very strong reaction from my members."

More details emerged yesterday of the carefully planned takeover of the Keren by plain clothed Navy men. Members of the crew earning shore pay of £74 a week gross were sent home on Thursday and those expected in to work overtime on Good Friday were told they were sacked by an official from Blue Star who called at their homes that evening.

After the Navy moved in at midnight a secret commissioning ceremony was held so that the Keren became a Royal Navy ship.

Yesterday the Ministry of Turn to back page, col. 8

Argentine visit to Falklands in doubt

From Andrew Graham-Yooll
in Buenos Aires

A visit to the Falkland Islands by relatives of Argentine soldiers killed in the war last year appeared to be in doubt yesterday as two of the conditions set by the British Government for the journey were rejected by the tour organisers.

Mr Osvaldo Destefanis, aged 40, an electrical engineer, and the main organiser, said that he could not accept British demands that no press representatives accompany the relatives.

He would not reveal the other sticking point, but it is

understood to concern the date of the visit. The Centre of Volunteers for the Fatherland had set the date for the trip as April 16, but it has been asked by Britain to delay it because of the danger of it coinciding with a tour by British relatives.

Mr Destefanis said: "We cannot delay the visit beyond April 23, because the sea will be too rough. So it is out of the question that we delay the departure for more than a week."

Seven other terms, concerning inspection of the ship, passengers, and crews, were acceptable to Mr Destefanis but a lack of CBS networks, and the Asso-

ciated Press Agency of the United States, we planned to take place. Ten days away from the intended date of departure, the passenger lists were not ready, the ships were not fully chartered, and food was in short supply.

Mr Destefanis, reflecting a demand by the British Government that press representatives should not be on the ship, said: "We wanted an Argentine team, not just Argentine journalists. We had invited the BBC and ITN, and planned to invite Reuters. We would take only two members of the Argentine press, and representatives of the ABC and CBS networks, and the Asso-

ciated Press Agency of the United States. We planned to take place. Ten days away from the intended date of departure, the passenger lists were not ready, the ships were not fully chartered, and food was in short supply.

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Relatives meet for Falkland journey

By Aileen Ballantine

MORE than 500 relatives of 166 of the men killed in the Falklands gathered in London yesterday on the eve of their pilgrimage to the war graves.

Wives, sisters, parents, sons and daughters arrived from all over Britain and parts of the Commonwealth at a hotel in Hammersmith to be briefed before flying to Uruguay today.

Mrs Sara Jones, widow of Colonel "H" Jones, who was awarded the Victoria Cross posthumously, said: "We are very glad to be here and to be going. I've wanted this, we've all wanted this and we are very grateful to everybody who has made it possible."

Mrs Marjorie Walker, whose son Andrew was killed on the Sir Galahad, said: "You look around at over 500 people and realise that the one thing they have in common is that they have all lost someone. It seems like such a waste in some ways."

By talking to each other that evening many of the families had found comfort, she said. This was the first time so many of the people who had lost someone had been together in one place.

Mrs Beryl Wellstead said she hoped the trip would bring her peace of mind. Her son, Adrian Wellstead, aged 26, had been a leading cook on the Sheffield. She had not seen him for 18 months when he was killed. Mrs Wellstead said that going to the place where her son had died would make it seem more real to her.

Most of the families said that they could never have made the trip, unless it had been organised and paid for by the Government. Mrs Jones said that she wanted to see the battlefield to appreciate and share what her husband had gone through.

"Naturally I do not quite know what to expect and I believe the visit is the biggest hurdle any of us has to face since getting over the shock of losing our loved ones," she said.

But it is essential to make the trip as early as possible because until we see where it all happened we cannot begin to pick up the threads of normal life."

A total of 255 men died during the war. Sixty-four were returned home for burial, 17 were buried on the Islands, and the rest at sea.

British Airways is to fly the relatives free to Montevideo where they will board the Cunard Countess for the 1,200-mile voyage to Port Stanley.

They will be met by the Island's civil commissioner, Sir Rex Hunt. There will be a commemoration service at San Carlos cemetery, followed on April 11 by another service at sea in Falkland Sound.

A strike call puts new pressures on an embattled union. JOHN CUNNINGHAM charts the hazardous passage of Britain's seamen

Hi-jacking that could sink the merchant navy's Falkland factor

THE NAVY'S cunning stunt in hijacking the former Sealink ferry for Falklands duties before agreement has been reached on pay rates for the civilian crew is a bizarre sea-trial for the National Union of Seamen. The NUS is having an untypically turbulent passage at a time when the recession has artificially calmed industrial relations for its bigger brothers.

The seamen's response to the precipitate action of the Ministry of Defence, new owners of the Keren, is a call for a strike it hardly wants. And underneath his rage as general secretary, Jim Slater must be ruefully reflecting how the slump, changing trading and work patterns, issues of pay and inequality for an international world-wide workforce are all lodging their test cases at his door.

The NUS has operational problems which are unique: it cannot organise in workplaces, that is, on board vessels, and its activity is confined at branch level to ports. It holds conferences only every two years; members' grievances are quite likely to arise at sea, when they are out of contact with officials.

Besides this, Slater, who is now within sight of retirement after a lifetime split between 27 years at sea followed by his stint as union boss, is organising an activity pincered by the recession and by the stratification of officers and ratings, a distinction which obtains still in the Merchant Navy.

The recession decline in Britain's manufacturing has had its corollary in the fall-off in shipping, since the bulk of the merchant fleet's business is in handling our shrinking exports. For millions of Brits, the reality of

Mr Slater's assertion, often made in letters to the press, that "we are still a seafaring nation" is a short trip on a North Sea or a Channel ferry.

Part of the Falklands spin-off was the realisation of the importance of merchant ships acting in an ancillary capacity to the navy's fleet. Ironically, the South Atlantic episode of just a year ago buttressed Slater's claim. But the latest episode involving the Keren, refitted as a troop-carrier on the Tyne, Slater's home estuary, incidentally, could clobber it.

The union has had to go along with the shrinkage of manpower of Britain's share of world trade. Union membership is 26,000. Since 1975 the British fleet has shrunk from 50 million to 25 million tons. It has made productivity agreements so that the size of an average crew in the last decade has fallen from 50 to between 18 and 24. And it has even acquiesced in an experiment to remove some of the barriers between officers and ratings, in a classless ship, the car-carrier Skeena.

But underneath the economic vicissitudes which force the NUS on a zig-zag path, the issues of class and race beset the seafaring fraternity, as does the matter of industrial solidarity. Landlocked in the union HQ in Clapham in South London, the chiefs have been getting stick recently from several militant branches.

The union has long been saying it wants the right to organise on board ships. A group of seamen, mostly from Cardiff who attempted this, by occupying Environment Research Vessel, Discovery, in solidarity with the then-striking health workers were dismissed for holding up the vessel for five days. In February, Cardiff

members came to London to protest at what they said was Slater's inept intervention in the affair.

The personal hazards of seamanship, the isolation of NUS members from the bulk of settled trade unionists and the close contact, by way of shared work, which they have with sailors from the Third World doing the same job, have thrown up decisions over which Slater and his executive have agonised.

There are murky waters, as revealed by the Guardian last year. For a decade, shipowners have been paying a levy (currently £200,000) into union funds in return for a concession whereby they can continue to employ Asian labour at less than a quarter of the wages paid to NUS members. The union is pledged to fight against the discrimination against Asians, but has never paid the levy into a separate fund to campaign for this purpose.

At the time, union treasurer Sam McCluskie said that, looked at from outside the industry, the payments could be seen as a bribe by shipowners to keep the issue of Third World seamen quiet. Mr McCluskie, who is also chairman of the Labour Party's National Executive Committee, defended the union's acceptance of the levy of £30 a head per year for those NUS members who were classed as domiciled overseas.

Along with the uncertainties caused by the failing fortunes of Britain's exporters, the seamen's leaders found the decision they had taken attacked by several branches: the interfacing issue with Third World poverty had to be solved. The complicated economic equation of paying mixed crews widely different wages might have made sense to shipowners, but enough mili-

tant members of the NUS saw it in moral terms and did not like their executive's acquiescence in the levy system.

Just last week, the union served notice to the shipowners that it was cancelling the levy, from the end of September. The announcement, by coincidence perhaps, was made on the same day as the Labour Party, in its campaign document, pledged the abolition of wage differentials for foreign nationals in British ships. The owners immediately forecast that many of the 200 vessels employing Asians and Africans might have to be sold to implement the union's all-British demand, for that is in essence what abolishing the levy amounts to. Not for the first time the seafarers are in a Catch 22 situation. All this, and trouble in the Tyne, too.

OVERSEAS NEWS

Israel lobby in Congress

likely to attack arms move

US 'planning to sell 1,200 tanks' to Saudis

From Alex Brummer in Washington

The Reagan Administration is said to be planning the sale of up to 1,200 M1 Abrams tanks to Saudi Arabia which could be used by American troops in times of crisis.

Any such move would be certain to spark a bitter row in Congress similar to that which erupted over the sale of the advanced Awacs radar planes to Saudi Arabia in 1981, which soured relations between the US and Israel.

The Pentagon yesterday sought to play down the possibility of the sale, noting that Saudi Arabia may face budgetary problems as a result of the fall of the oil price. Thus, any purchase as large as 1,200 tanks, at up to \$3 million each or \$3.6 billion in total, would have to be considered in some doubt.

"Nothing has happened," a Pentagon spokesman said.

At the State Department, the spokesman, Mr Alan Romberg, said that Saudi Arabia had shown an interest in the tanks, and that demonstrations are being arranged. However, there have been no formal requests for any purchase and until that time it was premature to discuss numbers.

Administration plans to position more than 1,000 M1 tanks in Saudi Arabia first emerged last month, but were denied by the Pentagon. Congressional and defence sources quoted by the New York Times yesterday confirmed the sales plan, but noted it was at an early stage and could take several years to negotiate and arrange for the production.

An indication of the Administration's purpose, however, is the disclosure that a crew of 18 Saudi soldiers began training at Fort Knox, Kentucky, in use of the Abrams tank. The training will take six to 10 weeks, and another team of Saudis is being instructed in maintenance.

The M1 Abrams tank is the most sophisticated in the American armoury, but also among the most controversial because

of its extensive production problems. A big sale to Saudi Arabia would no doubt be welcomed by US defence officials, since it would help to bring down the production costs for the American Army.

According to the reports here, the M1 tanks would start to be shipped to Saudi Arabia in 1985, when some 400 would begin to replace 300 older French tanks and 150 American tanks already in the Saudi armed forces. The remainder of the order would be shipped in later years and might become available to American units as part of the Rapid Deployment Force which was recently renamed United States Central Command.

Disclosure of the would-be sale is likely to create political problems for the Reagan Administration, at home and abroad. It would be certain to galvanise the pro-Israel lobby in Congress, and the Democrats in particular ahead of the 1984 elections, making its approval that much more difficult.

It would certainly put the US and Israel at loggerheads at a time when President Reagan is holding up the shipment of F16 advanced fighter planes to Israel pending a withdrawal of its troops from the Lebanon. It was to sweeten Israel after the sale of the Awacs and other advanced equipment that the US agreed to a larger supply of F16s in the first instance.

PLO sources in Amman suggested last night that King Hussein will not offer to represent the Palestinians in talks with Israel as proposed in President Reagan's Middle East peace plan.

Sources close to discussions between the King and Mr Yasser Arafat said the PLO chairman met members of his 15-member executive committee and then told King Hussein that he could not allow him to negotiate on the PLO's behalf. Mr Arafat has been in Amman since Thursday for talks with King Hussein which are considered vital to the success of the US peace plan.



Argentines like their politics noisy and flamboyant — there is almost a need for upheaval. Below General Galtieri and former President Isabel Peron

Argentina casts around for something different

ARGENTINA will hold general elections in October. That they are to be held at all is a result of the defeat in the Falklands war and because the military rulers could not hold on to government after that.

There will be 20 parties running candidates, but only two, the Peronists and the Radicals, have any chance of winning the presidency.

It is 10 years since Argentina held its last election for President. The language of the politicians has not changed much in that time. The faces are a little more lined, but are also the same. The men and women who promised in 1973 to lead Argentina to recovery from eight years of military rule are again calling for support to rebuild the country after another eight years of barracks-room administration.

The next government will have as its immediate concern not so much policies of development as destroying the armed forces leadership and disarming the armed gangs the military have created since 1976," said an aide of Mr Italo Luder, president of the Senate up to 1976 and the most moderate of Peronism's five possible candidates in the election.

"The timing of the dismissal of the three commanders-in-chief, and perhaps the elimination of those ranks, is the next cause of concern," a leader of the left wing of the Civic Radical Union said. If the commanders and all their senior officers were forced to retire next January, when a civilian government should take office, the armed forces should be too weak to react. If the civilian administration were to wait a year, the armed forces would have time to rebuild morale and strength.

In contrast, the Army Commander-in-Chief, General Cristino Nicolaides, told officers in Cordoba this week that coups had recurred in the past because there had never been

a proper understanding between the military and the party leaders.

These exchanges about how to make the next civilian government strong also have to take into account the fact that Argentine politics and personalities have been weakened by the lack of activity, for renewal of party leadership has been prevented by the prohibition of all political expression.

The armed forces that overthrew the Government of President Maria Estela "Isabel" Peron in 1976 had planned to stay in power much longer. Former President Galtieri, in a statement attributed to him in a recent book about the Falklands invasion, said that if Argentina had stayed in the Falklands he could have taken steps to perpetuate the armed forces — meaning himself — in power. General Galtieri had already enunciated plans for a corporate state with strong centralised control of the economy, and he was prepared to admit only a small number of political figures to be active.

There is a sense of excitement about the prospect of political change, damped somewhat by the severe economic crisis which has increased the number of beggars in the streets and the number of unemployed who queue each lunchtime in the suburban soup kitchens.

But there is the excitement of seeing people gathering in argument at every party's membership recruitment stall. It has not happened for years. There is, too, apprehension that even if there were a civilian government in Argentina next year, there could be another military regime the year after.

Elections here have always aroused expectations of something different, but not necessarily better. The men and women in the big cities fire quickly of their governments



Six months before the poll, Andrew Graham-Yooll finds election fever in Buenos Aires

and assure themselves that anything would be better than the crisis they have to endure — "Argentina cannot get any worse than this," people say. Usually, over the years, it has.

A political analyst in one of Buenos Aires's more conservative papers said that presidential and ministerial successions were a matter of passing entertainment, not of concerned interest. "Buenos Aires is a city that likes scrutinising rumours. Rumours come and go. This preserves Argentinians from coming to terms with events."

They like their politics noisy and flamboyant. Their rulers must be tough. People get bored with calm administration — there is almost a need for upheaval.

Juan Domingo Peron, three times elected President, once toppled by a coup, the toughest and most "macho" of them all, died nine years ago, but still overshadows the reorganisation of his Peronist movement. His political heirs, who plunged Argentina into two years of factional violence that started even before his corpse was cold, have still not

agreed on who should lead the party.

The left wing of Peronism, the Montoneros guerrillas, have been defeated by the Army and the Navy. The right-wing gangs in the party are still armed, but have been keeping a low profile.

The factional violence has been in evidence, but mildly by pre-1976 standards. Peronists await the word from Madrid, where the widow of Peron has taken up residence since her release from house arrest in 1981, on who should be their candidate. But in a country where there is a private and public language, Peronists admit privately that she will have to accept what is decided in Buenos Aires.

Publicly no one says a word against her. She has to choose from a list.

Privately, Peronist leaders are of the opinion that she will decide on whatever candidate has the best chance and the greatest financial backing. The traditionally Peronist trade unions, which control considerable funds, will hold some sway, as will the private

bankers and businessmen who swear allegiance to the memory of Peron.

What remains of the left wing of Peronism is represented by a Buenos Aires lawyer and former national deputy, Mr Vicente Saadi, proprietor of the newspaper, La Voz (The Voice). But the return of the left is feared in Peronism.

The Radical Party, or Civic Radical Union, is known for its more democratic way of electing its leaders. A young lawyer and member of the Senate, Mr Fernando de la Rúa, leads the right-wing faction; Mr Raul Alfonsín, a country lawyer from southern Buenos Aires, is the left's candidate.

Many Radicals and Peronists see Mr Alfonsín as the strongest candidate for President. But they also fear that his intransigence will cause a rift with the trade unions and his government will be bedevilled by political strikes.

The Radicals, and many in the smaller parties, accuse the Government of favouring a Peronist victory because the military may find it easier to negotiate with them than with the Radicals, who want nothing to do with the armed forces.

The parties want the military to prepare negotiations on the Falklands, which they will not, and settle the dispute with Chile in the Beagle Channel, which they cannot because the Vatican has still to hand down its mediation.

The parties want to know why the foreign debt rose from \$8 billion in 1976 to nearly \$39 billion in 1983. This is an euphemism for a demand to know something of the corruption of these eight military years. Finally, there is the demand to know what happened to the "disappeared."

The military benefits from the fact that Argentines have become committed to human rights as a temporary issue, not as an idea. The human rights activists now are those

who have been hurt by the repression—those who lost children or other relatives.

In the parties it has become part of a platform. According to an aide of Mr Alfonsín, human rights have been superseded by economic rights. People want to know what is to happen to their jobs, their wages, their index-linked rents which rise with the soaring inflation, and their index-linked personal loans.

Inflation has made the Argentine peso into a kind of funny money. Pockets and purses bulge not with riches but with useless banknotes.

Peronists and Radicals are roughly in agreement on the measures that they will take on reaching government. The foreign debt would be renegotiated so that Argentina could suspend or sharply reduce repayments to allow for domestic growth. Imports would be cut and prices controlled. All of this is based on the argument that Argentina is one of the few countries which pays its debts in cash, because it has the two things needed to substitute: energy and food.

Interest, which has reached as much as 200 per cent in the last five years, will be controlled. This means the financial system would be nationalised, making most banks mere deposit-collecting agencies for the central bank. Some, including Mr Roberto Alemán, the Finance Minister during the war last year, say this will lead to hyperinflation.

On the future of the Falklands, there is apparent agreement. There will be no declaration of cessation of hostilities, but Argentina will seek closer links with the United States — hoping that the next government in Washington will be Democrat — to put pressure on Britain to renew sovereignty talks.

But no one is too hopeful about that. The economy will come first.

Concluded

Relatives begin Falklands pilgrimage today

By Alan Hamilton

Five hundred and fifty relatives of those members of the British task force who died in the Falklands leave London today on a pilgrimage to the graves and battlefields of the South Atlantic.

British Airways is providing a Boeing 747 and a Lockheed TriStar free of charge to fly the party to Montevideo in Uruguay. At the end of the 15-hour flight they will transfer to the cruise liner Cunard Countess, chartered by the Ministry of Defence for the four-day voyage to the Falklands.

The operation appears to have overcome two potential obstacles.

First, suggestions that the Uruguayan authorities might prevent the party landing at their capital have been discounted now that Britain has agreed to a visit by relatives of the Argentine dead to their own Falklands war graves.

Second, Mr James Slater, general secretary of the National Union of Seamen, said yesterday that he expected the Cunard Countess to be exempted from any shipping strike over the seizing of HMS Keren by the Royal Navy from its fitting-out yard on the Tyne.

Yesterday, the relatives gathered in Cunard's hotel at Hammersmith, west London, to meet and be briefed on their journey.

Selfridges, the London store, has supplied free tows and

sweets for the 100 children in the party.

The relatives are due to arrive in the Falklands on Saturday, and they will be accommodated on board Cunard Countess throughout their four-day visit. As soon as they arrive they will be taken on a private visit to the military cemetery overlooking San Carlos Water.

About 300 relatives of Argentine war dead are expected to set out in a chartered ship about April 16 to make their own pilgrimage.

● Three Argentines have arrived in London hoping to glean some information from authorities here after fruitless inquiries to their own Government about their sons' whereabouts.

The three, led by Señor Isaias Gimenez and including the uncle of Osvaldo Ardiles, the Tottenham Hotspur player, represent the recently formed Commission of Parents of Combatants Missing in the Malvinas and the families of more than 500 missing relatives.

Señor Gimenez says that the Argentine Government has not, despite repeated requests, approached either the British authorities or the Red Cross for information. The party therefore intends to make contact here with the Ministry of Defence, church officials, and MPs.

Daily Mail 4 April '83

After the Navy 'frees' troopship
a union threatens all vessels



Keren under Navy control

SEA STRIKE COULD HIT WAR WIDOWS

See
p.2.

By PETER McHUGH and HARVEY ELLIOTT

A PLANNED pilgrimage by 600 relatives to Falklands war graves was threatened last night by a possible seamen's strike.

The families have become entangled in the row between the National Union of Seamen and the Government following the Royal Navy's takeover of a dispute-hit troopship.

A message warning NUS members to stand by for a strike has been sent to 700 British-crewed ships around the world.

These include the Cunard Countess, which is due in the Uruguayan capital of Montevideo today to carry the dead Servicemen's families to the Falklands after they fly out from Britain.

NUS general secretary to exclude the Countess from the strike call. But he may not succeed — he admitted that feelings within the union were running 'hot and high'.

Mr Slater angrily accused the Navy of 'piracy and hijacking' following an astonishing cloak-and-dagger operation approved personally by the Prime Minister. More than 50 RN officers and men, dressed in civilian clothes, boarded the former Sealink ferry St Edmund at a Tyneside shipyard, sailed her out to sea and commissioned her as HMS Keren.

The ship has been in a yard at Wallsend for nearly two months undergoing conversion into a troopship.



Surprise chat-in for the Princess

GETTING down to the serious business of catching up on 20 months' gossip are the Princess of Wales and her former London flat mate Anne Bolton.

The surprise reunion at the Warwick Farm Polo ground outside Sydney yesterday was arranged by local parents whose son has been dating Anne.

When Diana saw her friend

waiting inside the polo tent she squealed: 'I don't believe it' and ran to embrace Anne. They hadn't met since the wedding.

Anne's round-trip of hundreds of miles from her Queensland holiday was worth it just to see Diana's face light up.

Not a keen polo fan, the princess hardly saw any of the match which her husband's side won 9-6.

Turn to Page 2, Col 1

SPORT 28-32 P.2

INSIDE: Femail-12, Diana Prince

SUNDAY EXPRESS

PRICE 28p

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NAVY HI-JACK TROUBLE SHIP

by MICHAEL TONER

IN an audacious undercover operation this weekend, the Royal Navy has hijacked one of its own ships and spirited it out to sea, to free it from a major threat of union blacking.
HMS Keen, a former Sealink ferry vessel urgently needed for transport duties in the Falklands, slipped its moorings at Wallsend on the Tyne yesterday afternoon and was towed in driving sleet and rain downriver by tug, before the National Union of Seamen would allow it to sail. The ship was towed by tug, before the National Union of Seamen would allow it to sail. The ship was towed by tug, before the National Union of Seamen would allow it to sail.

...direct confrontation with...
...the past few days...
...A top-level meeting of...
...naval chiefs, which decided...
...that Keen would sail...
...what may, and in spite of any...
...political consequences...
...A decision to send all...
...civilian seamen on board...
...HMS Keen home this week...
...end, ostensibly for the Easter...
...holiday. All those civilians...
...were, in fact, and members of...
...the NUS...
...A scheme, carried out on...
...Thursday night, to get 70...
...Seamen — mostly sailors...
...but including a few soldiers...
...and airmen — on to the Keen...
...under cover of darkness, and...
...wearing civilian clothes...
...Those Seamen replaced...
...Keen's civilian crew, and are...
...now running the ship...
...The whole cloak-and-dagger...
...affair started when the Navy...
...bought a Sealink ferry ship...
...then named St Edmund, with...
...the aim of beefing up its...
...supply facilities to the Falk...
...lands.

Argument

The idea was that the St Edmund should transport Seamen on the route between Port Stanley in the Falklands and the Ascension Islands. A new vessel was necessary because a Cunard ship which has been doing the run is due to go back into commercial service.
The purchase price was about £7½ million, and the Navy spent another £500,000 refitting the vessel.
All was ready for the St Edmund to go into service this month when the controversy boiled up.
Originally Navy chiefs decided that the Blue Star Line, using civilian sailors, should run Keen on behalf of the Ministry of Defence. Then the National Union of Seamen pounced, and insisted that the merchant seamen aboard Keen should be paid at the rates which operate on North Sea ferries.
This would have meant that the Keen sailors would be getting about £40 a week more than all the other merchant seamen serving on the Falklands operation. They would also get much more generous leave.
For two weeks the argument raged between Blue Star and the National Union of Seamen, with Blue Star claiming that the crew, now performing duties different from their former work, should be paid at the normal deep sea rate.
Then the NUS played its trump card. Blue Star sailors were warned that if they signed on with the Keen for its voyage to the Falklands the ship could be blacked.

Embarked

For the Navy this was disastrous news. The plan was that the Keen should be in Port Stanley by the first week in May when more than 600 Seamen and civilians would be embarked for the long voyage to Ascension, and then home.
If the Keen was delayed, all those arrangements would be ruined. And hundreds of Seamen who had done their time on the bleak islands would be kept waiting—perhaps for weeks—before they could come home.
Rather than put up with that, and all the other disruptions, the Navy decided to act for itself.
The first part of the plan went into operation on Wednesday and Thursday last week, when Blue Star sailors on board HMS Keen in Wallsend were sent home for Easter.

Then after dark on Thursday night a contingent of Seamen went into the South Atlantic this week.

Seamen threaten strike after Navy seizes own ship

By Paul Routledge and John Witherow

Leaders of the National Union of Seamen are threatening world-wide strike reprisals against the Royal Navy over the "seizure" of HMS Keren, a South Atlantic troopship delayed in WallSEND docks by a civilian pay dispute.

The sailing of the Cunard Countess, carrying 600 relatives of the Falklands dead from Montevideo, Uruguay to Port Stanley this week may be halted by industrial action being planned by the union.

NUS leaders have been called into emergency session at their headquarters in Clapham, London, tomorrow to determine the scale of disruption to the Merchant Navy fleet. A telex message was sent yesterday to all ocean-going seamen saying: "All NUS members world-wide advised be prepared for industrial action."

Mr James Slater, the union's general secretary, who signed the cable, accused the Ministry of Defence of staging "an Argentine-style raid against an unarmed merchant vessel". He added: "We haven't got gunboats to protect our interests. All we have is our labour and expertise and we shall use that."

A strike in the South Atlantic was not ruled out.

The dispute between the NUS and the Government exploded after the union learnt that the Keren, a 9,000-ton former Sealink ferry on the Harwich-Hook of Holland route, had slipped her moorings at dead of night on Thursday. Her civilian crew had been sent home for Easter leave.

Mr Jerry Wiggin, Under-Secretary of State for the Armed Forces, was unrepentant about the Royal Navy's clandestine operation, which involved ratings and officers going aboard in civilian clothes so that they would not be recognized. She

was then commissioned into the navy.

"I do not think there was anything underhand about this," he said in a radio interview yesterday. "I deeply resent that suggestion. I have a responsibility to move my troops and I have to take the

The NUS telex to its ocean-going members reads as follows:

"Serious incident occurred in UK March 31. Vessel ex-St Edmund (Sealink ferry in Falklands) taken over by Royal Navy. Secretly sailed from Tynes, 23.45. No NUS crew on board, no discussion, no negotiations. View this as grave threat to merchant seamen's jobs. All NUS members world-wide advised be prepared for industrial action. Further advise you on progress. Pull together."

J. Slater, general secretary.

action necessary for that." He could not wait "while a minor commercial dispute of this nature is settled".

The Keren, formerly the St Edmund, sailed with a crew of 55 ratings and 12 officers and administrators, including a few soldiers and airmen. "She is under the command of Captain Patrick Rowe and flying the white ensign," a ministry official said.

The Keren's job is to replace the Cunard Countess in her link role as a troop carrier between Ascension and Port Stanley. Last night NUS sources suggested that she was on course for Rosyth dockyard in the Forth to complete her galley refitting.

The vessel was to have been managed by the Blue Star line on behalf of the navy, employing British seamen. But NUS

negotiators were insisting that members of the crew should be paid ferry service rates of about £200 a week, rather than the £160 a week earned by ocean-going crews whose shore leave is also less favourable.

The seamen's union said that the vessel had been operating for 10 months in the Falklands when she was transferred to the Ministry of Defence.

Blue Star had offered "the lowest bid to manage the vessel and was negotiating on proposals for pay cuts, a smaller crew, and accommodation "below the waterline" for members of the crew. The NUS wanted to take the dispute to Acas.

Mr Slater said last night: "This action is a direct attack by the site on seamen, on their jobs, and on their union. It can only have been planned with the fullest ministerial support."

"We are disgusted that merchant seamen who loyally served in the Falklands have been treated like this. Without the merchant navy, the Falklands would still be in the hands of the Argentines."

Seamen's union leaders fear that the move may herald a switch away from the use of vessels crewed by civilians in an attempt to reduce the cost of the Falklands garrison. More than 500 NUS members are serving in 27 ships in the South Atlantic theatre. The ships are understood to be covered by the NUS closed shop.

The Ministry of Defence confirmed last night that the takeover of HMS Keren had been cleared with ministers and added: "Those seamen who may be called on to take industrial action will have to consider the moral question of whether they are willing to support the armed services who are defending the islands."

Midnight boarding

'She now flies the white ensign'

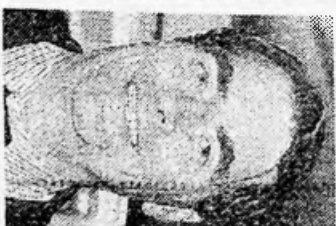
By John Witherow

Operation Keren took place at 11.45pm on Thursday. Two buses drew up at Wallsend dry dock on the River Tyne and 55 naval seamen dressed as civilians were waved through by a security guard and clambered aboard the darkened and unmanned Keren.

Thirty-six hours later the former Sealink ferry slipped moorings and towed by tugs to spend the night anchored two miles offshore. According to the National Union of Seamen, the pilot was told the ship was undergoing engine trials.

The Ministry of Defence said that the secrecy was necessary because of the unsettled pay negotiations between the NUS and the Liverpool-based Blue Star line. It added that the vessel was needed urgently to bring back 600 Servicemen and merchant seamen from the Falklands. The ship had been drafted in during the latter days of the Falklands conflict to be used for accommodation. She was anchored on Port Stanley harbour and became known to the troops as the "Stanley Hilton".

The ministry decided that she would serve as an ideal troop carrier and last month bought her for £7.5m. She entered the Tyne on February



Mr James Slater (left), Mr Jerry Wiggin, and Mr Neville Trotter.

28 for a refit and was due to have sailed this week under Blue Star management.

An official of the ministry said yesterday: "She has been commissioned into the Royal Navy. It happened within hours of naval men going on board. She is now under the command of a naval officer and is flying the white ensign."

Mr Tam Dalyell, Labour MP for West Lothian and a persistent critic of the Government's Falklands policy, said yesterday: "Reports indicate that a top level meeting of naval chiefs decided that the Keren should sail."

The ministry official said that the decision had been under consideration for about a

week and he assumed that, because the navy was now in charge, the brief and unusual contract with Blue Star would have ended.

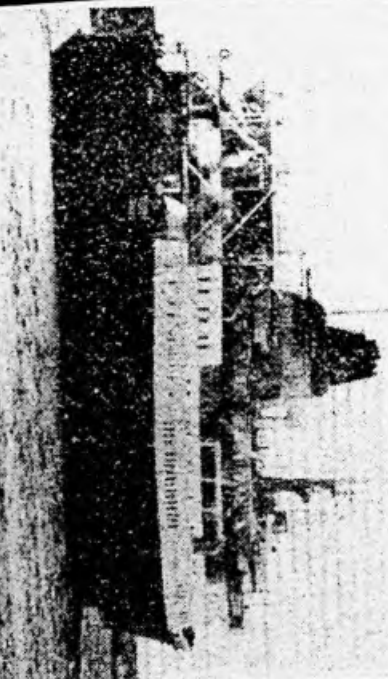
The NUS is convinced that Blue Star must have known that the navy intended to take over the vessel. Mr Jim Woods, regional secretary for the North-east, who visited the ship last week, said that he had had to pass through strict security to get into the dock.

The ministry remained calm under fire. "Our concern is for the 650 Service and civilian personnel who have been undertaking an arduous tour of duty and whose return to the UK is being delayed by the actions of this union," the official said.

"HMS Keren was bought to fulfil the function of a troopship and every day that goes by means that the men are being made to suffer because of the union."

"Because the Keren is no longer a North Sea ferry it would be absurd to pay the same rates to the crew for doing a different job and a higher rate than other merchant seamen in the South Atlantic."

Mr Neville Trotter, Conservative MP for Tynemouth, said yesterday: "The Navy is right to put the men serving in the Falklands first".



HMS Keren sailing out of the Tyne on Saturday.

Daily Star 4 April '83

NAVY HIJACK STORM

By TONY BROOKS and DAVID BUCHAN

BRITAIN is facing a worldwide strike by seamen after the Royal Navy used a plain-clothes crew to hijack a former, North-Sea ferry.

HMS Keren, whose departure to the Falklands has been delayed by a pay row, was taken out of dock by 70 Navy men after the merchant crew was sent on an Easter holiday.

The Ministry of Defence said yesterday that the operation was necessary to ensure that 650 men in the South Atlantic can go on leave.

But the National Union of Seamen accused the Government of "the shabbiest trickery and subterfuge."

And its 35,000 members around the world were put on standby for strike action which could hit more than 700 ships. A decision will be made "within days."

The union accused the Government of using military personnel in an industrial dispute for the first time.

General Secretary Jim Slater said: "We are disgusted that merchant seamen who loyally served in the Falklands have been treated in this manner."

Deal

A strike could affect hundreds of relatives of the Falklands dead who are planning to visit the islands later this week.

After flying to Uruguay, they are due to be ferried to the Falklands by a merchant ship.

The Keren, a former Sealink ferry, was bought by the Government to serve as a troop carrier in the South Atlantic.

The deal was based on an understanding that the Blue Star Line would manage it and the crew would get the £170 a week paid to other merchant seamen serving in the South Atlantic.

However, the union

World ships strike threat

demanding the £220 a week the men would expect if the ship was on its normal ferry duties.

The plan to "hijack" the Keren was drawn up by Service chiefs about a week ago, it was revealed last night.

The blueprint was put before Ministry of Defence officials and then submitted to Ministers. There were no objections.

The Service chiefs argued that hundreds of troops—and especially a detachment of Royal Engineers—were long overdue for leave.

If the Keren did not

Turn to Page Two



The Keren . . . she was secretly taken out of port by a Navy crew wearing "civvies"



DAILY

EXPRESS

Monday April 4 1983

18p

Weather: Cold, showers

THE VOICE OF BRITAIN



BURT REYNOLDS
and **GOLDIE HAWN**
together at last

TOMORROW
a fantastic
COLOUR
double bill

BUILT FOR SPEED
Magnificent men and
their racing machines

STOP THE FLEET



By ALAN BAXTER
and ALAN COCHRANE

BRITAIN'S merchant seamen were on world-wide strike alert last night in a storm over a troopship "hijacked" by the Royal Navy.

The ship, held up by a pay dispute, was whisked from the River Tyne for urgent Falklands duty.

Seamen are furious at the stealthy take-over by a plainclothes naval raiding party who moved in at night after the civilian crew had been sent home on Easter leave.

Angry seamen threaten to strike after Navy hijack Falklands ship

Mr Jim Slater, leader of the National Union of Seamen denounced it as an act of piracy and a threat to jobs.

He said: "Our members will fight to regain the vessel just as we fought to regain the Falklands."

The 38,000-strong union yesterday wired a message to 500 merchant ships, in port and at sea around the world, warning the crews to prepare for action.

The decision on whether to strike could be taken by Mr Slater and his officials today. A stoppage would halt everything from Channel ferries to oil tankers and

cruise liners and would hit Britain's export drive.

Union official Mr Roger Wilkins warned that some men were so incensed by the "hijack" that they would jump the gun.

If they do, there will be immediate disruption to services to and from the Continent.

The ship at the centre of the row is the 9,000-ton Keren, a former North Sea ferry, bought by the Defence Ministry.

It was due to be crewed by civilians, under an arrangement with the Blue Star line, to bring home 650 Servicemen from the Falklands.

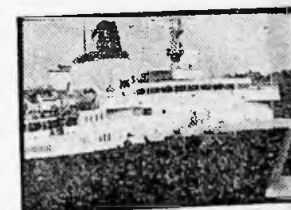
The Ministry, with Mrs Thatcher's full backing, ordered in a 70-strong naval boarding party after a pay dispute held up the Keren at Wallsend on Tyneside.

Junior Defence Minister Mr Jerry Wiggin explained on BBC radio that the Falkland troops' home coming could not be kept waiting by a "minor" dispute.

"My job is to get that ship down to the Falkland Islands," he said.

He refused to rule out the possibility of using a foreign crew. This would anger the NUS even further.

Mr Wiggin denied that he



The Keren on the Tyne

had acted in an "under-hand" manner—"I deeply resent the suggestion," he said. But he admitted that the raiding party, had worn civilian clothes so they would not be noticed.

Labour MP Mr John Prescott, who plans a Commons protest, said: "This is the first intervention by troops in an industrial relations situation."

Last night the Keren, under Captain Patrick Roe, was heading south in the North Sea and refusing to take radio calls.

The threatened seamen's strike raises fears that British relatives due to visit Falklands war graves might be stranded. They fly from London to Montevideo tomorrow to join the Cunard Countess. The NUS said the families were unlikely to be affected. "We do not want to add to their sorrows."

Opinion: Page 2



HMS Keren slips quietly down the Tyne with a navy crew

By Paul Brown

British ships worldwide have been told to prepare for strike action by the National Union of Seamen, following a Ministry of Defence decision to take over a ship at Wallsend-on-Tyne during a pay dispute.

In a well planned operation, the crew of HMS Keren were sent home for the Easter weekend to allow the navy to send in servicemen in plain clothes to take over and sail the ship.

The Government view was that they were entitled, as owners, to sail the ship whenever they wanted, but the union was shocked by the "underhand" use of troops to intervene in the dispute.

After the 12 officers and 13 crew had been sent home on Thursday 55 servicemen wearing plain clothes arrived at the dock gates in two coaches around midnight. British Shipbuilders security men were expecting them, and allowed them to take over the Keren, which was unmanned.

The navy men stayed on board unseen in the deserted yard until early on Saturday, when Newcastle Port Authority tugs were called in to tow the ship to the mouth of the Tyne.

The Keren remained anchored at the mouth of the river until Sunday morning, when she sailed. She is now on trials, and will pick up further crew and sail for the South Atlantic this week.

A junior Defence Minister, Mr Jerry Wiggin, said that the servicemen had gone aboard in civilian clothes so that the NUS would not realise what was happening.

"I did not want the ship blacked, and I did not want industrial trouble. My job was to get the ship moving. Did you expect me to send them in wearing naval uniform, and have the whole port brought to a halt?"



Mr Jerry Wiggin — 'I did not want trouble'

The ship, previously owned by Sealink, had been on a tour of duty in the Falklands. It was requisitioned when serving as a ferry between Harwich and Holland.

It was bought by the ministry for £7 million and sent to Wallsend for a refit to serve as a troop ship, plying between Port Stanley and Ascension Island. It is due to replace the Cunard Countess, which is on short-term charter.

The ministry accepted a tender from Blue Star line to manage the ship and crew it with civilians to return to the Falklands. Until the ministry took it over, the crew, drawn from Harwich employees of Sealink, had enjoyed the same rates of pay as the ferrymen operating from that port. The Blue Star line wanted to reduce their pay to different deep sea rates.

The union objected, and said that no other civilians who had been asked to serve in the Falklands had been expected to take pay cuts. An attempt to refer the dispute to the conciliation service Acas, was rejected last week.

Mr Wiggin said he saw it as a refusal by the NUS to accept normal pay and conditions to go to collect servicemen and civilians from the Falklands and bring them home.

Mr Jim Slater, general secretary of the NUS, said: "This action by the Ministry of Defence is a direct attack by the state on seamen, on their jobs, and on their union."

"Sending crewmen home for the Easter holidays when their jobs were about to be stolen from them amounts to nothing less than the shabbiest trickery and subterfuge. We are absolutely disgusted that merchant seamen who loyally served in the Falklands have been treated like this."

The NUS believes that the Government may be trying to get rid of all merchant seamen serving in the Falklands as a means of reducing the costs of the garrison. Currently there are 500 seamen serving on 27 merchant ships who receive a bonus for serving in the South Atlantic.

A Merchant Navy and Airline Officers' Association spokesman, Claire Walsh, said: "We are stunned by this takeover. We are not in dispute with Blue Star about civilian officers going south. We are quite happy about it, and were due to negotiate rates this week."

"We can only think this was a fake meeting, planned to pull the wool over our eyes."

Sorting out Falkland facts from foolish fiction

John Ezard reports from Port Stanley on Skyhawks and flying penguins

A UNIQUE new penguin has been discovered in the Falklands—a species traumatised by last year's conflict into evolving a capacity for flight with a speed which would have astonished Darwin.

Argentine jets have come close to the 150-mile protection zone, causing a sky-tearing scramble of Phantoms and Harriers in one of the most serious post-liberation incidents.

An Argentine 60mm anti-tank gun has been found 20 yards from Government House, its muzzle pointing directly at Sir Rex Hunt.

Children playing in the corner behind Government House—as others have done for almost a year—found a 66mm Argentine rocket and small arms ammunition.

And the Falklands conservation zone has been offi-

cially extended to cover "the islands' unique collection of aquatic and terrestrial minefields" at risk from the Army's depredations.

All these events were reported here over the weekend, as the islands enter the anniversary month of last year's invasion. Some—but not all—were connected with the report's date: April 1.

It is sometimes very hard to tell a Falklands' April Fool's joke from a real event. Observing tradition—without causing the kind of panic sparked by the news-style radio version of the War of the Worlds in the 1930s—is a delicate art.

The penguin discovery was announced by Charlie Lownds, the extremely professional and jovial visiting

British Forces Broadcasting Service compere on Radio Stanley.

Mr Loends interviewed an authentically guttural European academic about the penguin discovery, with its many revolutionary implications.

By contrast the RAF scramble on April 1 was no joke. An unusual large number of aircraft were seen flying from Argentina towards the zone. This prompted a rare yellow alert for 34 minutes. A Hercules refueller was sent up in case of a long air engagement.

The Argentine Skyhawks veered off before reaching the zone and the British fighters flew leisurely back to Stanley. Although the possibility that Argentine jets were on a routine training

flight has not been ruled out, their numbers and the fact that they were flying in formation caused considerable military concern.

In a light hearted mood, forces here say they may consider asking Argentina to issue future training schedules in advance to avoid extremely expensive British responses threatening Argentina's even more expensive aircraft.

The 60mm anti-tank gun turned out to be non-existent; an over-elaboration by the Army rumour factory of the genuine discovery by children of the 60mm rocket and ammunition near in the same way as visits to overlooked in previous searches.

The false minefield conser-

vation notice emanated from British Forces HQ in Stanley.

A real problem of mine-clearance is that mines move about in tidal sand. There is also a programme of forces off-duty visits to wildlife conservation areas.

The notice warned that human depredations were reducing mines in numbers and even rendering them extinct in some areas: "unrestricted visiting by forces personnel will have a severe impact on mine reserves. Vice-versa, as with the Leopard seal, the Falklands variety are noted for their ferocity.

Recreational visits to minefields are to be controlled in the same way as visits to other wildlife sanctuaries — 48 hours notice to G3 train-

ing HQ BEFI (British Forces Falkland Islands).

The notice extends special protection to the "rare estuary varieties of mines along the Murrell River which display an unusual form of tidal migration."

The weekend's weather was uncannily like that during last April's invasion—windless, clear, with purple sun-shadows on the Murrell hills and Mount Kent. People were able to sort out reality from fiction in the reports as they rebedded strawberry plants and picked the last tomatoes in their warmth of their autumn gardens and conservatories.

It was an Indian summer weekend in which last year's history had repeated itself as humour, suspense, drama and black comedy but not — so far — as tragedy.

5/11/83 3/4/83
**Saying no to
the Task Force**

Iron Britannia by Anthony
Barnett/Allison & Busby £6.95
pp160. Barnett's book is the most
impressively sustained polemic
against the government's policy on
the Falklands yet to appear. He
makes a telling, complex contrast
between Thatcherism and Churchil-
lism, though on the central problem
of how the government should have
responded to Galtieri's invasion he
is at his weakest. This first appeared
as a special number of New Left
Review so, unsurprisingly, the true
villain is not Galtieri, not Thatcher
but that wretched appeaser Michael
Foot.

Sean French

Argentine Navy 'has debt to cancel'

By TONY ALLEN-MILLS in Buenos Aires

AS Argentina marked the first anniversary of the Falklands invasion quietly and, sombrely yesterday, Admiral Ruben Franco, a member of the three-man Junta, said: "The Argentine Navy still has a debt to cancel."

In a message to all naval units, Admiral Franco came close to admitting that the navy's contribution to the Falklands combat last year had not exactly been glorious. "Everyone had fire in their souls but that fire was more potent than the weapons they were carrying," he said.

In what appeared to be an oblique-reference to the crew of the torpedoed cruiser General Belgrano, the admiral re-

ferred to "the men of courage who died for freedom but did not kill for it."

He said: "The navy has a debt to cancel. However much time passes, the moment will arrive when an Argentine hand hoists our flag for ever on the same spot where our men made history."

TWO THEMES

His comments follow reports from some Argentine naval bases of growing frustration and impatience among fleet commanders at their inability to restore their reputation, drastically tarnished by the British blockade last year.

The navy's marines and the fleet air arm had some successes in the conflict, but the entire fleet was pinned down in Argentine waters throughout

the war. This now seems to be a source of shame.

Meanwhile the invasion anniversary was marked yesterday by an avalanche of statements about the Falklands from all major political parties and dozens of trade unions and other groups. Many newspapers carried special supplements on the after-effects of the war.

Most of these comments repeated two themes: that the Argentine claim to the "Malvinas" is even stronger today and that the actions of the Junta and the armed forces during the war should be investigated thoroughly.

There was also criticism of the Government's decision to postpone official ceremonies marking the anniversary until Monday, because of Easter.

War graves visit delayed

A PROPOSED visit by 200 Argentines to Falklands war graves is likely to be delayed for weeks because of negotiations involving the Red Cross.

At the same time, a row is brewing between Argentina and Uruguay over the use of Montevideo as a staging point for Britons travelling to the Falklands.

A party of 545 Britons will fly from London to Montevideo in two British Airways jumbo jets on Tuesday, then board the cruise ship *Cunard Countess* 17,495 tons for a two-day voyage to see the official British

By NORMAN KIRKHAM
Diplomatic Correspondent

war cemetery at San Carlos and stay three days in Port Stanley.

On April 16th, they were due to be followed by the 200 Argentines, who plan to sail from Buenos Aires in a chartered vessel bound for Darwin, where Britain has buried 222 bodies of Argentina's war dead.

British diplomats believe, however, that wrangling over conditions laid down by Whitehall for the Argentine visit could drag on for weeks, even months.

The Foreign Office has put forward, through the Interna-

tonal Red Cross, a list of conditions while agreeing in principle to allow the Argentines to go to Darwin.

These are understood to include supervision by the Red Cross, the marking of their ship with a red cross, not carrying any weapons and landing only for a few hours at Darwin.

Their visit must not be used for any kind of propaganda demonstration or unfurling of Argentine flags.

These stipulations drew an angry response yesterday from the Argentine group which is organising the voyage.

Diary of a Task Force doctor—P6

SUNDAY TELEGRAPH

3/4/83

Falkland War's lost legions

by Isabel Hilton

A YEAR after the Falklands war, some Argentinian parents are still seeking information about their sons, listed as missing by the armed forces. After fruitless inquiries in Argentina, representatives of relatives of more than 500 men have come to London to seek help from the British government in establishing their fate.

They hope the authorities here will be more forthcoming than Argentinian officials, who have been unwilling to acknowledge that the confusion arose through the incompetence of the armed forces. Isaias Giménez, one of the three parents in London, said: "There is no list from the army of who was sent to the war. They don't know who died because so many had no identification and they don't seem to know how many they sent. Several people who were given as dead in the first instance later turned up alive."

Giménez and the other two Argentinians, one of whom is the uncle of the Tottenham Hotspur footballer Osvaldo Ardiles, represent the Commission of Parents of Combatants Missing in the Malvinas (Falklands).

Yesterday, Giménez, president of the commission, described the year of uncertainly his family had suffered. His son, Miguel Angel

Hoping for news, Isaias Giménez, spokesman for the parents trying to trace their sons

Giménez, a fighter pilot, went missing on a combat mission on his 28th birthday, last May 27. "To this day", said his father, "I have never been officially notified what happened."

The first news the family had was a few days after Miguel Angel went missing. A fellow-officer who happened to be on holiday in Miguel Angel's home town of Paraná told the family that he had not returned from a mission. Isaias Giménez could obtain no further information from the air force. By mid-July, the last Argentinian prisoners had returned after the end of hostilities, but Miguel Angel was not among them. Another officer who had been a prisoner, told the family he had been in radio contact with Miguel Angel and thought he had ejected from his aircraft. And a rumour reached the family that Miguel

Angel had been seen, a wounded prisoner, on board the Sir Lancelot.

A few days later, Giménez read a report of a memorial service at his son's airbase to the "dead heroes" of the war. It listed his son among the dead.

"When he wrote to the air force they responded with an undated letter, full of spelling mistakes, saying he was dead. I wrote asking what had happened and they replied that he was missing."

The lack of official concern has led desperate families to believe rumours of secret prisoner-of-war camps in such places as the South Atlantic islands of Tristan da Cunha.

The rumours, says Giménez, have been encouraged by officials' hints to families that their sons may still be alive.

Giménez says that despite repeated requests the Argentinian government has never formally asked the British or the Red Cross for information. When it has had news it has not passed it on.

One member of the delegation in London, Jose Maria del Hierro, had to go to Geneva last week, to the International Red Cross, to find out his son had died.

The parents will seek assurances from the British government that there are no unreturned prisoners of war and ask it to help with information. "None of the families will rest," said Giménez, "until they know what happened - until they are sure whether they are dead or alive."



Sally Soames



Observer
3/4/83

PENDENNIS

entirely coincidental and has no bearing on my deep admiration for him.

Even if he doesn't pay your salary, you have to admit that it is a bit odd the way the Foreign Office appeared to do its utmost to stop him meeting Kenneth Kaunda when the *Zambian* ruler was over here on a State visit. His company, after all, is the largest British investor in *Zambia*, yet he was excluded from all official functions.

Fortunately, Dr Kaunda shared my sense of outrage and horror at this snub. And he personally invited 'Lofty' Rowland to the banquet and sing-song he gave for the Queen at Claridge's. He even introduced Mr Rowland to the Queen, the Queen Mother and Mrs Thatcher. According to the semi-official *Times of Zambia*, Dr K did

this to show the British 'establishment that there is an unacceptable face of bad manners.' Neat phrase, that.

War games

EASTER — this year it is a time when people all over the country reflect upon and ponder the significance of the Falklands War, which began a year ago. We can only hope and pray that She is working on a less ambitious project.

Even this long while after the fighting, publishers are still bringing out gung-ho books about the war, written by correspondents *Who Witnessed It All*. In fact, the latest book has the largest print order of any of the Falkland sagas — Futura have printed 150,000 copies of 'Don't Cry

For Me, Sergeant Major.'

It begins horrendously: 'Their faces showed all the emotion of a slab of granite . . . (as opposed to the happiness you see on every laughing brick wall). My brain turned to a block of granite as I read the book — and my face dissolved into ecstatic polystyrene when I realised that one of the authors was Robert McGowan.

Mr McGowan was the *Daily Express* man Who Witnessed It All. He is fondly remembered for his dramatic account of how he was the first correspondent to gaze down on Port Stanley, and how he was so close he could read the car number plates and the street names. The only thing is, when Mr McGowan wrote that stirring despatch, he was at Estancia House — with a couple of mountain ranges between him and Port Stanley. I do hope he put his ground to air periscope on expenses.

In the introduction, Mr McGowan and his co-author, Jeremy Hands, assure the reader they have been careful, 'lest we fall into the trap of embellishing or exaggerating.' Quite so.

WHILE the Falkland islanders are truly amazed that Argentine war widows and relatives of the dead should have feelings of grief similar to those of British widows, and want to visit their husbands' graves, it's interesting to note that our Ministry is being very accommodating to the enemy media. Two Argentine journalists made a quiet and unpublicised visit to Portsmouth recently, where they were given every facility to go aboard warships and interview whom they wanted.

A Falklands Journey's End

HMS Glamorgan,
26 May 1982

Dear Gareth,

Your letter arrived today with the reinforcements: HMS Bristol, Andromeda & Co. Hey, life out here is no joke. We all thought that being 'wogs' they would be bound to lose, but unfortunately Europe seems to have supplied them with a super-modern invasion kit.

We haven't even got any airborne early warning (nobody has fought a battle since World War II without that) or any proper strike aircraft. Consequently we have to stay out of range of their Exocet-carrying aircraft — about 120 miles away from the beach-head, and the Harriers spend most of their time going there and coming back. Also, the Argentines have been mad enough to send their pilots on one-way suicide missions (that's how they took out Atlantic Conveyor) which effectively doubles the range of their aircraft. The war here is a bit like standing on the butts at Bisley making V-signs at people who are shooting.

I am not sure that the full extent of the Navy's battering is getting through to the public at home, or else I'm sure there would have been more of an outcry. Four of our ships have been sunk, four written off, and about seven 'blatted' — and about a hundred people killed. That is certainly expensive. If they had given all the families in the Falklands a million pounds each — and executed all their young men! — we would effectively have achieved the same result as now.

I often wonder why we are fighting. Are the Argentines anti-monetarists perhaps? We

DAVID TINKER (right), a 25-year-old Royal Navy Lieutenant, was one of the last British casualties of the Falklands War. The letters he sent home were subsequently collected into a book, 'A Message from the Falklands' (Penguin, £1.95). A further letter, written to a Mill Hill schoolfriend, has since come to light. This is its full text.

are really thrilled to bits that we are getting zapped for a principle, anyway. We have been here since the start, 1 May, and we actually had the dubious privilege of being the first ships (with Arrow and Alacrity) to go into the Falklands to shell Stanley airport.

Sure enough, we were soon attacked by two waves of four Mirages at the moment when we were a mile offshore and inside a minefield. They came hurtling over the land and we had about seven seconds to react. They came right up our stern and were so low that we couldn't get the missiles to bear, but the Marines strapped to the exposed 20-mm. guns (small ones about three feet long) had a field day. They shot tracer all over the place, one of them shouting, 'Come here and let me get at you, you bastard.' It was one of our marines in fact who shot the sailor in Arrow who was next day proclaimed by the papers as a 'wounded hero.' He was the first casualty of the war. He should not have been on the upper deck anyway, the silly blighter, as he was taking pictures of the Mirages.

After that escapade it was decided to bombard only at night when the Argentine aircraft could not fly. However, they didn't apply that sensible rule on D-Day with the result that about five ships were shot up. It wasn't a

particularly frightening experience being attacked by the Mirages. There was just a lot of dacca-dacca, whoosh-whoosh and bang-bang.

The attack was so quick that they didn't get it quite right (it was, after all, the first time they had done it) and the pilots had a lot to do: cannon fire, dropping bombs, and firing rockets. The bombs dropped under our stern and lifted the ship right out of the water and the rockets whizzed down each side of the ship. We thought we had fired our own Seacats, the noise was so close. There were a few splinters from cannon shells but that was all. Mind you, I only *heard* all this as we [in the flight deck crew] were lying flat in the hangar, tin helmets on and fingers in ears.

We have also done other things: the Commando raid on Pebble Island when we shelled 11 aircraft on the ground, and five more shellings of Stanley and surrounding areas, including launching our dummy Sea-slug like a cricket ball at the runway. If they try defusing it they will have a hell of a job!

We did the night bombardments on our own, night after night at the same place, same time — surely they would get wise? We were known as the '0230 to Stanley, calling at Choiseul Sound, Stork Bay, and Pebble Island.' We became progressively more jumpy the more we did this, and whereas



at first we had done it at the regulation eight knots with full modern super-duper submarine counter-measures, in the end we resorted to good old-fashioned 24 knots and zigzagging madly!

Another job we have done has been duty Exocet target ship, 13 miles away from the force in the direction of the threat. The helicopter also does this and has half a large biscuit tin strapped on the side: which, so they say, is Britain's answer to the modern technology of missile warfare (it's a radar reflector designed by TV's Captain Mainwaring probably).

Every so often there is a mad panic when we think there is a Super Etendard aircraft with Exocet coming in, and the helicopter is launched. The first time Invincible launched her helicopter the pilot turned out to be Prince Andrew, who thought this was great fun, but I think Invincible's Captain turned grey when he heard what had happened, imagining a letter from Buckingham Palace coming in the next post

reducing him to the rank of Commander.

Life here on board is surprisingly normal and a lot less tense than it was in the first week when on the first day we were attacked. Every day there were about four air raids and Sheffield was sunk without anybody else in the force knowing that anything had happened (she lost all her communications immediately). Also, there were quite a lot of surface craft trying to sneak in and draw off ships so that their aircraft could attack them. And their submarines launched two attacks of eight torpedoes against the force. At the end of that week a lot of people were at their nerves' ends, and everyone lost a lot of weight. Personally, I found it very claustrophobic going below decks and spent as little time as possible in eating in the dining hall.

Also, we tend to sleep at very odd times and when you wake up you honestly don't know whether it is day or night — you have to think back to what time you went to sleep. It has one advantage, though: we all sleep in our clothes, ready for action stations, so getting up in the morning is very easy! Anyway, we seem to have settled into our way of life. Time goes very slowly indeed, but we are glad when each new day comes and goes. We don't like to think ahead further than the end of the day. The new ships arriving seem very jumpy and usually seem to be at action stations when we are not. It makes us feel as if we have been 'Out since Mons.'

I look forward to seeing you again in London once this business is all over. . . . Until then, have fun.

David

UN's secret talks on the Falklands

Observer
3/4/83

by HUGH O'SHAUGHNESSY

DISCREET studies about turning the Falkland Islands into a United Nations Trust Territory are being conducted by UN officials in New York.

The idea is also being examined by the Labour Party, whose policy document last week referred to the 'intolerable burden' of the 'Fortress Falklands' strategy, and by Whitehall officials quietly anticipating a change at 10 Downing Street.

Experts agree that a trusteeship plan would be an extremely difficult diplomatic exercise, but there are strong precedents for it. 'Trusteeship is certainly a possibility,' a senior UN official confirmed to THE OBSERVER yesterday.

In the past, most UN Trust territories have been administered by one member of the UN acting on behalf of all. As far as the Falklands are

concerned, this solution is impossible. Any future British Government that considered UN trusteeship for the Falklands would want to be the administering power, a state of affairs Argentina would be unlikely to accept.

Officials point to the fact that when the Dutch gave up West New Guinea in 1963 they surrendered sovereignty over their colony to the United Nations, whose territory it officially became and which administered it for some months. It then passed sovereignty on to Indonesia.

A more striking precedent was recorded in 1922 in the case of the Aland Islands in the Baltic, which were claimed by Sweden and by Finland, which had newly become independent of Russia.

Britain took the lead in referring the issue to the League of Nations. A majority of islanders considered

themselves Swedes, spoke Swedish and wanted the islands, ruled by Russia since 1809, to return to Sweden. But the League awarded sovereignty to Finland on condition that the Alands remained neutral and demilitarised and that their Swedish-speaking inhabitants were given guarantees of autonomy.

Church officials in London and Buenos Aires are also looking for some form of *modus vivendi* between Britain and Argentina.

The visit of Rt Rev. David Sheppard, the Anglican Bishop of Liverpool, to Buenos Aires this month for the formal establishment of a new Anglican province in South America will give an opportunity for talks about a possible visit to Argentina by Dr Robert Runcie, the Archbishop of Canterbury, who will visit South America this year.

Observer
Briefly...

5/4/83
Jet scare in Falklands

RAF Phantom and Harrier fighters were scrambled from their bases on the Falkland Islands on Friday after a formation of Argentine jets was detected approaching the 150-mile exclusion zone.

British forces on the islands were already in a heightened state of alert on the eve of the first anniversary of the Argentine invasion. The incident was treated with the 'gravest possible concern.' The Argentine jets turned back before crossing into the exclusion zone. In Buenos Aires, about 1,000 people defied the Government's ban on marches to attend a rally commemorating last year's invasion (UN plans, page 4.)

3/4/83 S/Times Mag

A LIFE IN THE DAY OF

GRIFF EVANS

EE Our spring is the busiest time of year for us. We have the shearing to do,

and it's a big job. I usually get up before 5 a.m. so that I have time to get the peat fires going and sit down to have a quiet cup of coffee. I always go outside to see if I can assess the weather prospects for the day. That's a difficult job with our climate, but if you have to go gathering sheep or something like that, you need to have an idea of the prospects. I don't see a soul at that time. Everything is so peaceful, and you have the feeling that you are the only one on the island. That's the best time of the day. Gladys, my wife, stays in bed though. It's only fools like me who get up halfway through the night.

At 6 I'll wander down to the shearing shed, see the fellows there, and organise the day's work. If we are shearing I'll grade the wool as it comes off the floor, otherwise I'll probably come home and do some work in the office. I don't like bookwork, but it's got to be done. Mind you, I'm not always up to date with it.

We always have breakfast at 8, unless we are gathering sheep, in which case we would eat earlier and be away on horseback by 7. Then usually it's back to the shearing. It's heavy work, so the boys have a break every hour and a half. We take an hour for lunch, and then knock off at 4 p.m.

The pressure is on me at this time of the year and, what with sorting the sheep, I don't get home until about 4.45 p.m. After a quick cup of tea and a wash I'll make out the shearing tallies - a record of the number of fleeces shorn by each man. Shearing involves extra money for all the men except me, although if the wool market is good I do get a commission.

I enjoy the shearing season because I always feel there is a better



Griff Evans, 62, manages a 20,000-acre sheep farm in the Falklands. Born in Stanley, he began working in the "camp", a local word for the sheep farms, in 1935. With 25 other civilians he was locked up in his home for one month after an SAS raid on Argentine planes (like the damaged one above) based there spirit around. Everybody works well together, and the lads seem to stick their all into it.

We really couldn't work when the Argentines were here. They descended on us and said, 'We want you to carry on as normal', but that was winter time, and most of our work then goes on indoors. They had occupied the shearing shed, and every time we went past there we were stopped by armed Argentines. In the slaughter shed when the lads were killing mutton they were constantly under the barrel of a rifle.

After that famous raid on the airstrip, everybody was ordered into our house, which for me was good. In the Falklands the farm manager doesn't only supervise the work; he's also the leader of the community. Here I could keep track of every-

body, but if they had been in their own homes for 30-odd days I wouldn't have known if some of them were still on the island.

The commando raid started about 4.15 a.m., and we knew that something big was happening because we saw the fuel dumps going up. Immediately the shelling started I looked out the window and said to Gladys, 'It's no use staying in bed. We'll go downstairs and have a cup of coffee.' I don't think I've ever drunk more coffee. The fighting was just over half a mile away, and it was all a bit frightening.

After that we were completely under suspicion. They wouldn't pass our windows without looking in to see what we were doing. When they accused us of communicating with the task force, my son Raymond replied:

'We're not, but we would if we could.'

In those days there was no point in getting up before 8, because often they wouldn't let us take the black-outs down. Sometimes we sat around with candles until 10 a.m.

We had two armed guards in the house, and they watched us all day. If we needed to milk the cows or do anything outside, they had to phone their commander, and he would say if we were allowed out. Really it wasn't safe to be out much anyway. Apart from the SAS raid we had Harrier attacks and other bombardments. And the Argentines were so jittery that they weren't worried what they shot at.

We played cards a lot during the day, and we had slide-shows. We never missed a thing on the radio - in fact that seemed to take up most of our time. They were jamming the BBC's *Calling the Falklands* for a while.

We get a lot more visitors now. That's one thing that has changed since the war. You never know when the military helicopters are going to zoom in, so Gladys always has the biscuit tin full and the kettle ready. We feel these lads who drop in like their coffee. We get letters once a week by helicopter, but we don't see many parcels. They'll lie in Stanley Post Office for weeks.

The inter-island ships call at Pebble five or six times a year, but we don't know when the next is due, and we are running short of some provisions. Not that it's too desperate.

Raymond lives just 100 yards away, with his wife and two children. Hardly a day passes when we don't see them. In fact, our grandson usually has lunch with us. We rarely see our daughter, though. She married an Englishman and went away in '69. Unfortunately, the marriage didn't last. She returned to the islands a few years ago for Christmas, but that's the only time. Since the surrender we've tried to get her to come back, but she's been away that long that she doesn't think she could settle. I suppose she's right.

I put my feet up for a bit every evening. I listen to the radio and read, and by 9.30 I'm ready to crash out. It's been a long enough day by that time. In fact, I think if you were to walk through this settlement then you would see nobody around.

I'll retire soon, and we'll go into Stanley to live. Although I was born there, I'm really a 'camper' through and through. I'm one for the wide open spaces. So that's what I like about it here.

Next week: Neil Kinnock, MP

D. Telegraph 2 April 1983

'Ruffled' relations with Uruguay smoothed out

D. Tel 2/4/83

By TONY ALLEN-MILLS in Montevideo

URUGUAY'S calm co-operation with Britain over humanitarian visits to the Falklands has been briefly ruffled by reports from Port Stanley that Sir Rex Hunt, the Civil Commissioner, publicly criticised the Government in Montevideo.

A headline in Thursday's edition of the Uruguayan daily *El Pais* read: "Rex Hunt accused Uruguay of trying to impede the British visit to the Falklands" (by families of war dead).

Quoting an American news agency report from Port Stanley, *El Pais* said that Sir Rex criticised Uruguayans for threatening to delay next week's arrangements for Argentine relatives were not granted the same rights to visit war graves.

Sir Rex's denial

Sir Rex's reported comments received prominent coverage in the Uruguayan Press, but were swiftly followed by a firm denial.

In a telephone interview with a Montevideo radio station Sir Rex said: "I did not say anything like that." Asked what he thought of Uruguay's involvement in the affair, he replied: "I cannot comment on this matter. It is solely a matter for the Uruguayan Government."

The denial appeared to do the trick as the front page headline in the evening paper, *ULTIMAS NOTICIAS*, read: "Hunt does not accuse Uruguay."

The incident was minor but untimely, for British and Uruguayan officials still working out the details of the transfer next Tuesday of 545 Britons from Montevideo airport to the Cunard Countess cruise ship that will take them to the Falklands.

A fleet of buses is to take the British families to the port, a 25-minute ride from the airport.

'Sad' anniversary

An appeal for a patriotic display of flag-waving in Argentina to mark the first anniversary of the Falkland invasion has gone largely unheeded in Buenos Aires.

In the city's residential suburbs yesterday flags were few and far between, reflecting a widely held view that the occasion is one for sadness, not celebration.

For the anniversary the Army High Command has issued a surprisingly mild statement that made no threat of further military action against Britain.

It says that during the war "the Argentine nation threw in its Armed Forces and resisted continuous attacks, mounted by professional and mercenary elements of the United Kingdom."

'CLOSE SUPERVISION' Argentine visit proviso

OUR PORT STANLEY CORRESPONDENT reports: Sir Rex Hunt, Falklands Civil Commissioner, has said there is no question that the proposed visit to the islands by an Argentine group calling themselves the "Centre for Volunteers for the Fatherland" can provide a security risk.

The group wants to visit the Argentine war graves at Darwin. Sir Rex said: "We will ask to see a list of passengers in advance, and there will be close supervision. Any hint of a security risk, any military or Argentines in the crew, or anything like that, then of course the visit will be off."

Asked if this meant that it must be a non-Argentine crew, Sir Rex said: "It is very doubtful in my eyes if an Argentine ship would be allowed." He also said: "If conditions are not met, which means we have not given agreement for the visit, then steps will be taken to stop it."

In an earlier interview the Civil Commissioner hinted that the British Government did not want to embarrass the Uruguayan Government in any way, and that this had influenced Falklands councillors' decision to agree to the Argentine relatives visiting the islands.

FALKLAND FUEL

PRICES RISE

By Our Port Stanley Correspondent

With all solid fuels, paraffin, and gas now imported from Britain fuel prices are soaring rapidly in the Falklands, and the latest increase has shocked residents, especially the older ones.

Paraffin, which before the April 2 invasion last year was sold by the Argentine Fuel Co at 14p a litre, has now risen to 28.7p a litre.

FALKLANDS

POLLING

MAY CHANGE

By PATRICK WATTS in Port Stanley

WHEN the next elections are held in the Falklands in about two-and-a-half years' time the system could be greatly changed.

A select committee set up early last year has released its proposals, and now awaits the reaction of the public.

The committee circulated questionnaires soon after the conflict ended last year, and has received just over 200 replies.

Its main recommendation is that, unlike the present system, there should be no nominated members to either the Legislative or the Executive Council.

The old two-elections system would also go. In one election voters would be asked to consider representatives for both the Executive and the Legislative Councils.

For the legislature there would be six seats, three from the Stanley constituency and three from the Camp constituency.

The three candidates polling the highest number of votes in each constituency would be elected.

Security increased

There was a noticeable increase in security in the Falklands as the first anniversary of the Argentine invasion approached. Armed patrols were out in force around key positions, and guard duties were doubled.

The local radio station, which played a great part in informing the population about the invasion, issued a short statement that it was a day the islanders would want to forget and that it was more important to look forward.

The islanders still have bitter memories of the invasion, and there are no celebrations to mark the anniversary.

Sir Rex Hunt, Civil Commissioner, has been quoted as saying: "We will celebrate the anniversary of our liberation by the British on June 14, but we would 'rather forget about April 2.'"

Falklands pay-out is peanuts, say family

By JOHN GLOVER

PARENTS of a Welsh Falklands war victim have accused the Army of condemning his young widow to a life on Social Security.

They labelled the £19,000 South Atlantic Fund pay-out to 19-year-old Maria Rowberry and her five-month-old baby Nigella as "peanuts."

Just three days before members of the family start the 8,000-mile journey to see where Welsh Guardsman Nigel Rowberry died, his father said, "I think it's disgusting The Army promised us that Maria and the baby would be looked after for life, but this money has already been spent."

He said his daughter-in-law had been told to expect at least £30,000 and had just signed agreements by a terrace house in Cardiff for £20,000.

Mr Fed Rowberry, who is 42 and has been in the Army for 22 years, said the house was bought to give the young widow a secure base.

"It isn't as if she has splashed out on a mansion. It is a simple house to give her and the baby a new start," he said.

"The Army said she would be taken care of after Nigel died, but she will be on Social Security soon."

Mr Rowberry, who lives at Trenos Gardens, Llanharan, Mid Glamorgan, is leaving the Army next week as a warrant officer, first class, in the Royal Army Ordnance Corps.

BABY

His son, 20-year-old Nigel, was killed in the bombings at Bluff Cove.

Nigel's mother, divorced and now Mrs Pam Morse, said, "I am angry about this. They should be taken care of properly."

She accused the administrators of the South Atlantic Fund of carrying out a means test to decide how the money collected should be shared out.

"It isn't fair, she said. All the war widows should get the same amount and no messing

because they all have problems.

"Maria has no job and she has a five-month-old baby to look after," said 42-year-old Mrs Morse at her home in Coveny Street, Splott, Cardiff.

Mrs Morse and Maria will be joining about 160 other Welsh relatives on a visit to the Falkland Islands in three days time.

A spokesman for the Ministry of Defence confirmed that different payments were being made to each widow and agreed some were considerably more than £30,000.

"The general terms of each case are considered by the trustees individually and awards are made according to need," he said.

"It is impossible for us to discuss any individual case but there are various criteria. Each case is carefully looked at."

The family will be among 546 British relatives to undertake the pilgrimage to the Falklands where, a year ago today, the Argentinians invaded.

● Western Mail reporter John Glover flies out to the Falkland Islands on Tuesday to cover the visit. His dispatches will appear next week.



● Mrs Maria Rowberry and Nigella.

WESTERN

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AB Monk.

Do you want to
Reply to this?
EWS

XX

THE TIMES SATURDAY APRIL 2 1983

Argentine visit to Falklands

Mr. M. B. Tebbutt of Westminster
Sir, I can readily understand the
sensitivities of the islanders regarding
the proposed visit by relatives of
Argentine soldiers buried there.
On the other hand perhaps the
hacking and exaggerated phrase
"their wishes are paramount" does
not encourage such thoughts. A little
modesty may be in order.
Compensation is being paid for the
material damage they suffered.
They should recall profitably the
sacrifices both human and material,
made by both sides in the conflict,
plus the continuous financial sacri-
fices made by British taxpayers, in
order to protect their outmoded way
of life and their past refusal to
consider constructive suggestions
regarding their future, abetted by
our present Government's obstinacy
to enter into negotiations or even
invite the United Nations to lend a
hand.

We won a magnificent battle but
we are losing the war with
irreparable damage to trade and our
international reputation. Perhaps we
no longer care about world opinion?

Yours faithfully,
M. R. TEBBUTT,

Wincroft,
The Drive,
Banstead,
Surrey.
March 30.

0.721 21/9/83

RAF in Falklands alert

By PATRICK WATTS
in Port Stanley

HARRIERS and Phantoms of the RAF screamed low over Port Stanley yesterday after a report that a number of unidentified aircraft were heading for the Falklands.

The alert, almost a year to the day since the Argentines invaded the Falklands, brought the population of Port Stanley onto the streets.

Later a military spokesman said: "A number of Phantom and Harrier aircraft were scrambled to check the security of the Falkland Islands Protection Zone."

"This does take place fairly frequently and such operations are part of any policing of the zone. No incursion of the zone took place and no contacts were engaged."

The spokesman would not comment on how many unidentified aircraft were spotted on the radar because "it is policy never to give details of these approaches."

ARGENTINE 'TEST'

No incursions

OUR AIR CORRESPONDENT writes: The Defence Ministry has admitted that the RAF force of air-defence fighters often has to respond to Argentine aircraft approaching the 150-mile protection zone.

Argentine reconnaissance planes and jet fighters have been flying regular missions "to keep the British on their toes," according to Whitehall sources.

The activity is aimed at testing the response of the defences and putting up the costs of the garrison.

The aircraft approach the "no-go" zone to time scrambles by Phantoms, and Harriers taking off from Stanley airfield, then turn back to the mainland. There has been no report of any penetration of the zone.

Other Falklands news—P8

ONE YEAR AGO TODAY THE FALKLANDS WERE INVADED

We won more than victory!

EXACTLY a year ago the Falklands crisis began. From the perspective of that year, it is now possible to see it as an historic watershed in British history.

A quarter of a century ago, during the pathetic and bungled Suez adventure of 1956, the British people—hitherto uniquely privileged in their history and achievements—lost their self-respect.

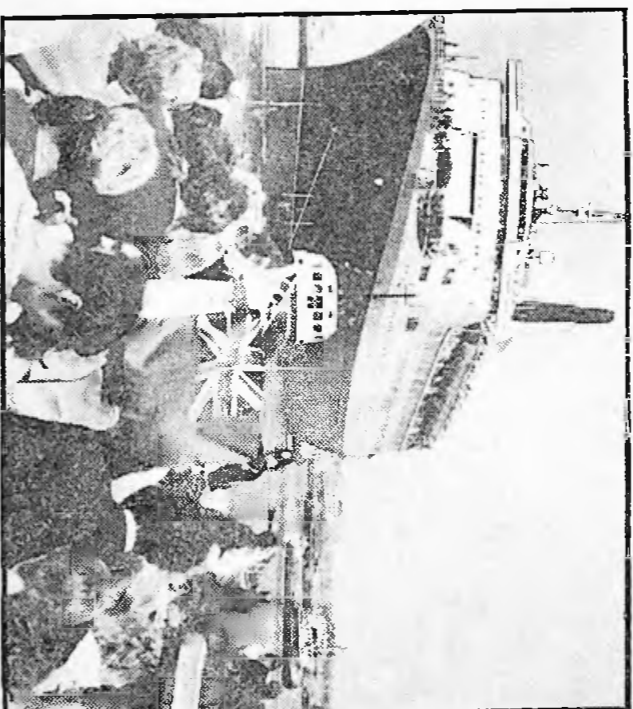
During the dreary years that followed, the Macmillan-Wilson epoch, our economy disintegrated, our pride collapsed and the world viewed us with increasing contempt.

We became the Sick Man of Europe, known abroad not for valour, dignity and self-discipline, but for pop singers and football hooligans.

With the Falklands victory, in one tremendous stroke, we regained our self-respect. Not only that, we forced the world to revise its opinion of us.

I have travelled around it in the past year. Everywhere I have found, as a direct consequence of the Falklands campaign, a transformed attitude towards us. Among our friends we inspire a renewed admiration. Among neutrals, a fascinated interest. Among our enemies, a healthy apprehension.

It will be a very long time indeed before any power again



On Britain won back her pride... the ship returns home from the Falklands



by **PAUL JOHNSON**

their plans and expel the invaders, if necessary by force. Ah, but there was the rub. Had we the power to do so?

I must admit that, strongly as I wished Britain to do her moral duty, my heart quailed when the operation was first launched and I learned the magnitude of the odds against us.

It was probably the most hazardous campaign ever mounted by a British Government. The chances of a complete catastrophe, such as the sinking of the Russian fleet off Japan in 1904 or the tragic fate of the Athenian expedition to Syracuse, so movingly described by Thucydides, must have been considerable.

No one was more painfully aware of the risks than Margaret Thatcher. If anyone else had sat in her place in

power, there was no need, as in 1940 to oust a Chamberlain and install a Churchill. We had a Churchill already.

She determined on action whatever the risk. She gave the Forces all they asked for and all the moral backing they needed. From the first to last our commanders had everything fighting men ever want from a political leader—clear orders and total support. She demonstrated only one thing in return—victory.

She got it and for two reasons. One was the superb training of our men. We are not a militaristic nation and never have been. But we have to face the paradoxical fact that our Armed Forces, small though they may be, are now in terms of quality the envy of the world, rivaled only by the Israelis.

In the Falklands it was

training, the basis of military skill, which told for the weaponry on both sides was not very different and the Argentines had all the advantages of numbers and geography.

The second reason was the prodigious efforts made by very large numbers of British workers to ensure that the extraordinarily difficult logistics of the campaign succeeded.

For once, the trade union bosses were forced to stifle in the background while ordinary British men and women produced and delivered the colossal quantities of supplies needed.

Their mood and their morale reflected that of Britain as a whole. Virtually the entire nation willed the Task Force to win. Of course there were a few, chiefly in the media, who did their spiteful worst to spread the spirit of defeat. The BBC, naturally, gave generous hospitality to Britain's critics.

But such people were grossly ineffective in shaking a nation's resolve. They top-



resented nothing. They spoke for nobody. They did no damage except to themselves.

So Britain emerged from a perilous adventure in much better shape than she entered it. After Suez, so we all said, things would never be the same again. In a sense this was true.

But then, by one of those strange turns of destiny's wheel, we were given a miraculous second chance to regain our dignity. We seized it with both hands or rather all hands. So now the saying is reversed: never will be the same again. A newer Britain is emerging, not least in our industry.

So thank you, Galtieri, in whatever bolthole you are now hiding. You did us all a favour.

Even the

IN THE year since the first shots were fired in the battle for the Falklands, our language, history, and military might has changed dramatically.

Here are some fascinating 'Falklands facts':

The effect of the conflict on the Falklands' five and a half million penguins is still being assessed. One entire colony of rare penguins fled Port Stanley at the height of the fighting. 'Let anybody in my command harm one penguin and they know how mad I will get,' said General David Thorne recently.

The Corps of Timbletown—a new march composed by James Middle, pipe major of the 2nd Battalion Scots Guards to commemorate the regiment's greatest, Falklands victory—was recorded, made more than £1,000 for Army



impendently steps within range of the lion's paw.

But on looking back over the Falklands we must admit in the words of the Duke of Wellington after Waterloo, that it was 'a damn close-run thing'.

There was one very important difference between Suez and the Falklands. At Suez we had overwhelming military power but a dubious cause. The moral issues were unclear and half the nation thought Sir Anthony Eden mistaken. With the Falklands, on the other hand, Britain's moral case was absolutely overwhelming.

Here was a small defenceless people, whose families had lived in the islands ever since they were first inhabited over 150 years ago, brutally and treacherously invaded by a Fascist military dictatorship. The Argentines as a people had no valid claim to the islands.

Most of them only came out to South America this century. General Galtieri himself was typical of them—a second generation European settler, just like Ian Smith or Fidel Castro. Britain had not merely an overwhelmingly moral case but an inescapable duty to restore to the inhabitants of the islands



Downing Street, I do not believe the gamble would have been taken.

In that case the consequences for Britain would have been horrific. The process of demoralisation begun at Suez would have been speedily completed.

A decomposing corpse of a nation, we would soon have attracted the vultures of the extreme Left, and, equally dangerous, of the extreme Right. I believe that what was at stake was not merely the freedom of the Falklanders but British democracy itself. Happily, the Iron Lady was in



Siva 2/4/83

Falkland lads get a penpal bonanza!

By MURIEL BURDEN

● WE asked for penpals for our lonely troops in the Falklands... and warm-hearted Sun readers answered the appeal in droves.

● Three thousand girls sent letters within two days — nearly enough for all 3,000 servicemen. And more are pouring in to add to the avalanche.

● Major Bill Eeles, of the Army sorting office in Mill Hill, London, said: "It's phenomenal. We've never known anything like it."

● He added: "We should have known Sun readers would come up with the goods like this. But we could not have imagined it would be on such a scale."

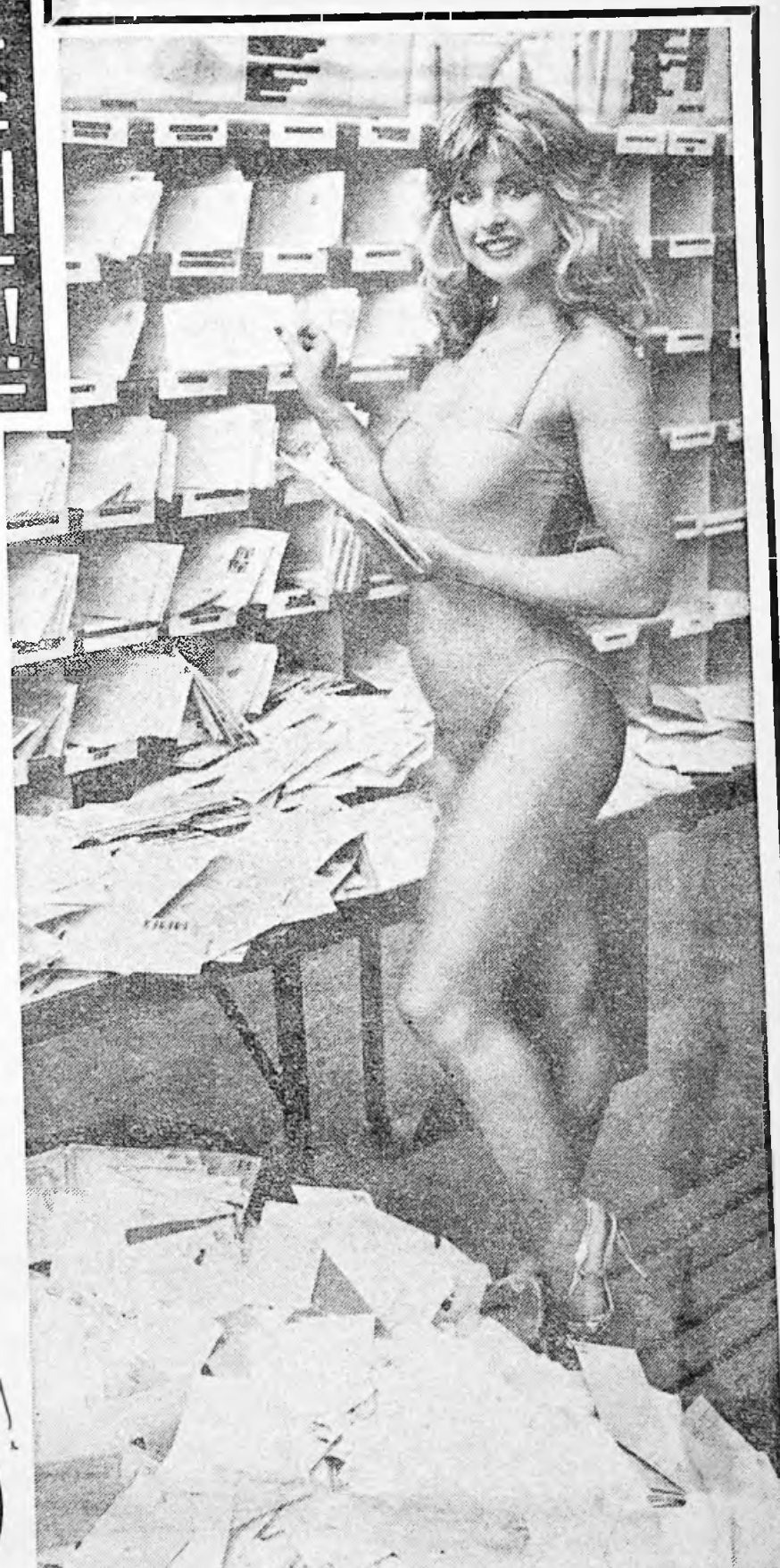
Great

● Helping to send the first batch of mail on the way was Page Three beauty Gina Charles, who wrote her own letter to a lonely airman.

● Gina, 21, said: "I think it's a great effort. I'm sure we will all get replies."

● BLINDED Falklands hero Terry Bullingham, 38, has started an information job at the Fleet Air Museum in Yeovilton, Somerset. At Aldershot, Hants, David Gray, 18, who lost a leg at Goose Green, made a perfect parachute landing with the Red Devils team.

The Sun's
the paper that
STILL supports
our boys!



Tonic for troops... Gina helps our letters on their way

Picture: ARTHUR STEEL

Falklands faces eight years of garrison

From John Ezard
in Port Stanley

THE British garrison in the Falklands should be kept at 3,500 men for at least eight years, the military commissioner, Major General David Thorne, said yesterday.

The men should be paid extra for the duty to help maintain morale, he said.

In an interview with the Guardian to mark the first anniversary today of the Argentine invasion and the end of his own nine-month command on April 15, he also gave a blunt assessment of what Argentina could achieve by a surprise raid with British forces on full alert.

In Port Stanley yesterday, the anniversary was marked only by a radio appeal for late-autumn flowers for the cathedral's Easter services. "We had a wonderful display last year in rather difficult circumstances," said the vicar, the Reverend Harry Bagnall.

The civil commissioner, Sir

Rex Hunt, said the islanders wanted to forget the invasion date.

Speaking at his office in Government House, Port Stanley, Sir Rex said: "The invasion was such a traumatic event that the local people do not want to remember it."

"We will celebrate the anniversary of our liberation by the British on June 14, but we would rather forget about April 2."

General Thorne said the threat from Argentina would remain for several years. "We have very carefully analysed and argued force levels. It's not really going to be feasible to reduce them until the threat reduces," he said.

The level of 3,500, after the Royal Engineers working on construction and rehabilitation went home, "appears to be reasonably stable for the near future." The criterion must be a judgment of Argentina's level of control over its armed forces.

several postings to the Falklands at reasonable intervals."

"The Defence Ministry is looking at it now. I don't want to tell you how much I have asked for because that might be construed as putting pressure on them. I see it as something which needs a very careful judgment."

Falklands servicemen receive an allowance of about £1 a day, in contrast to higher allowances in Belize and Northern Ireland and £3 to £4 in West Germany.

This differential causes deep resentment to forces working sometimes 12-hour days for six-seven days a week in South Atlantic weather on bachelor postings of five months away from home. They often work beside merchant seamen receiving £6 a day extra.

There are unconfirmed reports of an increase in applications for premature voluntary retirement from units likely to face several Falklands postings, especially

from skilled men in their thirties who are concerned about whether they can stand the physical stress involved in the present pioneer phase of completing the consolidation of British defences.

There are also complaints of the difficulty of resolving family problems in Britain over phones which cost £4.74 every three minutes.

Extra allowances have so far been refused by the ministry. One pound extra for a garrison of 3,500 would cost £1.27 million in an already desperately cost-conscious operation.

General Thorne said that if the morale of the garrison suffered it could feed back to servicemen at home and into the civilian population, which could threaten the whole popular commitment to defending the islands.

Asked to what extent he had built a fortress Falklands, the phrase used in Parliament, he said: "If you wanted to have a so-called

fortress Falklands in a place the size of Wales and the Lebanon, you would probably have to have far more operational troops to provide you with the sort of total coverage you want.

"Against limited Argentine selective action on our outlying islands it would be quite impossible to provide guarantees of a fortress Falklands."

"Against the equivalent of the Special Boat Services or the SAS, their commando forces, if they were to come in against our most attractive targets, would have a pretty pungent response to make."

"But I am very conscious that one of the options Argentine forces have is an attack on a major target in and around Port Stanley or a major settlement area in the centre of the islands, around San Carlos."

"The threat is real, and I am not a person to take risks."

Search for a new life, page 2;
Leader Comment, page 10



Major General Thorne: no plans for fortress Falklands

"The Antarctic treaty negotiations (in 1991) might be an interesting period, a benchmark date."

He said he had asked for the extra pay allowance as part of "a bearable package" for the average serviceman who could now expect

Delays in the search for a new life 1883

By Gareth Parry

An average of five people a day inquire about a new life in the Falkland Islands.

The islands' office in London has details of hundreds of suitable emigrants on file, but that is where they are likely to stay, until there is sufficient accommodation for newcomers. An official at the Falkland Island government office said yesterday.

The office is cataloguing the wide range of skills of prospective settlers, with the intention of drawing upon the pool of expertise as particular job vacancies arise.

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future employment is the construction of a new airport near Stanley. One of the three consortiums bidding for the contract has mentioned the need for a labour force of 3,000.

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those journeying to the islands speculatively.

At the same time the Falkland Islands government strongly advocates immigration by those who have the means to support themselves and their families, or who buy farms or commercial ventures. But several of the applicants are already unemployed, with scant financial means.

At present there is no civilian accommodation available on the islands. The 54 Portakabin-style family homes expected to be ready in Port Stanley by the end of the year are already earmarked for gov-

ernment employees and civil servants. About 20 such homes may later be made available to settlers.

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Relatives ready for trip to Falklands war graves

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Two British Airways jets will carry the 546 relatives including more than 90 children from Heathrow to Montevideo on the first leg of their journey to Port Stanley.

In the Uruguayan capital they will travel by bus to the sea port, where the cruise liner Cunard Countess will take them the 1,200 miles to the Falklands. They are due to arrive next weekend.

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Chief Petty Officer Terry Bullingham, aged 32, has been appointed information officer at the Fleet Air Arm museum in Yeovilton, Somerset, despite being blinded in an air raid in the Falklands. He has rejoined the navy after he thought his career in uniform was over.

^{Times 24/83}
Malvinas stamp

Buenos Aires (Reuter) - The Argentine post office is to issue a special 20,000 pesos (20p) stamp to commemorate the first anniversary of Argentina's occupation of the Malvinas (Falklands) Islands a year ago today.

Sticking on the Rock

From Mr S. S. Eustace

Sir, About six years ago you paid me the compliment of publishing my proposed solution to the Gibraltar question. Perhaps it was premature then and is not now.

The solution was for a condominium. At the other end of Spain the heads of state of Andorra are the head of the French state (be he king, emperor or president) and the Bishop of Urgel near by. The arrangement leaves all parties satisfied.

If the Spaniards valued Gibraltar so much they should have taken better care of it. But they finally accepted the loss, after a fight, in 1783. Nor do the 20,000 inhabitants seem to wish to be governed from Madrid.

On the other hand no one gains from the present dispute and Gibraltar is not as strategically important as it was formerly.

The British should press for an acceptable compromise in the form of an Andorra-type solution, with the consent and approval of, as it might be, the Queen of England and the King of Spain. And when the

attention of their Majesties was directed elsewhere, the Gibraltarians could safely be left to manage for themselves.

Andorra and Gibraltar could be as useful members of the EEC as are other small places like Luxembourg. Small is beautiful.

Yours faithfully,
S. S. EUSTACE,
11 First Street, SW3
March 19.

2/4/83

Falklands pilgrimage to a San Carlos farmhouse

Six hundred relatives of British servicemen who lost their lives in the Falklands will begin a pilgrimage this week to the South Atlantic. Amid strict Ministry of Defence security, the group will fly free of charge by British Airways to Montevideo before joining the liner Cunard Countess for the 1,200-mile journey to Port Stan-

ley. Precautions against an Argentine attack have been taken. With them will travel a harvest of Royal British Legion poppy wreaths.

Mrs June Evans and her son Mark, aged 11, will be among the relatives. She wants to find the missing pieces of the jigsaw puzzle which tells the story of her husband's death.

By Michael Horsnell

June Evans who was married for nearly 12 years to Sergeant Andy Evans, a Royal Marine helicopter pilot, had her sense of forboding fulfilled when she heard a knock on the door at her home in the tiny Cornish village of Landrake, at 4am one Saturday morning last year.

Outside, chilled and distressed, stood her neighbour, Captain Brian Warriner, with the news that her husband had been killed during a reconnaissance mission some 20 hours earlier on May 21: D-Day in the Falklands campaign, when British forces landed at San Carlos to establish a beachhead.

Mrs Evans, whose Lancashire humour is marked by a plaque beside the front door inscribed 'T'house, showed scarcely any sign of shock because she had regarded her husband's death as a certainty.

Evans, aged 33, of C-flight, 3 Commando Brigade Air Squadron, Royal Marines, Plymouth, who was operating a Gazelle from the ill-fated Sir Galahad, was escorting a Sea King helicopter looking for suitable sites to deploy Rapier missiles

Raked by machine gun for 30 minutes

As the two aircraft rounded Camerons Point, 40 Argentine soldiers led by Lieutenant Roberto Reyes, an officer who had earlier distinguished himself by hitting the manager of the San Carlos settlement in the face with the butt of his pistol, fired on them. The Sea King escaped but the Gazelle was hit.

Although fatally wounded, Evans managed to ditch it into the sea where it sank within two minutes. For the next 20 minutes he and Sergeant Eddie Candlish, his co-pilot, were raked by machine gun fire. Candlish eventually managed to drag Evans

500 yards ashore where they were taken in by Mr Fred Ford, a farmer, and his wife.

After asking Candlish to tell his wife that he had been injured, Evans complained of being too hot and died 30 minutes later. His body was later flown to the cruise liner Canberra which was in Falkland Sound, and later he was buried at sea.

Evans' valour earned him a posthumous mention in dispatches for distinguished service. At the comfortable semi-detached home in Cornwall where he is dreadfully missed, Mrs Evans often holds the piece of paper signed by Mr John Nott, the then Secretary of State for Defence, recording Her Majesty's high appreciation.

Mrs Evans, who is 31 and has two children, Mark and Samantha, aged nine, speaks openly now about those days.

"Perhaps the most chilling thing about Andy's departure was the day shortly before he left on April 6, when he told me he had made a will. I just knew he was going to die, and he didn't talk about coming back.

"I had said goodbye to him every morning for nearly a week, and found him back at home again in the evening. Then one morning I just said cheerio, thinking he would be there that night, but I never saw him again.

"I had terrible panic-stricken week before he died. I kept thinking there were no trees in the South Atlantic, nowhere for him to take cover in those bleak islands. It was irrational but I couldn't work for worry.

"So when he died my immediate feeling was one of relief, relief that it was all over, my only real surprise was that it was Captain Warriner standing on the door step with his wife. I had expected a vicar and a Royal Marine getting



Mrs June Evans holding a picture of her husband. "I keep trying to imagine what it must have been like for him." The gravestone (right) paid for by the villagers of Landrake where once a week she arranges some fresh flowers.

out of a Land-Rover to break the news.

"The first few days after that were all quite blurred as I just lay down, trying to fight back, and trying to cope with it all. I tried to imagine what it must have been like for him.

Going there will help sort my thoughts out

"Going to the Falklands is my way of putting the final pieces of the jigsaw together. I want to see where it happened to sort things out in my mind. I think there might be a stone there commemorating his death, and I want to find out if this is so. I want to talk to Mr Ford and his wife, to find out what Andy had to say when

they tried to care for him in their farmhouse.

"For me going over there is a little bit like a funeral. I want to put it all behind me and this is a way of doing it. I have a new life ahead, so going to the Falklands is a question of temporarily stepping back from the new life to the old to put a final end to it."

She has visited the graveyard at St Michael's church, in the village, once a week to arrange fresh flowers at a flat stone she had placed there which is inscribed: "He lived and died bravely so that others may live freely".

Mrs Evans received £30,000 from the South Atlantic Fund and was able to give up her job to spend more time caring for Mark and Samantha.



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By Gareth Parry

An average of five people a day inquire about a new life in the Falkland Islands.

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Granville 2/4/83

Argentina's dream of islands that won't go away

Jimmy Burns in Buenos Aires finds mixed feelings about the Falklands one year after the invasion

ON THE first anniversary of the invasion of the Falkland Islands, Argentines do not know whether to laugh or cry, fight the British or fight each other. April 2 1983 is a day of profoundly mixed emotions—a crisis of identity on a national scale.

There can perhaps be no better expression of this than the equivocal attitude of Argentina's military rulers towards the date. The junta has decided that the "recovery of the Malvinas" (as the Argentines call them) should not be officially commemorated on April 2 but on April 4, and that the day should be marked not by massive demonstrations but by a national holiday and a few Masses in churches up and down the country.

The official reason is that today is Holy Saturday, traditionally a day of recollection in Catholic countries. It would thus be inappropriate, it is claimed, to stage ceremonies, religious or otherwise, on a day when the Lord is remembered lying in his tomb.

The excuse is believed by few Argentines, not even by those supposed to be responsible for it. "I agree it's an insult to all those poor boys who died in the war, but it's not under my control—the junta has decided," a distraught official at the Interior Ministry commented, in an attempt to reconcile the decision with the appearance

of huge posters about the capital proclaiming in Spanish, "April 2: The Malvinas are Argentine."

In the last few days, the junta has been publicly defined by a general strike and countless demonstrations. Today, a vociferous group of war veterans will break the Holy U.S. flags in public and issuing a statement highly critical of Argentina's military leadership. They are likely to be joined by the youth movement of the two main opposition parties, the Radicals and the Peronists, who will be shouting their current popular slogans. These include "the firing squad for the generals who sold out the nation" and "it's going to end, the military dictatorship is going to end."

These are very different slogans to those which greeted Gen Leopoldo Galtieri when he walked out onto the balcony of the presidential palace one year ago this morning. Then there was public jubilation and a sense of national purpose. All this changed on June 14 when Argentines suddenly woke up from a propaganda-induced dream to the desolation of defeat.

Following the removal, without court martial, of Gen Galtieri, Adm Jorge Anaya, and Air Force Brig Basilio Lami Dozo, the members of the new junta promised a thorough

investigation of the Falklands war, to satisfy the growing demand, inside and outside the military, for visible culprits of the national disaster. One year after "Operación Rosario"—the code name for the April 2 invasion—Argentina is still waiting for its equivalent of the Franks Report. In the absence of an official explanation of events, officers have broken ranks, accusing their superiors and each other of everything that went wrong.

In addition to threatening the hierarchical cohesion of the armed forces, the Falklands war has also provoked bitter inter-service rivalries. Each branch of the armed forces is convinced that it is the least to blame for the defeat.

ITALY is delaying delivery of about 200 torpedoes to the Argentine navy because Argentina is behind with payments, diplomatic sources said. Reuter reports from Buenos Aires. Argentina appeared to be up to date with payments for arms from other suppliers, including France, despite difficulties in repaying its \$38.7bn (£26.3bn) external debt, they added.

The torpedoes, which can be launched from submarines, surface ships or helicopters, were ordered well before the Falklands conflict last year, the sources said. They formed part of a big re-equipment programme by the navy after Argentina and Chile came to the brink of war over the Beagle Channel dispute in 1978, they added.

Argentina was also thought to be buying from Israel 25-30 second-hand Skyhawk fighter-bombers to make up for losses of Skyhawks over the Falklands, the sources said. They added that Argentina was still short of helicopters, having lost 22 during the conflict.

The air force has dwelt on the inability of the ground troops to follow up the pilots' attacks on the British task force. The army has blamed the air force for not giving it adequate air cover and for bombing escort ships instead of troop carriers.

The navy, blamed by the other two services for an early withdrawal to port, has hit back by claiming the few successes of the war for itself. Naval officers point out that their marines were the first to land on the islands in an impressively staged amphibious landing, and that their Exocet missiles nearly turned the tide of the war by knocking out HMS Sheffield.

There are officers from all

three services who have had the courage to point to what might have been the root of the Argentine military failure—that the armed forces had devoted far too many years to politics and internal repression, and far too little time to the techniques of modern warfare.

As for the future, a fully-fledged attempt at military occupation can be virtually ruled out at this stage but one cannot ignore the possibility of a lunatic fringe staging an act of provocation against the islands. The air force is understood to have been toying in recent weeks with the idea of sending aircraft to the islands to trigger off a red alert.

Local diplomats, moreover, have not ruled out the possibility that the planned trip to the islands on April 16 by Argentine relatives of the war dead could turn out to be more political than humanitarian. The relatives might be used, as the scrap merchants on South Georgia were last year, to start a big diplomatic row about sovereignty over the islands.

It is one of the great paradoxes of Argentina that, in spite of its swelling economic problems, the Falklands are still prominent on the political stage.

Argentine society remains essentially militarist. The division between the armed forces and the civilians may be more

apparent than real. Within the Peronist party, the current favourites to win the election promised for October, there appears to be little desire to forget that the founding leader, the late Juan Perón, was first and foremost a general and only second an elected President.

Military officers and the main political parties are still linked by their ingrained nationalist feelings, of which that about the Falklands remains the most poignant and easily exploitable symbol.

The parties hope that, once democracy is restored here, Mrs Margaret Thatcher might lose some of her reluctance to negotiate. They warn that continuing British intransigence would succeed only in stirring nationalist instincts and in providing the armed forces with the opportunity to recover their honour through a second attempt to recover the islands.

The extensive re-equipment during the last 12 months, concentrated on the weapons which did most damage to the British task force, suggests that unpredictable military thinking continues to prevail in Argentina.

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AND LIFE IN BRITAIN AND ARGENTINA HAS CHANGED DRAMATICALLY



by TED
OLIVER
IN BUENOS AIRES

IT WAS just before dawn, 365 days ago, on April 2, 1982, that President General Leopoldo Fortunato Galtieri waited by the telephone in the Casa Rosanda, his pink presidential palace, for the call he expected to earn him a prominent place in Argentine history.

The call came. Hundreds of his 'brave troops' had overcome a handful of British marines. The Falklands had become the Malvinas, for a little while.

Galtieri went off to his private chapel to pray, and then a few hours later he appeared on his balcony to accept the adulation of a vast, misguided crowd.

Today the square in front of the palace is empty, save for the heavily armed riot police who constantly wait in the side streets. And that crowd of a year ago would rip Galtieri to pieces if they could get to him.

Galtieri, disgraced but still wealthy, is, however, one of the lucky ones. Hundreds of the humblest young conscripts that he ordered to the Falklands are still in hospital or dead.

The new junta that disposed of Galtieri do not want to be seen to bear the stigma of the war, the cripples, legless, armless or blind young men, many of them maimed by their own weapons, so publicly, anyway, the war is never mentioned.



They do not want to have to acknowledge the teenagers who have lost their minds because the previous but equally brutal regime sent often arrogant officers to lead terrified and ill-equipped adolescents against the resolve of British professionals.

Galtieri's fellow junta members Anaya and Lam Dozo are also in disgrace, and his advisers and the collective macho brigade of the Argentine nation have vanished with them.

Has new president Reynaldo

charities and got into the pop charts.

In April 1982, the pound was worth 20,000 Argentinian pesos. It is now worth 100,000. Argentine tills and meters cannot cope with the nougats. A short cab ride in Buenos Aires costs 500,000 pesos: a bottle of indifferent shampoo 250,000.

A new satellite is to be launched and major warships fitted with equipment to receive its signals after the embarrassment of the task force in getting the 'lines engaged tone' as they tried to get vital messages through the jammed radio links to London.

Lugubrious Ian McDonald, the Ministry of Defence man whose expression never changed as he delivered news of triumph or disaster, wears a tie emblazoned with a penguin (for the Falklands), an anchor (for the Task

They lost more than the war

Bignone, yet another from Argentina's bottomless reservoir of Generals, and his excitable nation learned any lessons from their punitive defeat on the Falklands?

They still claim sovereignty over the islands and buy new planes and weapons. Few believe they will ever use them against us.

They promise truly democratic elections — the first ever — this autumn. Few believe it.

Bignone and his henchmen declare they can haul this huge, beautiful and potentially productive country back from the brink of destruction.

The civilian politicians have no experience of politics or authority. The political parties — many of whom adopt the avowedly straight arm Fascist salute of the late Evita and Juan Peron — are hopelessly divided with not a sensible policy among them.

But if the wealthy clique who have controlled this country would listen to the ordinary people, perhaps things could be different.

Argentina is run by terror. Up until 1976, tens of thousands of people, mostly young, disappeared without trace because they were deemed to have spoken out against the regime running things.

The bones of hundreds of concrete-weighted corpses have been found on the bed of the Atlantic just off the Argentine coast — a fact not yet reported in Buenos Aires — and the fear of simple and final 'disappearance' is ever too real.

The big names do and will continue to justify the disaster. General Mario Menendez, the man who finally surrendered at Port Stanley, and Galtieri both claim that the invasion was correct.

But it is the small names, those who cannot be identified, who are now increasingly being heard.

To identify them would probably condemn them to a secret death after torture and 'burial at sea'.

Signora T. said: 'My son was only 17 when the army sent him to the islands. He stepped on one of our own mines and lost a leg.

'Yes, of course I hate the British but I hate and blame our officers more. They looked after themselves and left the children'.

Conscript 'B.' now aged 18 said to a relative: 'I lost an arm when a shell exploded prematurely in the barrel of one of our guns.

'I have been in hospital for ten months and I feel that I am ready

Force) and a question mark (which peppered his bulletins). 'The former Secretary of State (Sir John Nott) wears one too,' he says.

Mines left behind by the Argentine invaders are still claiming victims. Since the end of the war two men, 1,000 sheep and 600 cows (including one entire prize dairy herd) have died.

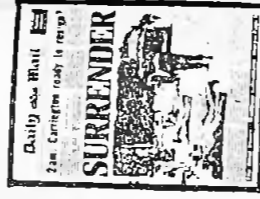
Video

France has been haunting the success of its Exocet missile at military exhibitions around the world. Already several big new orders have been clinched, including 45 to Kuwait, and the makers, Aerospatiale, now boasts 2,091 Exocet missiles sold to 27 countries.

The Lions Club of Stanley, County Durham, is still receiving

to go home, but I am still under army regulations and I have to stay. I and all the others with me feel that the Generals do not want us to be seen.'

Hernando a 19-year-old who has finished his compulsory military service, but had never fired a shot in anger before surrendering at Port Stanley said: 'They told us that we would be heroes and that we would all be guaranteed jobs after the war. But when I got



back, I was unemployed with no money at all.'

Britain has its Falkland heroes, some alive, some heroes in death. For Argentina, only their brave pilots emerged as a courageous group of fighting men.

The man who led their forces on the islands, General Menendez, now suspended from duty said: 'We had no glorious death like that of Colonel "H".'

He claims that the war was lost because of superior British fire power. He neglects to mention the vastly superior Argentine numbers or the fact that they were fighting close to home with all the benefits of secret planning.

Two months ago the country's top brass were handing out cheap medals to Falklands veterans. The ceremony developed into a riot as the ordinary conscripts became incensed about the way they had been and were being treated.

The officers had to draw their guns to cool the anger of the men. The presentation ended abruptly and has not been repeated. And NCOs have been attacked on the street when recognised by the men they once commanded.

It isn't just the morale of Argentina that is in a mess. The economy is in a mess, too. Imported goods are five times dearer than a decade ago, local produce up to three times more. Wages have risen only minimally. They now have mass unem-

donations from 25 other towns called Stanley around the world after an appeal on behalf of the South Atlantic Fund.

One invisible export: pirate copies of ITN and BBC video cassettes of the war are reported to be 'selling by the thousand' in Buenos Aires.

One Buenos Aires entrepreneur is still stuck with the bulk of his stock of 'Las Malvinas' T-shirts.

'Doing a Belgrano' has, in military jargon, come to mean making a pre-emptive attack. And other new words in the vocabulary: bimble (to saunter), Kelpers (Falkland Islanders), Bandies (Royal Marine bandmen), Chaff (anti-missile decoy strips of foil), rat-buddle (Aretic rations) and Buddie-craft of the same type).



Galtieri... in defeat and disgrace

ployment for the first time and are soon to initiate unemployment benefit if they can find someone foolish enough to lend them money.

The world's craziest inflation is running amok at well over 200 per cent. Soon they will knock four noughts off everything in a cosmic exercise to make prices look cheaper to visiting businessmen.

The dollar bill is a treasured commodity and fetches up to eight times what it did this time last year.

Argentines are so busy blaming each other, there seems little resolve left over to hate the British.

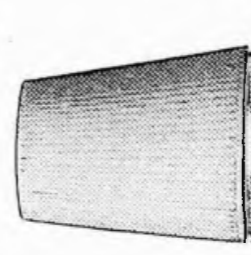
A few hotheads have threatened English-speaking schools in Buenos Aires, but nothing more serious.

One senior ex-officer told me: 'If we were to attack a British ship now we know that Mrs Thatcher would bomb our mainland air bases. And an all-out attack on the islands would be suicide.'

'We might not admit it but we have learned a lesson. We can only hope that Britain will get tired of spending money to defend the islands and come to some diplomatic arrangement that will save face all round.'

'We have too many problems at home to worry about the islands.'

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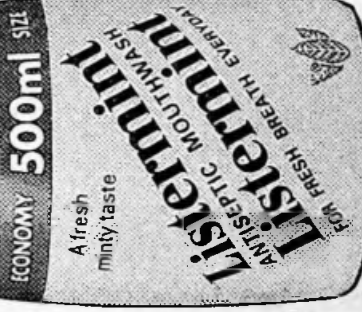
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THE GUARDIAN

The haze on the distant horizon

A single calendar year on is not much of an anniversary. Too soon to seek the perspectives of history. Too distant to lend continuing freshness to the tales of danger and of heroism. It is better this morning, looking back to the first Saturday in April, 1982, when Parliament in its wrath dispatched a task force to the Falklands, to reflect gently on what has changed and on what is not different but very much the same.

The strong—though not necessarily enduring—switch in political perceptions continues. Mrs Thatcher, single-minded in crisis, holds to that commanding position with increasingly domineering fervour. Michael Foot, early hawk, tardy dove, has never quite recovered. The Alliance's mould, so cracked 13 months ago, is an uncertain, gummy bit of pottery. And in Argentina, one military ruler has succeeded another, whilst the politicians prepare uneasily for their next, brief spell in the sun. The resounding themes of victory—a world safe from aggression—have tinkled and died. The headlines now, as before, are filled with unemployment and the nuclear debate and Common Market budget rows. But at least the political map of Britain, for a year and probably beyond, has been redrawn.

The essential surprise in the South Atlantic stems not from the pace of events but from their dragging stagnation. There was never a formal declaration of war; there has been no formal signal of peace. Argentina has not—as sometimes happens in the trauma of defeat—abandoned aspirations or sought fresh alignments. It has, with studied forgetfulness, merely pushed the Malvinas a little further back on its shelf, awaiting some new opportunity at some unforeseeable time. The diplomatic traffic has been slow, but all one way. Votes at the UN, at the OAS and at the non-aligned summit, with parallel wriggles of dismay from Washington: there is a grey mountain of diplomatic tedium building against Britain which (alas for early Foreign Office prognostications) has still found no landing rights for its Falklands shuttles anywhere on the South American continent. More and more the battle for the Falklands looks just one chapter in a South Atlantic saga with many chapters to come. Occasionally there are glimmers of hope: the prospective return of democracy to Buenos Aires, for instance. But little in the policies of the returning democrats, and nothing in their prospects for survival, sustains that hope beyond the end of a speech or two. We are left, as we deliberately chose when the final attack on Port Stanley was authorised and the last United Nations plea disregarded, with the Falklands as a fortress, and without any obvious bargaining counters to begin a sensible negotiation. The fortress is a costly one, billions piling upon billions. In a sense that does not matter: what we have, we hold. Yet the sheer size of the bill, and the endlessly unrolling effort involved, does cast shadows in people's minds—shadows reflected already in two opinion polls—and thus in alternative political manifestos.

Labour this week committed itself in government to seek a UN solution to the Islands. (The UN, lest we forget, thinks that the Falklands belong to Argentina.) So in the broader time scale—the scale of generations *in which the Islanders themselves most naturally think*—the British position is rather: do we wish to hold what we have? Will Britain, for ever and a day, insist that sovereign territory is sovereign territory, to be defended whatever the price? Or will a sense of weariness and of the incipient disproportion—pottiness even—of the exercise erode that purpose? There is an emotional argument at the beginning. Our boys did not die in vain. But emotion fades with the months and many now are coming to agree with the wife of Colonel H Jones that the sacrifices of the campaigns were narrower for duty and principle, and not for some narrower diplomatic purpose.

An excellent

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Such ebb and flow to argument reflects itself most notably amongst the Islanders themselves and in what, to them, must seem a reversion to Whitehall's old, distant unease. They were formally given a year to consider their futures. That year is almost over, yet no one from London has as yet even set out the options from which they must choose. The pledge to referendum drifts into the mists. They would clearly like land reform: it is not forthcoming. Whilst the military men on the islands have hot lines to their ministers, Sir Rex Hunt seems a benign, peripheral figure with a slow pigeon to the F.O. When some tangle—like the impending visit to the Argentine war graves—blows up, Sir Rex hears the news from a visiting journalist. There is a clear disparity between the occasional, simple assurances of Mrs Thatcher and the detailed reluctance of Foreign Office leaders (balancing the moans from America, the pressures from Latin America and the gloom about costs) to edge their way along a path leading they know not where. Present policies may endure, perhaps, whilst Mrs Thatcher is mistress of the public chequebook. But the reluctance to make any significant new commitment—an airport, a referendum, a parliamentary debate to assess the options for the future—until a general election is over, speaks only of short-term uncertainty and long-term imponderability.

The trouble—as we have seen in the past few days—is that such a vacuum potentially leaves the Islanders portrayed as querulous ingrates, snarling at some minor shift in policy as though they were the centre of the universe. And that, in turn, raises further hackles in Britain. One year after the order first went out to rescue the Falklands we have not begun the next, inevitable great debate. Not: what do the Falklanders want? But: what can we bipartisanly think of offering them across the span of generations? Where do their permanent best interests lie? Until that process is embarked on here, in Britain, there is scant possibility that the story which began a year ago can deviate from its essential outlines in which the Islanders are the victims of complexities and endgames beyond their comprehension.

The heart of the matter may be glimpsed in the pages of the Franks Report: not in the inevitably inconclusive argumentation about what might have been foreseen and thus prevented, but in the chronicling of the 20 years that came before and Whitehall's repeated, febrile efforts to square the circle of pressure group resolution, Argentinian ambition and island suspicion. Here particularly the sense that nothing has changed flows strong, except that the Prime Minister of the day now leads the pressure group. In theory, there would seem even less chance of a painless resolution to the problem. But, after Franks, the questions can at least be put. Do we see—and can we in conscience offer—the people of the islands a permanent and secure future among their marshes and their sheep? If we cannot—as a democracy, looking across future parliaments and future stresses—reasonably offer that certainty for the present population and for their children and children's children, then we would be best to acknowledge as much and to prepare our options in that light. The Falklanders and those who defend them have suffered quite enough. In what comes next, at whatever pace, there is an imperative to long-term honesty. There will be alternatives to the fortress; they begin, amid the concrete mixers, the five-year plans, and the roar of jets, with the need for objective, open assessment in Britain. No one, one year on, is talking of throwing it all away. But what, and how, are we thinking of keeping?