

Navy mourns airmen in Falklands crash

The naval air base at Culdrose, in Cornwall, was in mourning yesterday after the death of four airmen from the station in a mid-air collision north of the Falklands.

One body has been recovered, the other three are missing, presumed dead.

One of the missing men is Lieutenant Commander Robert Simpson, aged 31, from Loughborough, Leicestershire, who was awarded the Queen's Commendation for Valuable Service in the Air for his part in the Fastnet yacht race rescue in 1979.

Lt Cdr Simpson and the other three men were taking part in a normal operational flight in a Royal Navy Sea King helicopter when it collided with an RAF Hercules last night.

The body of leading Aircraftman Paul Summers, aged 22, was pulled from the water soon after the collision. He had been awarded his "wings" in August. He was married with no children.

The other missing men are Lieutenant Simon Rodwell and Lieutenant Duncan Hayes, both unmarried.

FALKLANDS FACTORS

Following year when he married his penfriend Elaine, a nurse at Crumpsall Hospital, Manchester.

The couple joined the second generation of new farmers when the absentee-owned Packe's Estate was subdivided and sold to eight landworkers. They paid £50,000 for 10,700 acres in a valley full of streams below the sterras and snowy peaks of Mount Maria, one of the highest Falklands mountains. In addition to increasing the wool clip by 5.8 per cent, they have, since last May, almost rebuilt and converted a troop-battered shepherds' bunkhouse into a well-planned home.

It has been a whirlwind time of problems and 14-hour days. "I was going back to England three times a day for the first few months," says Elaine. "But instead I'd go and have a private weep in the garden." Tim says, "We're hopefully over the hump now."

Their neighbours Jimmy and Ginny Forster, have raised their wool clip by 9.7

per cent. "We go out sheep-gathering and getting soaked on days when we would have jibbed at going out at all working for somebody else," Jimmy says.

In Tim's vegetable garden, between the shearing shed and the house, is one of his most cherished projects for the next half-century: 500 saplings of willow, poplar, sycamore, Scots spruce and sea buckthorn to begin the tree-planting for shelter and ornament which should have been done in the Falklands 100 years ago.

I visited them on an unseasonably wet winter day. Rain leaked through the temporary wooden living-room wall and the old front door was a bucket case. But by the next time such a deluge came, they would have things sorted out, he predicted.

The morning mist which reaches Fox Bay East is a Port Stanley by light and rain is — on balance — a good normal depressing letters from skilled, hopeful farmers ("We would be so grateful for an early reply...") which, as generally on the Falklands, have to be discouraged for shortage of housing.

But the Andover Rubber Stamp Company has delivering the order, a record not usually equalled by the Crown Agents who handle much of Richard and Griselda Cockwell's orders for equipment, or by the man who routed a vital part to Pakistan. The children grab the stamps from the parcel and begin testing them: "Knits Aran... knits 5-ply...". They are instructions for customers all over the world.

For this is the first indigenous wool mill, possibly the flagship of all Shackletonian development, the small factory which can turn raw wool into a high-grade sweater in nine hours or into yarn and knitting kits in seven hours. It fills the Cockwells' yard and out-houses and spills into all but one of the guest bedrooms where Fox Bay East's old settlement managers used to accommodate guests in style. At full blast it could earn £500,000 a year from wool which would bring only £90,000 if exported raw as traditionally.

The factory spills into all their lives. It wasn't properly operational when Prince Andrew unveiled the plaque

army attack on Port Stanley from the sea. They left his land 100 per cent mined, the worst in the Falklands. His son's pet horse and many cattle and sheep were blown up in front of his eyes. The farm is now virtually clear. He has restocked, rescued, and refertilised. He is now "just about back to where I was before the invasion."

His wife died of cancer in an English hospital last month; but, for the children's sake, he played the ex-pat into dairy farming. He is a comparative veteran of land reform, one of six Green Patch farmers who have together increased their sheep to 26,000 from 16,000 in FIC days, with so far no sign of overgrazing. They have done it partly by introducing trail bikes instead of horses for flock gathering — and by working 60 instead of 40 hours a week.

Financially, they bank manager Alan Parry says, they are "already beginning to see light at the end of the tunnel after their five years' effort." Originally they were lucky in paying from £13,500 to £32,000 for land at 8 per cent fixed interest in contrast to the £40,000 to £50,000 prices paid at 10 per cent floating interest by

newer farmers. But they have built up a store of knowhow which these can share through their farm co-operatives. And the word from the McPhees, Molkenbuhrs, Gosses and Heathmans, when you remind them of FIC's pessimism — is, "You tell them there are lots of people on these islands who can do it."

Tim Miller reckons there are 80 more islanders who want to — and could — do it. The official estimate is 20, based on responses rejected for the land subdivision at San Carlos. But Miller says, "There are a lot more interested than Government thinks. A man sees somebody else beginning to make a success of a farm and he realises that, apart from anything else, a land mortgage is a solid investment."

Tim Miller, aged 34, a descendant of one of the earliest 19th century settlers, lost the sight of his left eye on May 23, 1982, when a misbranded Harrier formation cluster-bombed the airstrip of a farm where he was a shepherd. The pilot involved, Flt Lieut Mark Hare, called to explain after the conflict, became a close friend, and was Tim's best man the fol-

WHEN LORD Shackleton wrote his first memoirs Report in 1978 — years before the Shackleton family of the 800 landworkers families in the Falklands owned their own farms. Little land had come on the market for 20 years. If it did, there was no bank or government loan system to help buy it. Shackleton found this both immoral and a recipe for stagnation. He called for land to be split up and sold.

This was done, with one farm, Green Patch, as a frankly admitted sop to shepherds or managers, could cope with ownership, was scorned. An executive of the largest landowners, the Falkland Islands Company, declared, "the company does not believe that small-scale farming on the Falklands is viable."

The image of a stagnating, monopolistic rural economy was acknowledged as a factor in the 1982 invasion. The first Argentinian soldiers expected to be greeted as liberators of an oppressed peasantry. Today there are 31 independent Falklands farmers — 28 of them the result of reforms which were accelerated after Shackleton's second, post-invasion report in 1982. This year Green Patch — the pioneer farm — is celebrating a 60 per cent increase in wool tonnage over its FIC days, with a clip which gets better prices than the company's.

For the first time since the settlement days of the mid-19th century, a new generation of farmers has had a chance to invest its life savings in the territory's ranches and mountain grazing, primed by a 20th century apparatus of 90 per cent land mortgages and 50 per cent improvement grants. No account of them has been published before because they have no telephones and can only be reached by light aircraft and long Land-Rover drives along rough camp tracks.

Alan Parry, manager of Port Stanley's new Standard Chartered Bank, said "The young farmers in particular know that the first few years are going to be very hard. But these islanders are pretty good at tightening their belts. I don't think there are going to be many failures." Owen Summers, the Falklands agricultural officer, who spends much of his time visiting the new farmers, said, "I don't see why anyone should fail. It's a lot better working for yourself."

Shackleton found that the years of stagnation had bred "a lack of confidence and enterprise". He would now exempt from this all the new farmers he's met. But the first exemption went to Jack and June McPhee, who were already in their forties when they got their own land in 1979. They sowed their horse in half and towed it three miles on telegraph poles by tractor across a mountain to its new site. The journey took six hours and the farm they created, Brookfield, became one of the most successful in the Falklands.

This year their neighbour Claude Molkenbuhr, a small wiry man in his fifties, plans to duplicate the feat — except that he intends to cut a house into four and tow it 15 miles. This is part of a three-year struggle to rebuild his Murrell Farm, which was in the path of what Argentinian occupiers thought would be a frontal British

on the door before opening the airport. But today the big yarn-spinning machine is getting its first decent run. It keeps snagging the wool. Richard Cockwell and an assistant dart at the bobbins like hypercharged mongeese to rethread the breaks. In the kitchen Griselda breast-feeds their third child, Sammy, runs the knitting and design side and deals with a stream of business visitors including a development officer and a British executive studying the market for low cost housing kits. On the mantelpiece of the remaining guest bedroom, beside Graham Greene's Brighton Rock, is an 1884 map of the Falklands as it once wholly was and still to some extent is, divided like a butcher's carcase between big landowners. Beside that is an inscribed glass vase left by Richard's Grandfather: "He that by the plough must thrive/himself must hold or drive."

"This is our home now," Richard says as we come over the hill, looking down on a brilliantly red and white painted house set among grass the colour of light honey against an indigo-blue sea.

Richard and Toni Stevens are the youngest and newest of the new farmers. They have been there since October, soon after marrying. Their view from Port Sussex House, five miles south and an hours hard driving away from San Carlos, sweeps up five miles across small sheltered valleys to their own mountain, Bodie Peak. It is a good place and good land.

At £60,000, it will be a milestone for some years. But they have already sorted their sheep, increased their wool clip, planned their solar-powered electric fencing and earned the first year's repayment. Today they hardly remember how little they have spent on living since October. Between £1,500 and £2,000 they think.

"Your old clothes become your overalls," says Richard. "If you can't afford fuel for the generator, you use a Tilley lamp or candle and listen to the radio just for the 6.30 announcements to save the batteries. We work hard enough that we go to bed at 8 o'clock, so we don't need electric light in the summer."

They spent Christmas morning painting the roof. Richard wrapped up a radish as a present for Toni; she gave him a Roget's Thesaurus. After Christmas lunch, he said, "It's not much fun doing nothing." So they put their scruffy clothes back on and got on with the job. Yesterday and the day before, with Toni's mother Heather, they drove 51 cattle 40 miles to meet the butcher from Port Stanley, then rode back home. Last night the radio suddenly announced that there was plenty of beef on sale in Stanley, so they knew it had arrived.

It has long been a joke between them that, before they were married, he promised to take her on holiday to Corfu but spent the time doing something else. Tonight he suggested teasingly that when they have made their pile they might settle in Corfu.

"No," says Toni, who is 21 this year, "this is where I want to die." And to their visitor, she adds, "We have put ourselves into Port Sussex and this is where our home is and this where we want to grow old and we are going to make it work."

JOHN EZARD concludes his report from the Falkland islands with a look at rural life

Here today, here tomorrow

Jimmy Burns in Buenos Aires reports on public support for recent fiscal reforms

Argentines put their money behind Alfonsín

WHEN LONG queues began to form outside all the main bank branches in Buenos Aires from the early hours of June 19, nervous Argentine officials privately braced themselves for the worst.

The Government had needed an unprecedented three-day bank holiday before conjuring up enough courage to test the reactions of the local financial markets to the austral, the currency that has replaced the peso.

The fear persisted that a run on deposits and a major slide of the austral/peso against the dollar on the local black market for foreign exchange would signal a pre-emptive death knell for President Raul Alfonsín's shock prescription for hyperinflation.

What occurred, however, went beyond even the Government's wildest expectations. Argentines actually put in more money than they took out: deposits were renewed and the cash withdrawn went largely into settling a backlog of public utility bills. The exchange dealers were forced to declare an unofficial day of mourning as the austral firmed up handsomely, closing the gap between the "black" and official rate to an unprecedented 1 per cent.

"It was a hectic day because of the business that had piled up and the initial difficulties of converting our systems to smaller denominations and

cents. But our customers came in calm and smiling and went out the same way," said one bank manager.

Over the last week, some Argentines have continued to find dealing with a new currency when no new notes are yet in circulation somewhat confusing and have shown a tendency to call a peso a peso.

The continuing stability of the currency on the local financial markets suggest, however, that the bulk of the population for once actually

declares one poster loudly. "He who speculates is a deserter."

Sr Lopez is the first to admit that the Government's war did not get off to an entirely happy start. The 10 telephone lines set up by his secretariat to record consumers' denunciations of price violations proved utterly inadequate on the first day as an efficient checking mechanism on the 350,000 small shops and thousands more supermarkets which exist in the capital's largest wholesalers' food market that had been

Lopez followed up his detailed questioning of a small shop owner with a three-day closure of his premises and a hefty fine.

Some big fish have been caught, however, so popular reaction has gradually turned from one of suspicion to cooperation with a Government that is genuinely perceived to be doing justice. Raids have extended themselves to one of the capital's largest wholesalers' food market that had been

The Alfonsín government has achieved a success beyond its wildest expectations because of the positive response by Argentine citizens to sweeping monetary reforms.

believes in what the Government has been doing.

"Sure, we've had noughts knocked off the peso before, only to see it worthless again within weeks, but this time we are seeing the currency backed up by firm measures," said Sr Mario Lopez, an employee of Argentina's Secretariat of Internal Commerce.

Sr Lopez has been strategically placed to test the pulse of the nation. He belongs to an army of government inspectors that daily set out to enforce the countrywide prices freeze backed by the full weight of an official propaganda machine.

"This is a war economy,"

of a collective contribution to President Alfonsín's "battle plan" was thus frustrated at a moment when it most needed to be encouraged.

Not all the phone calls that did get through were well intentioned. When inspectors such as Sr Lopez checked, they found that the accused were simply victims of personal vendettas or retailers with a seemingly genuine alibi for their price hikes: they were simply reflecting the price lists passed down to them by wholesalers.

"I tell you this man is innocent. It's the big fish you should be going for," shouted a middle-aged woman as Sr

democracy too. If this does not work then we might as well pack our bags, turn off the light, and leave the country," said Sr Lopez's "lieutenant," a young graduate in business law.

The Government claims that it has brought out an additional insurance against future speculation on scarcity by maintaining interest rates high in real terms. The cost of borrowing, officials say, will encourage the higher links in the distribution chain to maintain a swift turnover of products rather than build up stocks.

This also runs the risk of turning into a two-edged sword: with real interest rates high for depositors as well as lenders and a fixed exchange rate for the austral, the Argentine banking system could soon be inflating the kind of speculative bubble that was experienced to the country's eventual cost in the late 1970s.

The Government to prevent this, will need to follow up last week's measures with a speedy treatment of the structural causes of Argentine inflation. These include an inefficient and oversized public sector, and a political system that on too many occasions has failed to respond to the needs of the ordinary person. If, as some economists insist, hyperinflation is all about people's expectations, Sr Alfonsín last week won a battle. He has yet to win the war.

Four airmen missing

Four Royal Navy airmen were missing at sea after their helicopter collided with an RAF cargo aircraft near the Falkland Islands.

Mid-air Falklands crash

From our Correspondent
in Port Stanley

One member of the crew of a Royal Navy Sea King helicopter died and the three others were missing last night after a mid-air crash with an RAF Hercules 75 miles north of the Falkland Islands.

All available military aircraft and ships in the Falklands pro-

tection zone were drafted in to search for the crew members after the crash which happened yesterday morning.

The helicopter was on a routine operation and the Hercules was on a normal patrol looking for Argentine ships using the cover of more than 150 fishing trawlers operating in the Falklands protection zone.

FALKLANDS HELICOPTER MISSING

By PATRICK WATTS
in Port Stanley

A FULL-SALE search was being mounted last night for a Sea King helicopter with four men on board, missing off the Falklands after a mid-air collision.

The Royal Navy helicopter was in collision with a C190 Hercules from RAF Stanley while both were checking vessels in the protection zone 75 miles north of the Falklands.

The Hercules returned safely. The Sea King normally carries two pilots, one of whom acts as radio operator, plus a navigator and crewman.

Helicopter missing in Falklands

A Royal Navy Sea King helicopter with four people on board was involved in a mid-air collision with an RAF Hercules 75 miles north of the Falkland Islands yesterday, the Ministry of Defence said.

The Hercules returned safely to Mount Pleasant airfield and a full search and rescue operation was mounted for the helicopter, a spokesman said.

Daily Mail
28.6.85

Crew lost in Falklands air crash

A CREWMAN from a Royal Navy Sea King helicopter was killed and three others were missing last night after a mid-air collision with an RAF Hercules transport plane off the Falklands.

A major search for survivors was carried out, but although ships continued the vigil overnight, helicopters were forced to give up until morning light.

There were no casualties on board the Hercules, which returned safely to Port Stanley.

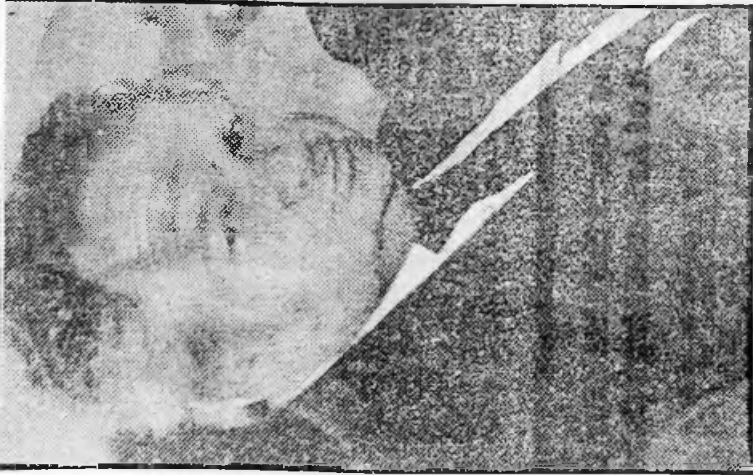
The helicopter was on an exercise in the Falkland Islands protection zone, searching for possible Argentine raiding craft.

FALKLANDS FACTORS

The second of John Ezard's reports

The penny wise, pound foolish land

... and a Port Stanley shop, right



WITH the expatriates expelled, locally-born Harold Rowlands in 1982 found himself in charge of what Argentina left of the Falklands Government. He ran it with untested, pedantic courage, but what people most glowingly remember three years later is that, as financial secretary, he kept General Menéndez out of the vaults.

Harold would say, "oh dear, I've left the key at home again", or "bit hectic today, can you come back tomorrow?" The invaders — who did sometimes try to keep their promise to respect the Falklands' mysterious culture and way of life — never found a way round this sustained Anglo-Saxon display of manana.

What was in the vaults then probably wouldn't have bought two Sea King helicopters or Exocets, let alone their yearly maintenance costs, let alone one day's price of the military and naval ironmongery banging to and fro over Port Stanley at the time. It certainly wasn't a hundredth part of a year's cost of maintaining a British garrison. But it was their public revenue, hard

come by and — in their historic experience — irreplaceable for running their scanty public services, for keeping their heads above water.

A million pounds a head may have been spent defending each of the Falkland Islanders by 1986. But the average family income is still only £4,270 a year and annual public revenue only £47 million.

The Falklands now have three economies running side by side, hardly touching: the civilian micro-economy and the much bigger garrison and Mount Pleasant airport economies. The huge £365 million airport construction has employed 2,000 Britons. It is estimated to have created 12,000 more jobs in Britain directly and indirectly. But in its peak year it contributed just £500,000 in spending within the local economy.

The rest — as with the garrison — is spent back in Britain or elsewhere. The military command secretary, in addition to processing the withdrawal of the last Harriers, has begun watching pennies with the zeal of an

agency which has been instructed to get defence costs down to a less politically controversial level.

Even post-conflict rehabilitation and development has yielded its paradoxes. Mrs Mally Spinks lives in one of the famous 54 triple-glazed Brewster homes. The war damage-replacement houses which, by what the Civil Commissioner Sir Rex Hunt calls "a unique combination of the Falklands factor and Murphy's law", ended up costing £133,000 each to finish. Yet it is possible for her to say, "We are still the same old slaves as we always were."

What she means is that, although the house is the best, warmest home she has ever had its rent is £82.50 a month. Her husband Eric's basic wage as a jetty ganger is £63 a week. Items like a loaf of bread or tin of Ideal Milk cost 90p in Stanley. "The pennies could be on elastic," she said. To help with expenses she does cleaning work for £1.75 an hour. But, like most cleaners, she cannot break into the "magic circle" of women who get £2 to £3 an hour,

mostly for jobs in Stanley linked with the airport.

That is one family's economy. Although she is happier than before the invasion — "with the Army here it's not lonely like in the old times" — she felt a spasm of longing when the inaugural British Airways 747 made its ceremonial pass over Stanley before heading for Brize Norton. It might as well have been a mythical silver bird for all her and Eric's chances of affording the £2,000 return fare to get on it and see their grandchildren.

But for others in the private Falklands economy, the arrival of the first bank, Standard Chartered, has transformed the habits of generations. A society brought up to save and pay cash on the nail has suddenly started borrowing for central heating, rewiring, extensions, plumbing and other home improvements it has traditionally lacked. This, on top of the loans taken out for farm purchase, is seen as the biggest token of political and economic confidence in at least the short-term future that the islands have known for decades.

A crucial mark of long-term confidence will be if and when the bank risks offering house mortgages, for which there would be numerous takers. According to its manager Alan Parry, it repaid all its capital costs from profits in its first year, and has now amassed £6 million in deposits.

The public economy has never experienced Keynesian deficit economics. The books have always balanced because, in the kind of dependency the Falklands is and wishes to remain however long term the mother country's neglect has been, they have always had to balance. When Rowlands took over in 1972, he found a note from his predecessor which used phrases in the vocabulary: "I fear we shall be a grant-in-aid colony within two years."

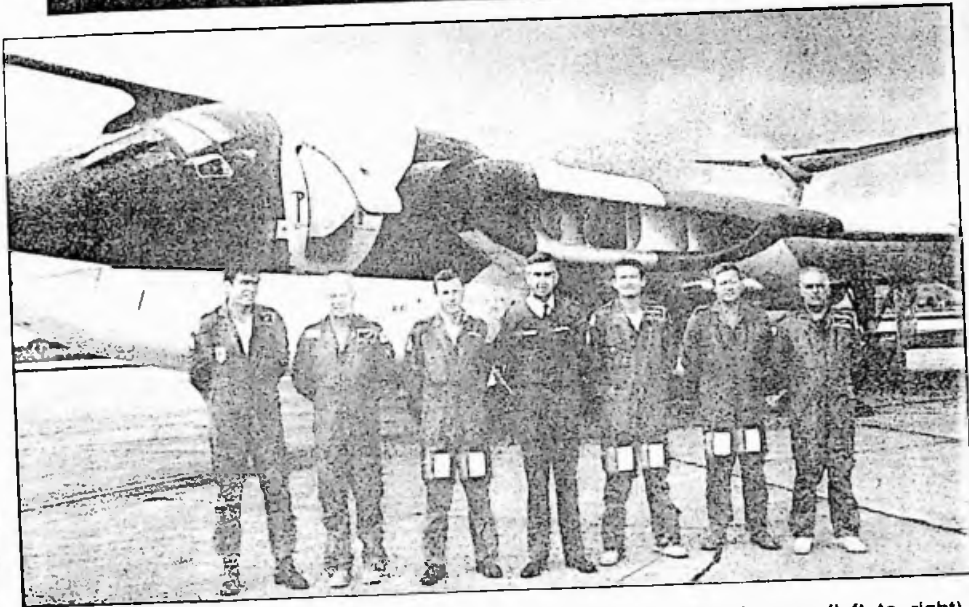
That shift of category would have meant internal administration by Whitehall because you couldn't pay your way. The crisis was solved. But this year again the budget was due to go into deficit, chiefly because of extra recurrent public

works costs arising from postwar rehabilitation and expansion and a rise, regarded as long overdue.

It was saved by £500,000 harbour dues income from some of the foreign ships fishing around them. "We're living on that money now," Rowlands said. That is why they have asked Britain to declare a fishing limit around the Falklands. As they see it, the licence revenue would pay for an acceleration in development well before their own land-based development corporation's projects come on steam. And, astonishingly or otherwise, they would like to begin repaying at least some of their defence costs.

It may seem ridiculous when a little cynical Whitehall cooking of the books — a backstairs transfer of the finest smidgeon of their defence bill — would solve their present budget problems at stroke. But that does not happen to be how Falklands psychology works at its most vigorous. "It's a proud position to be in when you know you are paying your own way," Harold Rowland

Return of the Victors



On 10th June the last Victor aircraft returned from Ascension Island. The Victor K2 tankers from Marham had been in service since the start of the Falklands conflict. They remained on station providing fuel for customers including Sea Harriers, Nimrods and the

Vulcan which bombed Port Stanley airfield. After hostilities a reduced detachment remained to sustain the airbridge between Ascension Island and the Falklands. With the opening of Mount Pleasant Airport this task is no longer required. The crew of the last

aircraft were (left to right) Sqn Ldr Mike Beer; Flt Lt Derek Aldred; Wg Cdr Dave Hayward, OC 57 Squadron; (Gp Capt Bob O'Brien, Station Commander); Wg Cdr Martin Todd, OC 55 Squadron; Chf Tech John Tomlinson; Sqn Ldr Tommy Thompson.

LITTLE Chay, neighbour-hood satirist of the Falklands, has had to lay down his pen. This event, which because of the way it happened eclipsed the gaiety of his small nation, has also disclosed his true identity — a point more speculated about than any of the British garrison's secrets.

Chay was a somewhat dyslexic but iconoclastically wise child whose commentaries on the changing scene appeared in the magazine Penguin News. For the magazine's international readership, he was an unsurpassed guide to the private underside of Falklands speech and gossip.

The Civil Commissioner Sir Rex Hunt figured as "uncle recks" or sometimes "wrecks" and other celebrities in less flattering guises. Guesses — indeed accusations — as to his real name ranged from a local school-teacher to the Financial Secretary to the Development Corporation chief executive, David Taylor.

But it was Nap Bound all along — a man in his fifties, a gentle, sober-faced Port Stanley shopkeeper with an attentive ear, and a sophisticated creative imp inside him. The secret has just come out after Mr Bound, father of Penguin News' editor Graham Bound, died of a heart attack.

One of the late Little Chay's favourite characters was "The Falklands Factor", a politically lethal monster. Nervous psephologists would stream down from London to try to gauge when it would next erupt into electoral mayhem from its home deep in the early postwar potholes of Stanley.

Another theme was "The Great Bail-Out," a cynical thought deep in the fears of some of his readers and in the hopes of a few. This was the possible future day when a non-Tory British government — baulking at the defence costs — would start throwing big resettlement grants at them as an alternative to life under Argentine sovereignty.

Although not on the agenda of the main British Opposition parties, this idea has been around on the fringe since before the 1982 invasion. In the Falklands, it is talked of less now, with the Conservative commitment firm, a long-range airport open, a 5 per cent population increase and development projects visibly under way, than it was during my last visit two years ago, and it wasn't much talked of then. It would have been seen by too many as an insult to the war dead.

But it was suggested in Britain on compassionate grounds immediately after the war for those under most strain. It lurks far under the surface of discussion, like a dark cousin of the Falklands Factor.

Weeks after Nap Bound's death it could still be heard in parliamentary exchanges broadcast on BBC External Services' twice-weekly programme. Calling The Falklands. So could other solutions which have been more fully debated and discarded by councillors in Stanley for the last 20 years but which still seem to hold some fascination 8,000 miles away.

Among these are: Partition of the two main islands. The objection is that West Falkland, with much of the best farmland, has no record of the Spanish settlement from which Argentina draws her claim to the Falklands, East Falkland, historically settled by both Britain and Spain, has the capital, and most of the best ports and now the airport. Neither island would be separately viable.

Trusteeship of a jointly owned territory, or one under titular Argentine sovereignty, by the United Nations or the Organisation of American States. The memory that arouses is Stalin's question "How many batavians has the Pope?" There is no confidence that either body would have the interest, unity or will to send or maintain an effective peace-keeping force.



The soldiers' tale, above, and the politicians' (right): Sir Rex and Lady Hunt with Mrs Thatcher

FALKLANDS FACTORS

John Ezard, in the first of a series, returns to the South Atlantic colony

The island double or quits show

Confederation by Britain and Argentina. The objection is that this would require defence costs at almost the present level unless — and for safety's sake perhaps — even several years after — Argentina renounced her claim to full sovereignty.

With no fresh options in the diplomatic larder at present, that leaves two alternatives, the status quo or, judging from the latest sparse statements from Argentina, very short leaseback — with it close companion, The Great Bail-Out.

Compared with the British public, Falkland islanders are disproportionately well informed on such issues. BBC World Service is a daily addition. One man on one of the smaller islands is said to have developed a deformity from years of bending to hear the radio above the family babble in his kitchen.

Calling the Falklands keeps them briefed almost to the point of neurosis on obscure articles, press releases, pressure group meetings and late-night Lords or Commons debates which are only reported in Britain in the small print of the parliamentary pages, if at all.

The outlook for the status quo from Port Stanley can seem markedly better than it does at a casual glance in Britain, where it is followed in less detail. Talking to the people and to the ministers and officials who visit them, you encounter a growing sense that Mrs Thatcher may have got her unannounced, five year timetable right.

By this analysis, most of the defence money — the £2 billion over four years — is now irretrievably spent on the conflict, replacement of military equipment, garrison installations and the airport. Last year's £684 million spending peak is past. This year it is £532 million. In 1987 to 1988 — the financial year in which Mrs Thatcher is likeliest to non-crisis circumstances to call an election — it will be down to £300 million.

That is a drop from

£288,000 an islander to £150,000 as calling. The Falklands but not most of the domestic British media reported when the Armed Forces Minister, Mr John Stanley, gave the fact in reply to a Labour question. Further reductions have already been promised. By the election year, Conservatives may well be able to point to an imminent — or fairly imminent — prospect of a fall to £15 million — £200 million, the bedrock cost of running a garrison.

That is £94,000 an islander and less than 1 per cent of the defence budget. By the same year, 1987-88, a better for Falklands infrastructure will be in place. By this analysis too Development Corporation projects — plus some form of deal tapping revenue from the huge foreign fleets, fishing offshore — will be generating money for extra housing and services so that immigration can at last be expanded at least a little more rapidly. By then further land reform will have swelled the ranks of the 28 new farmers, with their long pent-up and newly liberated energies.

So — by election year the Falklands could appear far more than five years away in psychological time from the underinvested Whitehall-abused, slowly dying colony which Lord Shackleton described in his 1982 post-conflict report. By then, also, the Antarctic Treaty review period of the early 1990s will be close, with a longer term likelihood of oil and other mineral exploitation.

And if all the pieces of that scenario hold, the question then becomes: would any non-Tory government wish to risk even trying to get rid of the islands, for a saving in much smaller than now in terms of overall Whitehall accounting, when the row over the very attempt might re-awaken the Falklands Factor in some mutated but still electorally horribel form?

That is the mainstream view, which is why one gives it so much space. Beyond it, new landholders like Tim Miller and Richard Cockwell



But one factor blows any resettlement scheme of this kind into smithereens, in the view of its official and political sceptics, is its impact as a precedent elsewhere. Emergency resettlement of Gibraltar's 29,000 citizens would on Mr Campbell-Savours' figures cost £5.8 billion, nearly a third of the defence budget and nearly three times the cost of the entire Falklands operation.

For this reason officials would be under pressure to keep Falklands resettlement at low cost. It would likely be a Little Bail-Out, not a great one, applied per family rather than per islander, open to charges of being meanly squallid for the circumstances. There would be pressure, irresistible if the operation was not to founder in controversy, from the departing islanders and their British supporters for grants to be offered to promote wide security and a long-term option of escape for those who were staying.

Almost everybody leaving would have bonds of family or close friendship with the stayers, in a society where people have lived concentratedly together in the same places for longer than almost anywhere in British experience since the Industrial Revolution.

The stayers, whether under a beneficent or dictatorial future Argentine administration, would include some of the Stanley elderly who could not adapt to anything beyond their lifelong corrugated-roofed houses and gardens and some of those in Camp who for similar reasons have not visited even Stanley for 30 years.

Stuart Wallace was one of the young councillors who held a firm line in the late 1970s during the Foreign Office honeymoon with Argentina. During the conflict, though his Cable and Wireless work, he relayed in code the first accurate picture of Argentine troop dispositions to the Ministry of Defence before being interned with his young family.

Since 1982, his friends have watched with intact respect for his courage, intelligence and integrity as he has felt and reasoned his way into believing that after all the deaths and money — but especially the deaths — the Falklands morally should stop trying to impose on Britain the terms on which it negotiates with Argentina, even if by a future British choice that means talks on sovereignty.

He knows only three people who agree with him. He is considering whether to test support by standing again for council, after a four-year absence, at this September's election.

But he said of resettlement: "I don't know what I would do. I love this place. The wrench would be huge for me and more than huge for a lot of people. Can you see some of the people from Camp in a terraced house in Britain, scared of vandals? I can see a lot pinning away and dying."

"I have an image of the Indians being driven on to a reservation in the United States, with their long train of possessions. And who is to say it will ever be necessary?"

during a period of hope, one local trust, to be able to raise it at all. Even so, the loyalist Falklands Islands Committee declined to discuss it.

The three refused to be named because they felt in an isolated minority. One desperately wants relief from memories of the war, the sound of Phantoms overhead and the drip-drip of hostile back-bench Labour remarks on the radio. This person does not believe British resolve will outlive Mrs Thatcher's premiership.

Another said: "John Stanley had no right to tell Parliament what he did. No one asks us. In the long run, the British are going to say 'be buggered with these bastards'. I don't think it's fair on the British taxpayer. You've got to think ahead."

There are reliably said to be more, than three, although still a small number, who would be interested now. They would tend to be people approaching retirement with few savings or in poor health or men in business. This picture, if resettlement was offered as an alternative to life under Argentina, Then, by varying estimates, between a quarter and three-quarters of the 1,912 population would leave fairly rapidly, although for most the decision would be publicly agonised and angry.

On Mr Campbell-Savours' figures the cost would be £300 million. If the Falklands' 2.64 million sheep acres were bought out at £200 an acre — a figure which has been mentioned, the cost would be £528 million. With additional business compensation and the cost of resettling non-farmers, the price would rise towards or above £1 billion, perhaps five or six years of garrison costs by the late 1980s. If a different yardstick — replacement — was used, the cost of a farm supporting similar numbers in New Zealand, for example, is estimated at £200,000-£400,000.

Financially the figures are not considered insupportable.

Daily Mail
25.6.85

Fish fact

I MUST correct the inaccuracies of Mr Ekberg's letter on the Falklands fishery. It has been estimated that the squid alone could be worth some £200 million a year, and

although this is not perhaps to British taste, it is of high quality and finds a ready market in Mediterranean countries and the Far East, and could earn valuable foreign exchange.

Spanish, Japanese, Taiwanese and Korean vessels find it profitable to ship their catches home from the Falklands.

The Grimsby trawler to which Mr Ekberg refers has just completed the first six-months of a planned two-year inshore fishery survey.

Far from the results being 'disappointing' the prospects are very promising. It is now planned to buy a second vessel and begin fishing commercially for crab before the end of the year.

ALASTAIR CAMERON,
Representative, Falklands
Islands Government,
Tufton Street,
Westminster, London.



Falkland Islands Government

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18th June 1985

The Editor,
Daily Mail,
New Carmelite House,
Carmelite Street,
London E.C.4.

COPY

Sir,

I feel I must correct the inaccuracies of Mr. Ekberg's letter of 18th June on the Falklands fishery. It has been estimated that the squid fishery alone could be worth some £200 million a year, and although this fish is not perhaps to British taste it is of high quality and finds a ready market in Mediterranean countries and the far east, and could earn valuable foreign exchange.

Spanish, Japanese, Taiwanese and Korean vessels find it profitable to ship their catches from the Falklands to their respective countries. Provision of a freezing plant is unnecessary as self contained freezer-trawlers can, and do, operate in Falkland waters.

The Grimsby trawler to which Mr. Ekberg refers has just completed the first six months of a planned two year inshore fishery survey. Far from the results being "disappointing", the prospects are very promising. It is now planned to purchase a second vessel and commence fishing commercially for crab before the end of the year.

Yours faithfully,

Alastair Cameron

Alfonsin declares war on runaway inflation

By **CRISTINA BONASEGNA** in Buenos Aires

A DARING economic reform aimed at reducing Argentina's 1,010 per cent. inflation to between 10 and 12 per cent. next year seems to have won wide popular support in its first week.

After a surprise three-day bank holiday linked to the start of the scheme, long queues of savers renewed deposits, giving a "vote of confidence" to the 18-month-old government of President Alfonsin.

The reform includes replacement of the peso by the austral (it means "southern") which is 1,000 times stronger. Fewer australes will be needed to cancel peso debts as time goes by.

Prizes and pay frozen

In addition the fiscal deficit is drastically cut and prices, salaries and utility rates are frozen until—in the words of Senor Adolfo Canitrot, Economic Co-ordination Secretary—Argentines stop "regarding inflation as a natural part of their lives."

According to an opinion poll last week 77 per cent. of Argentines support to some degree this "shock treatment" which also includes a promise not to print more money unless it is backed by genuine resources. Only 12 per cent. rejected the plan while 42 per cent. were "very much for it."

"Before the plan was announced I felt as if inflation was tearing the country apart," said a housewife standing in line outside a bank. "Now I'm hopeful we'll pull out of the crisis. But we have to do it all together. That's the only way."

Free-market monthly interest rates have gone down from about 40 per cent. to less than 10 per cent. The black-market dollar went down by 25 per cent. to a rate very similar to the official quotation of 80 cents. of austral to one United States dollar.

'FISH WAR' THREAT TO FALKLANDS

BY **PATRICK WATTS**
in Port Stanley

THE arrest by Argentina of a Japanese trawler and a South Korean one said to be fishing in Argentine waters is likely, coupled with British reluctance to introduce a 200-mile Falklands fishing zone, to affect the Falklands economy adversely.

It is estimated that establishing a fishing zone would bring in several million pounds a year to bolster the Falklands' sagging economy.

Licensing of the 200 foreign trawlers that now pillage the South-West Atlantic and Falklands waters would realise "untold millions," say fishing experts.

The Falklands Civil Commissioner, Sir Rex Hunt, commenting on the Argentine arrests, said that these "highlighted the urgent need for a 200-mile zone."

Harbour dues

The high fines that the Argentine Director of Maritime Fishing insists he will impose on the owners of the two trawlers may easily, judging from past experience, deter foreign vessels from going so far from home in future.

If this happened, the Falklands Government could say goodbye to hundreds of thousands of pounds now paid in customs and harbour dues by Polish, Japanese, South Korean and Spanish ships.

Mail on Sunday
23.6.85

Great Britain rescued

June 23, 1970 Bristol: Surrounded by a salvage flotilla, the rusting hulk of the *Great Britain* was towed back into Bristol Docks. Brunel's all-metal liner, the first ocean-going ship to use a propeller, had travelled more than 8,000 miles across the seas from the Falkland Islands where she had lain beached on Sparrow Cove for more than 30 years. Launched in 1843, the *Great Britain* made her maiden voyage to New York in just 15 days. But in 1886, badly damaged after a storm, the great ship spent the next 51 years as a floating coal store off the Falkland Islands until being abandoned in 1937.

Falklands flights hit by delays

DELAYS in converting four Lockheed Tristars to fly to the Falklands have cost the Defence Ministry more than £5 million.

The Tristars are part of a fleet bought by the RAF from British Airways and are currently undergoing a £50 million refit to make them suitable for the marathon flights.

In the meantime the Ministry has had to bring in British Airways to operate the thrice-weekly service with jumbo jets for six months while conversion problems at Marshalls aero engineers in Cambridge are sorted out.

Mr Roderick Gates, director in charge of aircraft at Marshalls, said: 'Ours was a fixed price contract, so the delays have not caused any direct extra cost to the public.'

However, the MoD is having to pay out heavily for the BA jumbos. Some estimates put running costs alone at more than £200,000 a week.

Anger at plea to Argentina

FOREIGN Secretary Sir Geoffrey Howe has angered Falkland islanders by secretly approaching Argentina to help Britain prevent over-fishing around the islands.

The Government is asking 13 other countries to back a 200-mile fishing 'regime.' But the Falklanders fear Argentina would use the opening to revive its claim to the islands.

ARGENTINA

Arms
across
the Gulf

Ignacio Klich reports
on profits to be earned
from Middle East
conflict

ARGENTINA'S interest in turning its armament industries into serious foreign currency earning ventures moved closer to reality last month with news of an important sale to Iraq. Reportedly paid by Kuwait, the \$120m order includes 20 IA-58 Tucara planes, with another 40 under option. Cordoba-based Fabrica Militar de Aviones was quoted as saying. Argentine Foreign Ministry sources add that ground-to-ground rockets might follow later. Buenos Aires thus joins Brazil and Chile among Iraq's Latin American purveyors of weapons.

Like an earlier arms deal with Iran, the Kuwaiti-engineered transaction with Iraq suggests Middle East conflicts afford rich opportunities. But selling hardware to all sides requires careful diplomatic handling, as Buenos Aires has discovered. In January, it was learned in Buenos Aires that members of Iranian Prime Minister Mir Hosein Musavi's entourage — then visiting Cuba, Nicaragua

and Venezuela — had stopped off in Argentina to discuss countertrade. Argentine hardware in exchange for Iranian oil.

Another Iranian delegation which visited Buenos Aires just before the October 1983 elections initiated what turned into an order for 100 Tanque Argentino Mediano (TAM) tanks. Although the Alfonsin administration has ruled against the sale of two British-built warships — the ARA Santisima Trinidad and ARA Hercules — which the Iranians were also ready to buy, its decision to go ahead with the TAM deal, worth up to \$170m, created among Iraq's supporters the impression that Argentina was shifting away from a position of equidistance from both sides in the Gulf war.

Concerned about such a development, Saudi Arabia sought to put pressure on West Germany's Thyssen-Henschel which had helped develop the TAM but failed to halt the shipment of parts. Nearly 75 per cent of TAM components are locally produced anyhow. This includes the chassis, armour and tracks as well as the turret and gun — the latter being built with Israeli help. It was Saudi signals which eventually resulted in the sale to Baghdad.

Not surprisingly, the Gulf war and Arab-Israeli conflict dominated political talks between Argentine Foreign Minister Dante Caputo and his Saudi opposite number, Prince Saud al Faisal. Caputo's visit to Jeddah and the release of information about the Iraqi order appeared to be

part of the same effort to allay Arab fears of an Argentine tilt, not only in the direction of Tehran but also of Jerusalem too.

Other than the TAM deal with Iran, tentative plans for an Alfonsin visit to Israel have fuelled such sentiments. Even more so as the Argentine president — who would be the first to tour the Jewish state — was scheduled to sign a military technology accord that would place under a single roof all defence-related programmes in which Israel is taking part.

The Israelis are involved with others, with West Germany's Dornier in Argentina's IA-63 jet trainer and have also licensed the building of an armoured vehicle.

Judging by Argentina's voting at the UN, however, no move away from Buenos Aires' longstanding even-handedness is visible, and its votes against Israel remain unchanged since the return to democracy. The need to ensure Arab support for Argentina's stand on the Falklands helps to explain such continuity; it also places in context the balancing acts of Argentine diplomacy.

It is not new that Israeli components and knowhow reach the Arab world through third parties. Not only have US conglomerates facilitated exports through their Israeli subsidiaries but countries like Brazil with multimillion sales to the Arab world may also help to do the same. Its AM-X fighter plane for instance, has an option on an Israeli radar system.

For the time being, however, it is doubtful

whether an Alfonsin trip to Jerusalem could go ahead without a similar diplomatic gesture towards the Arab world. While the signing of a military accord does not require a presidential visit, diplomatic sources say he will go soon. In Jerusalem however, the talk is of an indefinite postponement.

Backlash from 'watchdog' MPs

Falklands 'extra pay' scheme under fire

WATCHDOG MPs have expressed doubts and misgivings about the special £500,000 bonus paid to the Falkland airport builders Laing-Mowlem-Amey Roadstone.

Payment of the other half of the £1 million bonus will be considered in the light of their performance in completing the rest of the contract.

This has been revealed by the Property Services Agency in the Government's reply to criticism from the public accounts committee of the way that the contract for the high-risk was let.

But the PSA have acknowledged "that high value works contracts should normally be subject to competitive tendering from a wide field of firms".

It says: "The agency's standing instructions already call for as many as ten tenders to be invited for contracts worth over £1 million, and this will continue to be done wherever possible."

But, said the reply, the MPs had recognised that the "exceptional nature of this project made it

impracticable to follow those instructions".

Nevertheless, the agency did have initial discussions with seven contractors which were considered best placed on grounds of experience and capacity to undertake the airport contract.

Six of these contractors decided to form the three consortia which subsequently submitted tenders. The seventh contractor declined to tender alone.

"The subsequent decision not to seek additional tenders must be seen in the light of the urgency of the airport facilities to the Ministry of Defence and the inevitable delay that would have arisen. In addition the PSA had in mind the difficulties and costs involved in inviting more potential tenderers to visit this remote site." On bonus payments the government said the PSA had "weighed carefully" contending factors before deciding to pay Laing-Mowlem-Amey Roadstone the first half of the £1 million bonus following completion of the main runway on time in April.

The agency had had regard to the "special efforts" made by LMA to meet this first key target

date and in the process to overcome the considerable problems imposed by two British docks strikes last year.

"Payment of the remainder of the bonus will be considered in the light of LMA's performance in completing the rest of the contract."

The "watchdog" MPs described the bonus arrangements as "novel" and should be evaluated thoroughly. If bonuses were again used in place of liquidated damages, the agency should consider staged payments linked to specific achievements or measurable performance.

The agency now agrees that the "efficacy of these bonus arrangements should be reviewed". They noted the committee's other comments about the wider use of bonuses.

The government's reply underlined that the MPs had acknowledged that "significant risks still

attach to the works programme, particularly its ultimate cost".

"These risks derive from the uncertainties inherent in a project of this size being undertaken under difficult physical and climatic conditions far away from the UK.

"However, about half the construction work on the airport contract has now been completed.

"The Army works project, on which construction began in December 1984, is less well advanced but is benefiting from PSA's experience on the airport contract.

The Army works are being undertaken by Wimpey-Taylor Woodrow. They were instructed to proceed last September, less than four months after tenders were invited, and the Agency rejected suggestions from the MPs that there were any delays in the contract-placing process.

**RUSSIAN LINER
MAY SAIL
TO FALKLANDS**

Permission is being sought from the Government for the Russian cruise liner Leonid Brezhnev, 17,000 tons, to make a voyage from London to the Falklands.

SAGA, the organisation specialising in holidays for the elderly, wants to book the ship for four cruises and one of them would be to Port Stanley.

The Falklands visit would be during a 65-night voyage to start on Jan. 4, going out via Madeira and the West Indies before going through the Panama Canal and round South America to Port Stanley.

Daily Mail
18.6.85

Self-kelp ?

I READ with great pleasure Robin Oakley's excellent article 'Stop this plunder of the Falklands'.

Some two years ago I wrote to Sir Rex Hunt, the Civil Commissioner in the Falklands, suggesting that the 'kelpers' manufactured kelp tablets which could be sent all over the world to combat malnutrition.

I had a reply saying that as soon as the new airport was completed, such ways of raising revenue for the islands could go ahead.

Now I hope that the ideas in Robin Oakley's article will be put into execution.

(Mrs) DAPHNE JACKSON,
Pentewan, St Austell,
Cornwall.

... Robin Oakley's idea for a Falklands fishery presents some snags. First, the varieties of fish round the islands are not to British taste and are poor quality. Secondly, the cost of bringing back the catches, always supposing freezing plant of sufficient capacity can be provided, would be prohibitive.

A research trawler from Grimsby is working at the islands, but the results have been disappointing.

CHARLES EKBERG,
Abbey Road, Cleethorpes,
South Humberside.

Falklands fisheries

From Mr A. L. Marr

Sir, I read with interest your first leader of May 28 following Alan Hamilton's excellent article on Falkland's fisheries.

We have a vast knowledge of the international fishing industry and have been pressing the Government for a long time to introduce a 200-mile exclusive limit to protect not only the valuable fish stocks in the Falklands and South Georgia region but also because we believe that the UK and particularly the fragile Falklands economy could benefit greatly from the controlled exploitation of this valuable resource.

We have first-hand knowledge of the fact that greatly increased fishing effort is to take place around the Falklands next year and some countries are specifically building vessels to prosecute this fishery. There is now worldwide concern that the stocks will be over-fished.

You pose the question as to why British trawling companies like our own have been slow to deploy vessels in the South Atlantic and the main reasons for this are:

1. The small size of the UK distant water fleet.
2. The need to keep a presence on traditional fishing grounds (Greenland, Newfoundland and Barents Sea, etc) to preserve quota rights.
3. The importance of catching mackerel around the UK coast following the withdrawal of the

Soviet and Eastern bloc fleets, thus establishing for the UK a right to a major share of the EEC quota.

4. The failure of any real Government support to mount a meaningful fishery expedition quite beyond the financial resources of the then current owners of the distant water fleet, all but two of whom have now left the industry.

Control of fishery effort before the fish stocks are wiped out will enable licensed vessels from Eastern bloc countries to continue using their catches to barter from herring and mackerel caught by British fishermen. About 40 Scottish purse seiners rely very heavily on this trade.

Until recently there were only two suitable UK-registered fishing vessels capable of fishing in the Falklands. However, our company recently purchased two freezer trawlers which would be suitable to fish Falkland waters, providing a satisfactory fishery regime were established.

Finally, we are at a loss to understand why this Government has so far failed to recognise the real commercial advantages of developing fisheries in this region. A 200-mile exclusive fishery limit must be introduced now before further damage is inflicted on these valuable fish stocks.

Yours faithfully,

A. L. MARR,
St Andrews Dock,
Hull, North Humberside.
May 29.

ARGENTINA AFTER THE IMF DEAL

Alfonsin leads from the front

By Jimmy Burns in Buenos Aires

NOT SINCE the military government of General Leopoldo Galtieri announced that it had invaded the Falkland Islands has such a sense of profound change gripped the Argentine people to the extent it did last weekend. This was poignantly clear on Friday evening in Buenos Aires when the usual bustle of the weekend was replaced by deserted streets as the local population chose to stay at home and listen to President Raul Alfonsin speak to the nation, surrounded by an eerie winter mist outside.

Sr Alfonsin's rhetorical powers have already been proven in a successful election campaign, a public condemnation of the former military regime, and a national plebiscite on the Beagle Channel. But on Friday it was the substance rather than the style which caught the audience: an overhaul of the economy on a scale unprecedented in Argentina's recent history. It involves a new national currency, a price and wages freeze, and a fiscal and monetary policy of such immediate severity as to make other Latin American debtor nations look like a picnic by comparison.

"This is a mix of IMF orthodoxy and our own ideas," says Sr Roberto Frankel, one of the leading lights in the "Think Tank" of economists that worked to produce last week's measures. It is now emerging that the Memorandum of Understanding published last Monday was only one pillar of a far more complex structure put together in secrecy over the last three months by a team led by Argentina's young Economy Minister, Sr Juan Sourrouille and the IMF.

Sr Sourrouille's predecessor, Sr Bernardo Grinspun, tended to have rather stormy relations with the IMF. Argentine officials then insisted that inflation was primarily an internal matter and that creditors had no real rights to impose measures as long as the country continued to chalk up a healthy trade surplus sufficient to pay interest on its foreign debt without recourse to major new borrowing.

But the historic compromise between this trickiest of debtor nations and the IMF has been brought about less by the achievement of an improved current account deficit on the balance of payments—in 1984 this fell to less than £1.7bn, compared to an original forecast of \$2.2bn—than by the growing cancer eating away at the social foundations of Argentina's economy: hyper-inflation.

When Sourrouille took over in March, the domestic situation presented a strikingly different picture to that which existed in the first months of 1984. Gone were the bold commitments to an increase in real salaries of between 6 and 8 per cent, gone was the maintenance of economic growth and the servicing of the country's \$48bn debt. Instead the country



An historic compromise: Jacques de Larosiere, managing director of the IMF (left) and President Alfonsin (right).

found itself immersed in an unprecedented stagflation and technically in default having not paid interest on its debt since last November.

This Sr Sourrouille was forced to argue the Argentine case in Washington in very different terms. Setting aside the public theatrics of Sr Grinspun, the new economic team argued with moderation neither trade, surpluses nor budgetary or monetary targets made sense any more in a situation in which inflation had both built upon itself and also destroyed all the known orthodox methods for controlling it.

What was needed was a clean sweep of the system, as sweeping perhaps as that applied in a similar situation by post-war Germany—only then could Argentina proceed to fulfil the main requirements of its creditors and resume economic growth.

Recent events have revealed the basis of an unprecedented working arrangement between Government and the IMF. To begin with, the published Memorandum of Understanding contains none of the risky concepts volunteered unilaterally by Argentina this time last year. "Stabilisation" is the opening cue and there follows an unqualified commitment to service the foreign debt and bring down inflation. The maintenance of real salaries as a priority issue has been put on the back burner by Sr Sourrouille's Memorandum.

Instead the first measure to be announced with the agreement was a devaluation of over 15 per cent—a major departure in government policy after months of cautious crawling devaluations. To bankers it came as a positive sign that

currency has simply gone on depreciating. Vague threats of price controls have also been made in the past and these have been evaded by speculation or scarcity.

This time round the Argentine government has moved from a position of relative economic strength—Government-set prices and the exchange rate are now at a realistic level. Moreover by drastically reducing interest rates, freezing prices and wages and revising all contracts and loans signed prior to last Friday, the Government has proposed the de-indexation of the economy predicting a monthly inflation rate of single figures within two months. It has also backed up its price control with an unprecedented propaganda campaign urging the consumer to denounce irregularities.

Its success in staying on top before in Argentina and the external needs for this year and next.

RELIEF, BUT NOT YET A TRIUMPH

A RELIEF but hardly yet a triumph. This is in essence the reaction of Argentina's main bank creditors to the country's adoption of a new and stringent austerity programme endorsed by the International Monetary Fund. In the short run, the IMF agreement has already meant a resumption of interest payments on Argentina's public sector debt, eliminating some of the arrears which stretched back as far as last November. Argentina paid \$250m out of its own reserves last week. This week, after completion of the legal work on a \$480m bridging loan from the U.S. and 11 other countries, it is expected to pay more, bringing remaining arrears within the 90-day limit normally regarded as

safe by the U.S. banking community.

That, in turn, should mean that the government of President Raul Alfonsin will escape the damaging humiliation of seeing its debt officially downgraded to "value-impaired" by the U.S. authorities.

A committee of officials responsible for supervising the banking system was meeting all last week to examine Argentina's debt. Though it has not officially communicated its decision, at least bankers now expect it not to opt for a category as serious as "value-impaired" which would force U.S. banks to set up loan loss provisions and could jeopardise efforts to put together a \$4.2bn medium-term loan to cover Argentina's

pushing the programme through. The second worry concerns the domestic banking sector.

The collapse of the privately owned Banco de Italia last month has focused attention on the weakness of Argentina's banks. Many, like Banco de Italia which has foreign debts of more than \$250m, have raised loans abroad. Unless these are honoured there is still a risk that some creditor banks will want to walk away from the rescue package. And despite assurances of support from the Government, many bankers are still unhappy about arrangements to help Banco de Italia through its crisis.

Peter Montagnon

of the situation will depend on the drastic reduction of the budget deficit and tight monetary policy pledged in the Memorandum of Understanding. For it is lack of public faith in the Government's ability to put its own house in order that has largely fuelled inflation in the past.

Government aides insist that not since he ordered the court martial of the juntas last December has President Alfonsin felt more enthusiastic about any single item of Government policy as in the last few days. "We have no doubt that the political weight behind our fight against inflation," said Sr Jose Luis Machuca, the Under-Secretary of the Economy.

The importance of such an assertion cannot be overstated. For, as the Government's resounding victory in last year's referendum showed, there is still a widespread identification between the Argentine public and the personality of the President.

Despite the shaking of the Government's credibility on account of its recent handling of the failure of the Banco de Italia y de la Plata, opinion polls continue to show that Sr Alfonsin's reputation as a genuinely honest democrat has survived the administrative hecatomb and a "band of brothers" of ministers. The unions have been ordered to continue to be a different matter. At the start of his term in office, President Alfonsin seriously miscalculated in believing that he could tackle them head-on and the result has been a strained relationship ever since.

Argentine workers were recipients in the first few months of democracy of pay increases of up to 100 per cent. However, union leaders have insisted they have become the victims rather than the culprits of Argentina's stagflation. They have claimed that wage increases in excess of productivity has been the result of inflation rather than its cause.

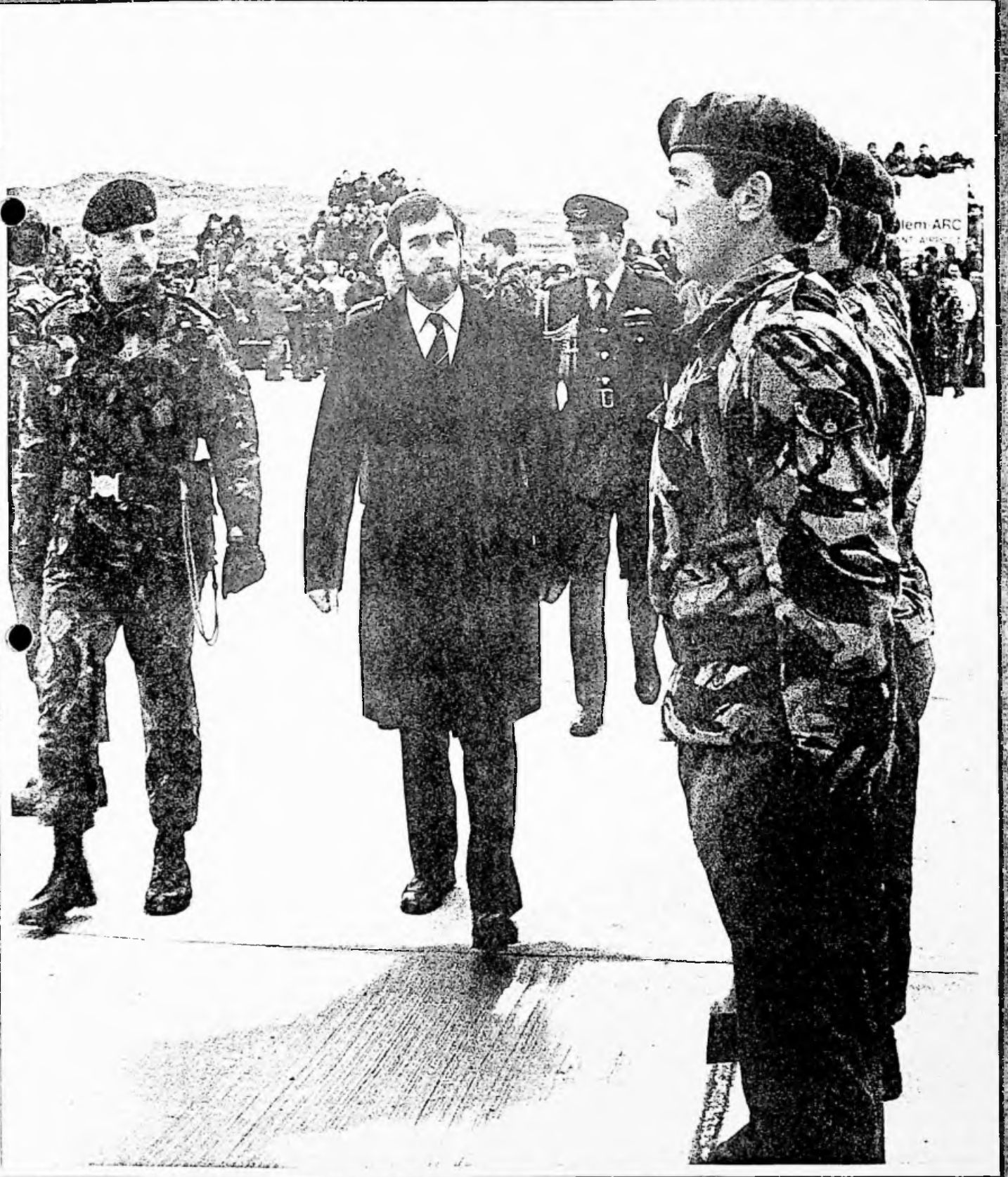
With the budget deficit increasing to over 12 per cent of GDP and real salaries falling by over 10 per cent in the last half of 1985, the Government has found itself increasingly short of counter-arguments.

In the past, the Government of Sr Alfonsin has been unable to resist leaping wage demands because of a lack of a coherent economic programme. It hopes that the announcement of last week's measures will be widely accepted as evidence that it now has one.

Persistent high rates of inflation have bred a particular mentality within Argentine society. If President Alfonsin manages to replace speculation by hard work and scepticism by a collective devotion to the future he will go down in the history books as a revolutionary. If he doesn't he will simply join the long and sad list of Argentine presidents who promised so much and delivered so little before accelerating the self-destruction of their nation.

THE MAGAZINE OF THE BRITISH ARMY • 35 PENCE • 17 JUNE 1985

SOLDIER



THE FALKLANDS

- THREE YEARS AFTER THE BATTLES

THE opening of the new Mount Pleasant Airport in the Falkland Islands marks not just a truly incredible feat of civil engineering — but another stage in concentrating troops away from the larger centres of population.

It was the first Commander British Forces Falkland Islands, Major General David (now Sir David) Thorne who said he would like to see his men living alongside, but not on top of, the residents.

By the time you read this, the camp at Goose Green, where 2nd Battalion The Parachute Regiment scored the first big land victory over the Argentines, will have closed.

The resident infantrymen will have redeployed and in early 1987 work on new accommodation for the Army near Mount Pleasant should be nearing completion.

When the bulk of the garrison will be situated there — alongside the Royal Air Force. There will be a new port facility six miles away at Mare Harbour, and the citizens of Stanley might well rediscover the tranquility they enjoyed before the arrival of the Argentine forces in April 1982.

There will be some sadness, particularly in the "camp" areas (out of Stanley) when the men leave the rest of the portakabin locations.

There was initial sadness when the first post-war troops left the sheep shearers' sheds, and barns and houses to move to their own accommodation — "you got to know the boys really well in those days," said one Goose Green resident, who hadn't seen so much of them in recent months.

Rest assured, Falkland Islanders. Whenever and wherever the troops may be on the move — you should still see them around. The current Commander British Forces Falkland Islands, Major General Peter de la Billiere, believes that

even concentration in one location will not stop the garrison making the most of the excellent patrolling and training facilities available on both East and West Falkland. Or maintaining the excellent relationships with the Islanders.

What the Mount Pleasant Airport does mean, of course, is that the size of the garrison can be reduced now that means of rapid reinforcement is there.

The Laing-Mowlem-Amey Roadstone Construction consortium, awarded the contract by Property Services Agency, had every right to feel proud when Prince Andrew unveiled the commemorative plaque.

In 18 months the LMA pioneers, set off knowing there was nothing in the building sense in the Falklands apart from water and rock, and now see a £215,000,000 dream come true — a runway and some buildings completed on time.

Continued page 26

Top: Two men of The Royal Welch Fusiliers watch the first passenger carrying Tristar leave Mount Pleasant. Right: Secretary of State for Defence Mr Michael Heseltine on the Tristar flight deck on the in-bound journey

Editor Peter Howard and photographer Paul Haley (who was with the Task Force) return to the Islands they have come to know quite well.



This plaque was unveiled by

HRH The Prince Andrew

to commemorate the start of flying operations on 12th May 1985

MOUNT PLEASANT AIRPORT:

From page 25

Elsewhere in the world it could have taken four years or more.

The Civil Commissioner, Sir Rex Hunt, paid tribute to the Government for their farsightedness in taking the decision to build the airport and also to "the Servicemen who, during its building, defended, transported and sustained us, always under difficult and often under hazardous conditions.

"In particular, I salute the brave aircrews of the Royal Air Force, the Fleet Air Arm and the Army Air Corps, several of whom have lost their lives since the war patrolling these skies". A timely reminder that life can be dangerous even when the fighting is done.

One of the many aircrew who saw action three years ago and has now returned is, of course, the man who opened the airport — Prince Andrew.

"Life on the Islands will undoubtedly change but let us hope it will not lose any of its unique quality, and that the developments and improvements will take place at a scale and pace that are in harmony with conditions and lifestyles," he said.

"I am optimistic and I think we can be confident that these marvellous islands over which I have spent many happy hours flying recently, will flourish and develop."

Many people, not least Lord Shackleton — the sight of wide bodied jets at Mount Pleasant was a delight for him — will watch the development of the Falkland Islands with great interest.

Yet, as Secretary of State for Defence Mr Michael Heseltine said in his speech at the opening ceremony — "without security there can be no long term development of the islands.

"The airport also exemplifies the exclusively defensive and deterrent nature of our military posture. This facility is necessary for the efficient and effective defence of the Falklands," Mr Heseltine told the many inhabitants who turned up for the big day.

No-one is saying, rightly enough, just what the airport will mean in terms of numbers where force reduction is concerned.

The current average tour of four months on the islands means a rapid turnover which is almost bewildering for the locals. Yet as they regularly point out in San Carlos or Stanley... "we would much rather have British ships,



Tristar take-off, framed by portable steps and a Chinook. Left: Returning troops enjoying British Airways 747 comfort



Major General Peter de la Billiere: "Morale is high"

IT WAS in June 1983 that the world learned the LMA consortium had been given by PSA the contract for Mount Pleasant and the estimated cost for the airport project at September 1984 prices was £276,000,000 with a further £119,000,000 for the Army facilities and port, a contract won by Wimpey/Taylor Woodrow.

Phase One, the 8,500 foot runway was built on schedule. Phase Two takes in a second runway and associated airport facilities and is due for completion early next year with work on the Army facilities following early in 1987.

The LMA consortium acquired two ships buying the 13,000 ton Merchant Providence which took the first men and equipment to the Falklands, where it was 'bolted' to the shore and served as a floating jetty head and accommodation. The 8,000 ton England was chartered from Cunard and played a crucial role transporting men and material from South Africa, where the British workforce flew on the first part of their journey.

By April this year 9,000 passengers had been carried and England had travelled more than 150,000 miles. In the same time, four chartered cargo vessels had moved some 513,000 tonnes of materials and there were over 850 major items of construction plant on site worth over £25,000,000.

This plant enabled the workforce to quarry 1,500,000 tonnes of stone.

At its peak, the workforce totalled more than 2,000 (including 300 women working a minimum 60-hour-six day week. Before they had completed the road from Mount Pleasant to Stanley, a workers valiant football team took five hours to reach the capital... and were beaten 11-0 by one of the Army units!

jets and soldiers than see the Argentines back."

For some soldiers, return trips to the South Atlantic come round more frequently than for others. Specialists like the port operators and Rapier men are more likely to go back more often than, say, infantry.

In three years conditions have improved tremendously and when Mount Pleasant is complete recreational facilities should be much better as well. Yet nothing can alter the fact that it is a long way from home and the Islands while having much to offer, do not compare with Germany or Hong Kong in offering the off-base life to fascinate

A magnificent achievement in a fast-changing scene

many young men.

Despite all this, General de la Billiere is convinced morale is high — and few people get around and talk to men as he does. He makes a point of dropping in on the men — and women — of the three Services as often as possible.

Says the Commander: "Morale in the Islands is particularly high because people have a worthwhile task to do which is operational in nature and very demanding in the time that it takes, so there is very little time for Servicemen to concern themselves about their own problems.

"That said, it must be recognised that every Serviceman here is 8,000 miles away from home and would far rather be back at home with his family. So when you go round and talk to them this is one of the points of major concern but they don't allow that (and I think this is to their credit) to interfere with their determination to get on with their jobs"

As the General says, anyone revisiting the Islands can see the tremendous improvements that have taken place. Something I can vouch for.

I talked to numerous men returning on the first British Airways 747 to leave Mount Pleasant for home — and apart from comfort and hot meals they enjoyed piped music or some of the latest films, including '2010' and 'Passage to India.'

A sharp contrast to the long Hercules flight or sea voyage from Ascension on the way out.

Yet there is one more improvement Commander British Forces would like to see.

"Having told you that the separation from families is a matter that most concerns the men, the one facility that I would like to see introduced in order to alleviate this problem is some form of concessional cut rate of telephone calls to families back in Germany and in the United Kingdom," he said.

At present, the cost is \$1.50 a minute — not bad for a quick 'hello' to tell the family all is well, but if a wife at home has a problem which needs hubby's advice (car, bank, mortgage) then several calls can be very costly, very quickly.

As the General said: "I think that if we could introduce some concessional support for telephone calls it would be a major contribution towards the well-being and contentment of all the Servicemen on the Islands."

The case is now being studied

The inaugural Tristar being escorted on the last leg by a Phantom of 23 Squadron RAF. Picture taken from a second Phantom by Sqn Ldr Tony Gibson, RAF



by the Ministry of Defence.

For the moment, Mount Pleasant marks another important step forward, another improvement. If the second and third phases can also be completed on time then everyone involved in the project will have cause for pride.

As one Army officer said of the civilian workforce: "Even the most severe critic of the scheme must acknowledge that what has been achieved here is fantastic".

Which is just what civilians were saying of the Task Force three years ago...

NEXT ISSUE:

More Falklands features and pictures including a detailed look at 1st Battalion The Royal Welch Fusiliers; Falkland Intermediate Port and Storage System and the most popular — the "posties"!



Prince Andrew talks to Falkland Islands Defence Force Members Staff Sergeant Les Harris and Privates Rosemary Allen and Vivienne Perkins

FALKLAND ISLANDS — THEN AND NOW

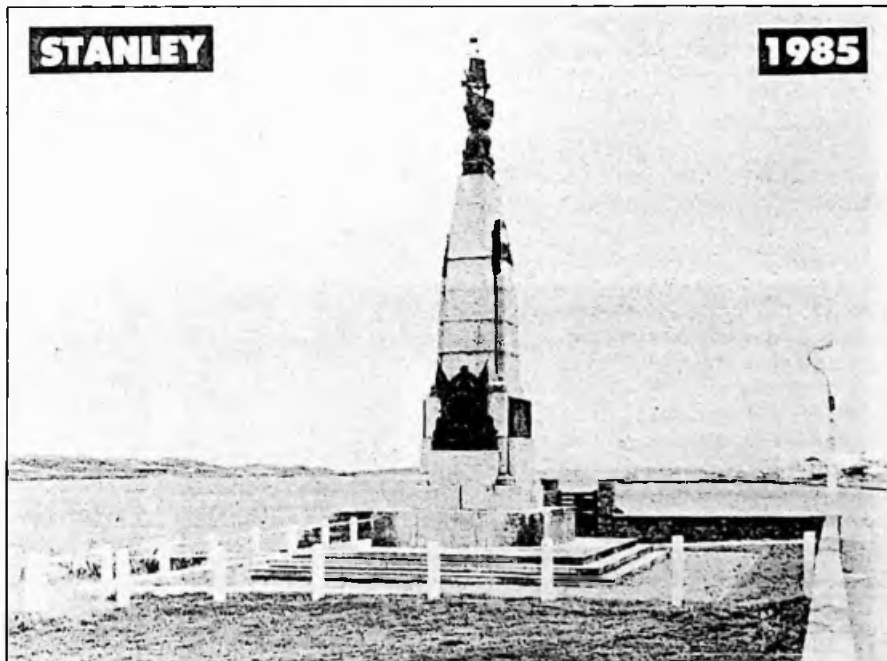


The padre still calls! The picture left was taken in the home of Mr Brook and Mrs Eileen Hardcastle in 1982 after the battle for Goose Green and the Hardcastles are seen (second and third from left) with neighbours and friends and padre Father Alf Hayes. The Hardcastles looked after lots of soldiers and pressmen — including Paul Haley.

The picture below is the same setting, different year and time as the Hardcastles welcomed Mr David A Britton, Managing Director Falkland Islands Company, and Captain Nick Pedley and padre Reverend Paul Cattermole of 1st Battalion The Royal Welch Fusiliers.



Below left: The Goose Green playground, showing an Argentine rocket launcher mounted on the children's slide. Experts say it was a good job the unwelcome visitors didn't fire their contraption! Below right: Goose Green children have welcomed the return of the slide to its proper use — and 1st Battalion The Royal Scots refurbished it for them.



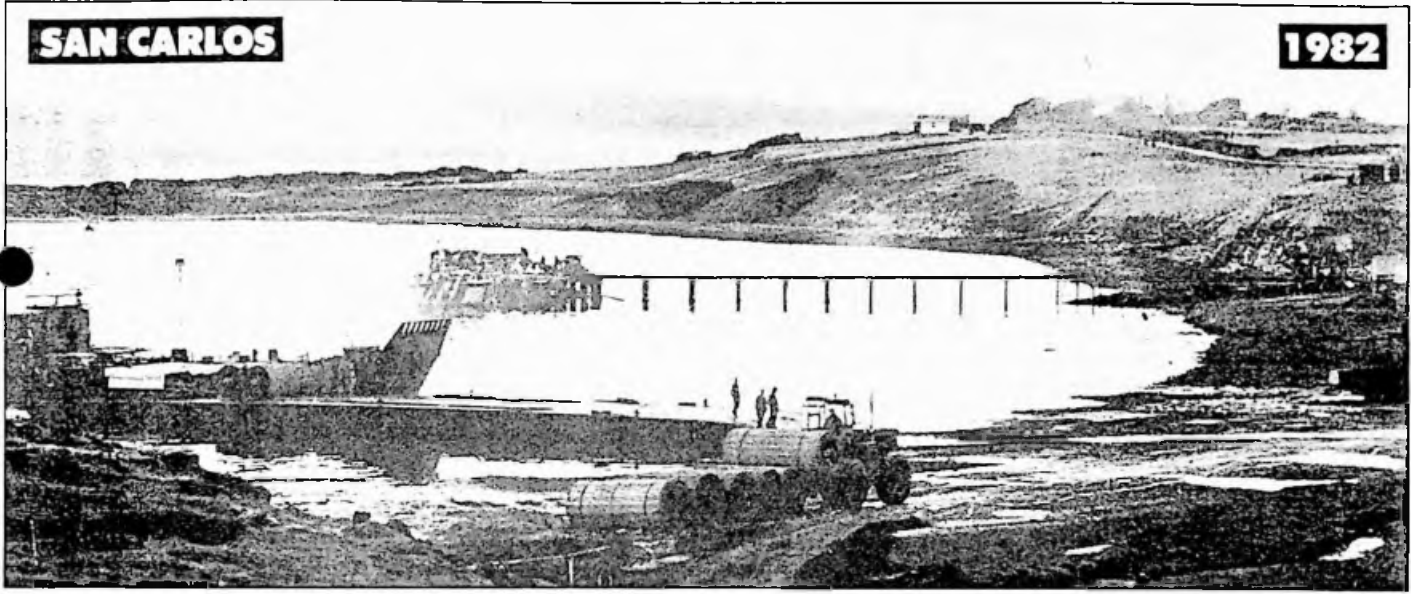
The memorial in Stanley to the men and ships who earned glory in World War 1 off the Falklands — a monument surrounded with ships and equipment from the 1982 campaign. Above: the memorial now. Ammunition, weapons and ships have gone and the harbour is as residents remember it from pre-1982 days.



PAUL HALEY, pictured on Goat Ridge in June 1982, travelled for the first time to the Falkland Islands with 5 Brigade in Queen Elizabeth 2, landed from Canberra in San Carlos, saw the aftermath of 2nd Battalion The Parachute Regiment's brilliant action at Darwin and Goose Green, survived Argentine shelling of Mount Tumbledown (where he heard news of the cease-fire) and marched into Stanley with the liberating soldiers. His pictures were used not only in SOLDIER but appeared throughout the world —

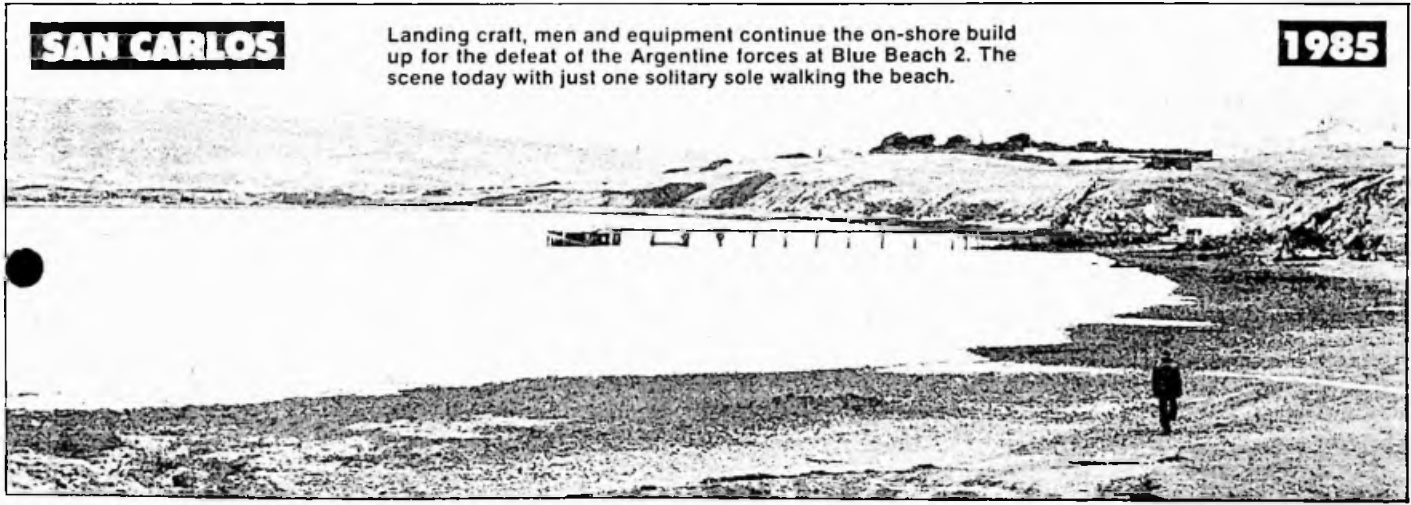
and have continued to do so in part-work magazines and books. Initially, Paul did not look forward to returning to the Falklands after his traumatic experiences but as soon as he set foot on the new Mount Pleasant airport said: "I'm glad I came now". After a short visit, seeing some of the old sites and some more new ones, he summed up: "I was surprised when looking at the new minefield maps that I had unknowingly walked through three of them —two between Darwin and Goose Green and one near

Tumbledown. Had I known then what I know now I would have taken more care where I trod!" "So much has changed, especially for the Islanders. Stanley was a mess when I left for home last time, now it looks so much better. When the fighting was over, Paul was accommodated by Stanley residents Bob and Rose Peart — who looked after the SOLDIER team this time for a couple of nights. "That's something that hasn't changed. It was good to see the Pearts again — as warm and as welcoming as ever!"



SAN CARLOS

1982



SAN CARLOS

Landing craft, men and equipment continue the on-shore build up for the defeat of the Argentine forces at Blue Beach 2. The scene today with just one solitary sole walking the beach.

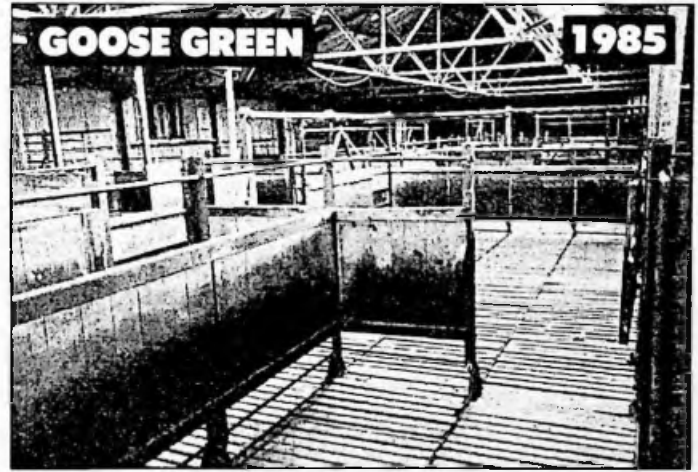
1985



GOOSE GREEN

1982

Sullen, disconsolate Argentine prisoners accommodated in the Goose Green sheep-shearing sheds.



GOOSE GREEN

1985

The same sheds now. Clean, silent — and ready for the invasion by thousands of sheep around November time.

SOLDIER pays tribute to a very special aircraft

MIGHTY HERCULES!

THREE YEARS ago this month, of necessity, the world's most spartan and passenger-punishing scheduled 'airline' service started operations in the windswept southern hemisphere.

A new transatlantic service, already of worldwide repute elsewhere for reliability, making few commodious concessions to personal status except for the Prime Minister and her Cabinet colleagues.

But a service that was to strive in improving passenger comfort seven miles high with rail-mounted individual reading lights, two-inch thick foam cushions and personal flasks of hot tea amid the standard red-coloured canvas rigged seating.

A snack box service and in-flight needs attended to by seasoned 'cabin' crews of strict but good-humoured senior NCOs including three female Air Loadmasters (ALMs).

A service, again by dint of need, which turned some of the RAF's venerable and versatile turbo-prop powered Hercules transport aircraft, already in service for 15 years, into flying filling stations...for mid-air refuelling of one another.

Now, the frequent Ascension Island to the Falkland Islands Hercules-mounted airbridge is all but over. The more glamorous and unfared wide-bodied, all-jet Tri-Star will be taking the strain instead.

Rapid roulement of Army personnel and logistic re-supply in the three years since the fighting stopped would have been high impossible without the aircrews, movements staff, ground support teams and, of course, the flying machines of RAF Lyneham's four resident Hercules squadrons.

For, from April 1982 until March of this year, the globe-trotting Hercules, more associated with exercise deployments and famine relief operations, had made 925 flights totalling 19,000 hours' flying time, both ways, on the 3,400-nautical mile airbridge between Ascension and the Falklands.

Some 90 per cent had been completed on time, the rest being delayed by bad weather or by technical reasons. In this period of continual air shuttle, some 17,000 passengers and 6,200 metric tons of freight were carried.

By Graham Smith

Average flight time southwards from the mid-Atlantic staging post of Wideawake airfield in Ascension is 13 hours by Hercules but only ten hours on return from Port Stanley. The Hercules C.130 can carry 25,000 lbs of freight or 60 passengers, the latter being actively encouraged to see the mid-air 'top-up'.

The record book of honour of starting the vital airborne umbilical cord of high priority freight and passengers on a regular basis from Ascension to Port Stanley airfield goes to Flight Lieutenant Jim Norfolk of 47 Squadron who, with a relief crew, achieved the aerial milestone just ten days after the ceasefire on June 24, 1982.

In the ten days before the feat, the RAF Hercules air-dropped supplies on nearby Dropping Zones (DZs) which had been cleared of their mines.

By comparison, re-supply of men and material by sea would

have taken 14 days.

Over the past three years the Hercules airbridge has turned out not only to be the most intensive air transport effort by the RAF since the Berlin Airlift but also created what is thought to be a world record Hercules flight of 28 hours three minutes. There and back!

This was set up by Flight Lieutenant Terry Locke of 70 Squadron.

Another flying technique innovation of the lifeline airbridge was ingeniously carried out during a fortnight in August 1982 when the runway was temporarily closed for the installation of a special overlay.

As freight continued to be air-dropped the mail was...scooped up. Mail bags were hooked up at low level and a 'snatch' technique used. This way, a regular two-way mail service for British Service personnel was maintained.

A typical Hercules airbridge sortie was an elaborate affair as aircraft set off for the half-day flight south across the Atlantic breakers.

Passengers and aircrew had to be prepared for what lay in store. Passengers boarding in a sweltering island setting might be disembarking in severe sub-zero temperatures by contrast.

On a typical sortie, the Hercules airbridge 'tanker' — it can carry 90,000lbs or 112,000 gallons of fuel — left first followed one hour later by the sister Hercules transport with its passengers.

Shortly afterwards, a Victor tanker took off to a rendezvous and re-fuel the Hercules tanker which totes a protruding in-flight refuelling probe above the flight deck roof. The Victor returned to Ascension.

About six hours and some 1,600 nautical miles out from Ascension, the airbridge transport is refuelled at 4,000 lbs-a-minute by the Hercules tanker in a 'toboggan' mode, or a diving movement. This way facilitates the union between the searching roof-mounted probe and the swaying, receptive 'shuttlecock' basket from the Hercules in front.

The sequence took about 15 minutes. The tanker returned to Ascension and the refuelled passenger airbridge Hercules continued for the next seven hours on its way to Port Stanley.

No 'tanking' was needed on the north-bound flights since the reduced requirements for reserve fuel and favourable prevailing winds meant that the Hercules could fly the route unaided.

As airborne petrol pumps the Ascension-based Hercules transports, from April 1982 until March of this year, made 843 flights with 8,000 hours' flying time while those detached from Lyneham to the Falklands carried out 1,061 flights totalling 3,500 hours in the air. Their role: refuelling air defence fighters on maritime reconnaissance patrols within the Falkland Islands Protected Zone (FIPZ).

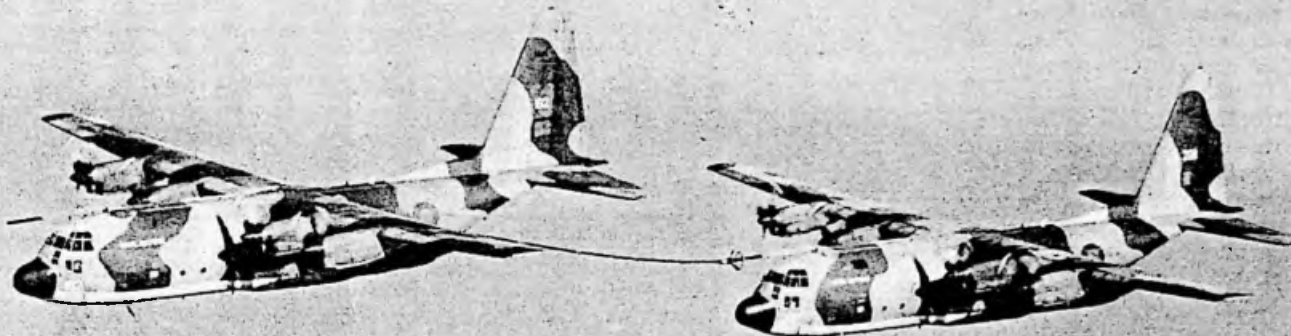
One of the Hercules captains with some 700 hours involvement at both locations — Ascension and Port Stanley — in the airbridge tasks is Flight Lieutenant Colin Barter, of 30 Squadron, a veteran of a 4½-month long stint in Port Stanley, no stranger to 30 hours off in a 21-day flying cycle 8,000 miles from home and the more lenient Lyneham schedules.

A pilot of some 3,000 hours on Hercules, Flt Lt Barter has done



Flight Lieutenant Colin Barter (left) and Flight Sergeant Dave Porter with a fuel-probed Hercules in the background

An RAF Hercules C-130 'tops up' another during the Ascension-Falklands airbridge shuttle



'Enormous respect ... for that chunky, solid workhorse'

five three-week tanker detachments at Ascension and a detachment at Port Stanley in 14 months.

“Air-to-air tanking is hard work, three weeks at a time and Port Stanley is very hard work,” he recalled. “In a 21-day cycle you finished at 10 a.m. until tea-time the next day.”

Flight Sergeant Dave Porter, a 30 Sqn Air Loadmaster, said: “The hardest part of the refuelling was getting the probe into the basket. As passengers, the Army lads gave us no problems.

“On occasions there have been some senior officers who got very frightened when we refuelled from Hercules tankers from as close as 40 feet. But we always made a point of inviting the passengers to see some part of the refuelling process.”

One of RAF Lyneham's three female Air Loadmasters, Flight Sergeant Isobel Booker with some 20 hours airbridge and, lately, Port Stanley experience, said: “Sometimes we carried female passengers and they were glad to have us around, feeling a bit embarrassed when using the basic toilet facilities.”

During the airbridge activities Numbers 24 and 30 Squadrons from Lyneham did most of the tanking role while Numbers 47 and 70 carried out the bulk of the airbridge work, said Flt Lt Barter.

Flight Lieutenant Jim Stewart, Ops Officer with UKMAMS (United Kingdom Air Movements Squadron), a unit with 14 six-man teams, said: “The Falklands airbridge has been a vast commitment and a drain on the UKMAMS disposition of personnel considering other worldwide operations at the same time, such as Ethiopia.

“At one time we had a dozen men on the four-month-long detachment in Port Stanley and another 14 personnel on the six-month stay on Ascension. In the past three years I suppose every

one of the men in the flights within the squadron has put in time in both locations.”

It was the Falklands airbridge aircraft that brought home some of the spoils or trophies of war from the actions in the fighting of '82. Items like parts of aircraft, helicopters, field guns and an American-built Argentinian radar unit complete with three cabins.

It was the Falklands airbridge aircraft that flew in the humanitarian role, too. The ferrying of fresh strawberries and cream from the UK via Ascension to the survivors of the ill-fated HMS Sheffield.

It was the Falklands airbridge aircraft that maintained vital entertainment links with the UK for the cheer of those serving in the southernmost stretches of the South Atlantic with showbiz people such as Harry Secombe, Iris Williams, Jim Davidson and Combined Services Entertainment (CSE) stars.

Flt Lt Stewart reminisced: “At one time the airbridge mounted just one flight a day, then it rose to five a day. When I left it was back to five a day.”

As SOLDIER went to press the scheme was to have two airbridge Hercules links a week starting from Lyneham...carrying freight to the Falklands. They will still use Port Stanley airfield until Mount Pleasant becomes fully operational next year.

Sergeant Derek Barron, of UKMAMS dourly put the airbridge role into some sort of perspective when he said: “It's a job we've always been doing, mainly on exercise. This time, we have been doing it for real and to much tighter limits.”

'Loadie' Flt Sgt Dave Porter said, with a smile: “I have no doubt the our passengers will be glad to see the back of the airbridge Hercs now TriStar is in. We are pleased for them, too.”

GENERAL THORNE PRAISES SKILL OF THE HERC. CREWS



MAJOR GENERAL SIR DAVID THORNE, now Commander 1st Armoured Division, BAOR, was the first Commander British Forces Falkland Islands after the fighting.

He says: “I count it as a great privilege to be asked to express my appreciation of value of the Falkland Islands airbridge.

“In the difficult circumstances which existed in the first ten months after the war, the airbridge was of critical importance. It provided our immediate daily link with home 8,000 miles away. It brought urgently needed spares for aircraft, for rock crushers and even, on occasions, for ships.

“It brought people who were needed in a hurry to drive forward events or provided people for essential support. It took back those who needed to go home.

“If the daily airbridge failed to get through we all felt a setback — islanders, soldiers, sailors, airmen and merchant mariners alike.

“So difficult was the task performed by the C.130 Hercules aircraft, because of the great distances, the complex and demanding air refuelling process and, above all, the weather conditions of the Falkland Islands, that for many months on average, one aircraft in six had to turn back.

“Those who travelled in the Hercules, from Prime Minister to private soldier alike, gained enormous respect for that chunky, solid workhorse of an aircraft and for officers and men of the Royal Air Force who made the airbridge operations succeed through their skill and determination.

“We depended on the Royal Air Force for this vital link and their response to this challenge was outstanding. We owe them all a great debt.”

Siege economy in Argentina

PRESIDENT Alfonsín has placed the Argentine economy on a virtual siege footing. Changing the currency, freezing prices and wages, and slashing public spending are measures of last resort. However, they are both necessary and long overdue.

Over the past 18 months President Alfonsín has tested the patience of the international financial community and stretched the credibility of his administration by doing too little too late with the economy. The draconian austerity package announced last week will please Argentina's creditors: even those measures which are complementary to the International Monetary Fund's memorandum of agreement bear the imprint of IMF collaboration.

Yet by procrastinating over the economy, President Alfonsín has greatly complicated the task of selling the measures to a sceptical and fickle public.

The president's apologists argue that the restoration of democracy after the traumatic years of military rule inhibited any ruthless determination to deal with the economy. While this was a mitigating factor during much of the first year in office, President Alfonsín wasted too much time in a battle to resist an IMF-imposed solution. He was too timid in pitting his considerable prestige against the powerful trades unions. He clung too faithfully to his Economy Minister, Sr Grinspun, who satisfied neither the bankers nor the electorate. The latter was sacked only in March, and since then the new economic team, headed by Sr Sourruille, has quickly made its presence felt.

With inflation moving beyond 1,000 per cent on an annualised basis and international bankers unwilling to be indulgent over policy delay, President Alfonsín had few options available. He could default, formally declaring a moratorium on part or all

payments; he could muddle along trying to reach agreement with the opposition and trades unions on an austerity package before agreeing with the IMF; or he could present the country with a fait accompli, an austerity package sold as the last chance to put the economy in order.

It is significant that President Alfonsín should eschew the default option. This would have been easy to sell to the Argentine's highly charged sense of nationalism; but the Alfonsín Government has demonstrated very clearly that it regards such action as irresponsible and carrying incalculable international consequences.

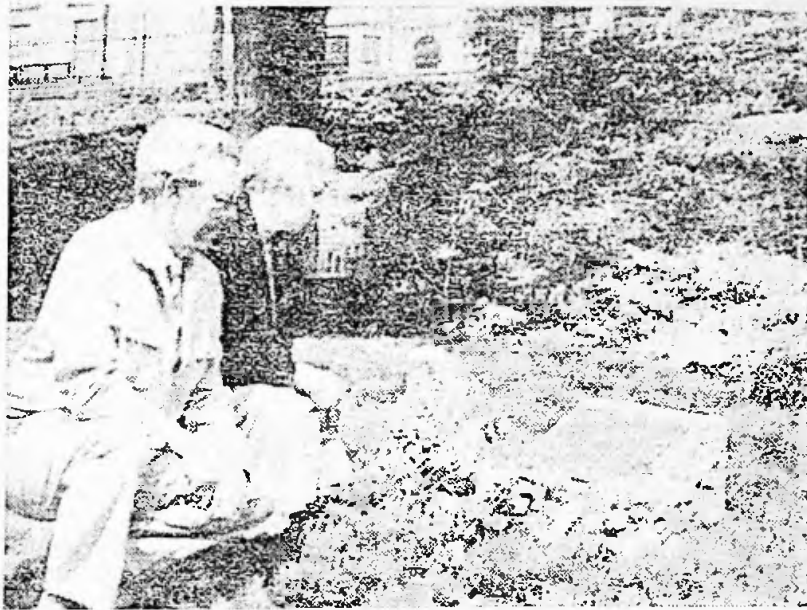
Political risk

Thus President Alfonsín took what was in reality the only viable option. However, the measures being introduced involve considerable political risk. The trades unions have announced their outright opposition to the IMF programme. Argentina is the Latin American debtor with the strongest trades union movement and there now appears to be an unusual degree of unity between the unions controlled by the opposition Peronist Party and the independents. Until now the government has been able to exploit deep-seated rivalries.

The most serious risk concerns the intangible factor of public confidence. The public has been given little cause to believe in the government's economic abilities.

President Alfonsín must now use all his prestige to get the message across that austerity is the sole means of stabilising the economy and preserving democracy. In this task he still deserves all the international backing he can obtain. If the president can carry the country with him, last week's measures should mark the beginning of Argentina's recovery.

Sunday Post
16.6.85



A Mother Remembers . . .

ON Friday, the third anniversary of the end of the Falklands War, Derek and June Malcolm, of Dunfermline, were invited to attend the unveiling by the Queen of a memorial in St Paul's Cathedral.

A memorial which bears the name of the 225 members of the Task Force killed in the campaign, including their son, Brian.

But Derek and June preferred to be in Edinburgh, standing side by side at the White Heather Memorial in Princes Street Gardens.

At the same time the Queen was unveiling the London memorial, June was laying a posy of red roses and white heather by the bronze plaque, placed in the garden by The Sunday Post two years ago.

It's Scotland's tribute to the men who died in the South Atlantic.

Brian, only 22, was killed on HMS Glamorgan just two days before hostilities ended.

That heather-laden corner of the Gardens is a source of great comfort to the Malcolms. They visit it, too, on Brian's birthday.

The Malcolms are proud that, also on Friday, their younger son, Gwyn, left school to follow in Brian's footsteps.

He has been accepted for the Royal Navy and is now doing basic training.

Sunday Post
16.6.85

Look Where He's Reading The Post



IT'S amazing where The Sunday Post gets to!

Our picture shows Alasdair Cain, Campfield Road, Broughty Ferry, Dundee, enjoying his favourite articles—slap bang in the middle of Antarctica!

Alasdair wonders if he's our farthest-flung reader ever.

He was working as a field officer with the British Antarctic Survey Team.

It was his job to see scientists safely over crevasses during geographical field trips.

Exactly a year ago, he was celebrating mid-winter day out there which is the opposite of our mid-summer day on June 21.

It started with the base commander bringing all 13 of his men breakfast in bed.

It was smoked trout.

After a race in the snow, there was a slap-up dinner — seafood platter, cream of chicken soup, barbecued strips of pork, orange sorbet, grilled fillet steak, pineapple sundae, cheese and biscuits, tea or coffee, and mint liqueurs.

Then there were presents and a film-show.

At 9.30 p.m., the men tuned into the radio — the Falklands Islands Broadcasting service held a special request programme for all the British bases around the Antarctic.

Some other festivities held during the week included an ice-chisel throwing competition, and a snowmobile obstacle course.

Alasdair's Sunday Post was flown in with other mail and Oor Wullie proved a firm favourite down at the bottom of the world.

Now Alasdair has signed up to return to the Antarctic for nine months in September.

PS—We can't be too sure about Alasdair's claim to be our most remote reader.

In the past, we've heard of The Sunday Post in almost every corner of the globe, from Murmansk to the top of Everest.

But we'd like to hear from any reader who has a better claim in recent times.

Falklands—next N Sea?

NEW EVIDENCE is emerging that the Government is preparing to tap the offshore oil potential around the Falkland Islands.

A detailed seismic surveys of the seabed region east of the Falklands has just been completed for the Government.

The results of the survey, contained in internal Government documents, are understood to suggest that the region could contain as much oil and gas as has been discovered in the North Sea.

Despite the intensely sensitive political situation in the region it is believed the Government may soon be willing to allow oil companies to begin exploration drilling.

The survey confirms the view that the geology of the area is remarkably similar to the East Shetlands Basin in the North Sea, containing the Jurassic and Rotliegendes Sands which in the North Sea have yielded the largest oil and gas fields. But the water depth is considerably more than in the North Sea.

The Department of Energy recently confirmed that some 46 enquiries from oil companies interested in drilling on or around the islands had been received during the last six months. But none of these is being considered at present and

there are no plans to allow offshore drilling.

Only one company, Firstland Oil and Gas has so far won concessions to drill onshore in the Falklands. Directors Paul Beck and Kevin Brown are currently meeting officials in the Falklands. Their permit covers 590 square kilometres on a site known as Douglas Station on East Falkland.

They say they have identified a significant geological structure, and are hoping to extend the area of their licence. Geological survey work is under way. A well may be drilled this year, but no date for drilling has been set.

by **SIMON JONES**

The licence, which was awarded by the Falkland Islands government through the Foreign Office a year ago, brought a belated protest from the Argentinian government to the UN Secretary General, Perez de Cuellar, in January. It repeated Argentina's claim to the islands, and invoked a 1976 UN resolution against any modifications on the islands until the resolution of the sovereignty dispute.

A spokesman for Peter Walker's Department of Energy said this week that he

had no knowledge of offshore geophysical activity in the area, or of interest by oil companies. He added that licences for exploration on the Falklands would be the province of the Foreign Office and admitted that the Energy Department had had contact on an informal basis with the Foreign Office, and would advise it in the event of petroleum licensing.

The Foreign Office also denies any knowledge of offshore work near the Falklands. A spokesman said: 'No licences have been granted even

for geophysical surveys, and there has been no interest by oil companies apart from Firstland, which is working onshore. There are no plans to release offshore areas for drilling.'

Any implication of offshore activities even in the undisputed waters to the east of the Falklands, would be considered extremely sensitive by the Foreign Office. It would also be treated warily by multinational oil companies, many of which have Argentinian interests.

A spokesman for the Falkland Islands government office in London said: 'If oil companies are interested, they

have not been in touch with us.' On the Argentinian side of the Falklands, the potentially oil-producing basin has been comprehensively surveyed, according to the Shackleton Report of September 1982.

In 1979, BP bought seismic data acquired by geophysical companies in both Argentina and Falklands waters. The survey results were also made available to the Argentinian and UK governments.

Drilling in waters off Argentina has proved moderately successful, yielding some seven oil and gas finds. Exxon has drilled 13 wells in the sector some 160 kms off Argentina,



Energy Minister Walker

but has only made two uncommercial hydrocarbon finds. Shell was reported to have made a major find late last year.

Further south, off Tierra del Fuego, the company is surveying three possible sites for platforms and pipelines to shore. The area is 24 hours' steaming time from the Falklands.

Around 1980, Shell had reportedly planned to spend up to \$50 million on 18 wells in an area to the East of Argentina, regarded as highly prospective. The plans were cancelled.

Before the Falklands conflict, Argentina tried to offer oil companies some areas over the then median line with the Falklands for drilling. The oil companies fought shy of this as too risky.

Any oil produced onshore or offshore the Falklands would directly benefit the Falklands Government. Rent of licence concession and royalties from any oil and gas produced would be payable to it by the oil companies.

Argentina moves to halt economic collapse

by **HUGH O'SHAUGNESSY**

more than 1,000 per cent a year) and there are to be no more wage increases after a final across-the-board rise of 22.6 per cent already pledged to workers.

The package was agreed with the International Monetary Fund in Washington, which last week joined with commercial banks in arranging new loans worth \$1.9 billion for Argentina. Much of the money will go towards bringing Argentina more up to date on its debt arrears. US commercial banks are desperate that Argentina should

wipe off some of the arrears on its \$45 billion foreign debt servicing, lest Washington declares loans to Argentina 'value impaired.' Such a move would hit the credit rating of many leading US banks.

Last week Argentina promised the IMF it would bring down inflation to a mere 150 per cent a year by April next.

Although the trade union confederation controlled by the Peronist opposition to Alfonsin has predictably condemned the emergency measures, the first public response in Buenos

Aires has been mildly encouraging. 'This could be the beginning of a vital new chapter in Argentina's history,' commented one small shopkeeper in Buenos Aires yesterday.

The main challenge to Alfonsin in the next few weeks will be trying to make a price freeze stick in a country which relies on a pervasive and uncontrolled black economy. If he cannot, and workers revolt in their turn against wage clamps, the President is unlikely to survive in office for long.

'If the economic problem is not resolved the political life of the nation will without a doubt run serious risks,' Alfonsin himself warned on Friday.

Argentina pins hopes on new currency

By CRISTINA BONASEGNA in Buenos Aires

ARGENTINES yesterday woke up to a new currency and other drastic changes in their economy, aimed at beating inflation now running at 1,010 per cent.

The daring economic reforms, which include a freeze on prices, salaries and fares, were announced by President Raul Alfonsín and Senor Juan Sourrouille, Economy Minister in a nationwide speech on Friday night.

The President told the nation that the shock treatment was the only possible way to reform the country's battered economy, and urged them to passionately support the reform which, he said, was also

aimed at saving democracy.

"The peaceful, democratic and civilised co-existence of Argentines might not be left with much hope if the economic question is not definitely solved," he said.

The new, strong currency— to be known as austral — will have a fixed parity of 80 austral cents to the US \$1. Peso bills currently in circulation will continue to be used, lopping off three noughts to convert them into australes until the mint starts stamping the new value on them.

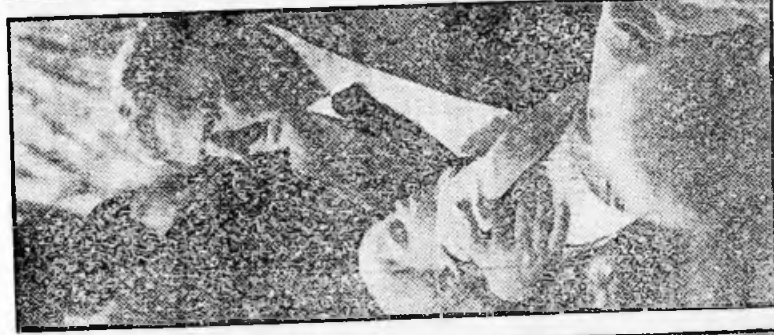
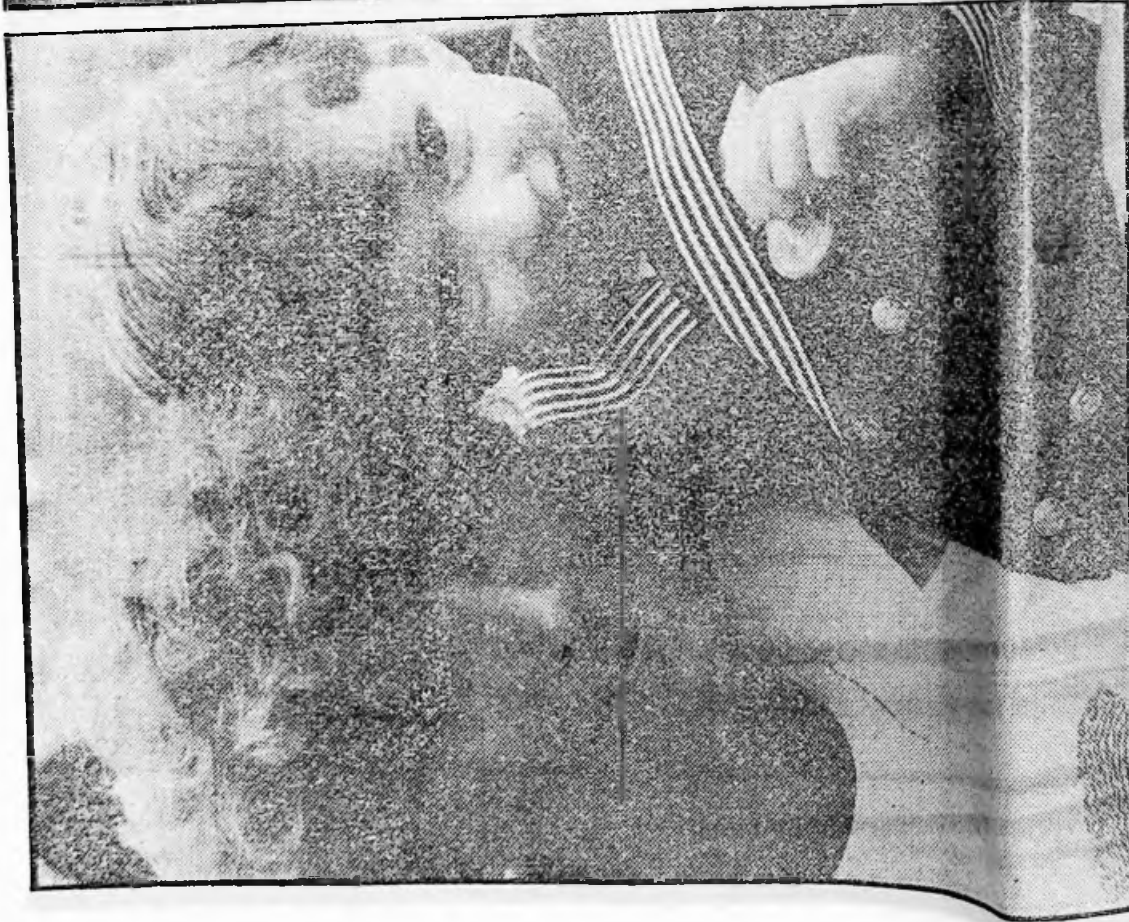
The currency reform is Argentina's third: two and four noughts of an inflation-eroded peso were lopped off in 1970 and 1983.

In his 40-minute address, the

Economy Minister said the 18-month-old Government was determined to reduce drastically the fiscal deficit. He added that the price freeze would be back-dated to last Wednesday, salaries will be frozen at June values and interest rates will be lowered.

The plan follows an agreement on tough economic reforms with the International Monetary Fund, a crucial first step in a financial rescue programme for this country burdened with a 48 billion dollar debt.

The Central Bank has extended until tomorrow Friday's surprise banking holiday. The new programme has not been welcomed by trade unions and a great number of politicians.



Jean Stroud (left), a Falklands widow, and her son David, wearing his father's South Atlantic medal, at the Falklands memorial service at St Paul's Cathedral yesterday. Mr John Walker (above) holding his 2½-year-old grandson, born after his father, Andrew, was killed. (Right) the Queen and Prince Andrew, who served in the campaign.

By John Ezard
CLIFF Sweet walked into St Paul's Cathedral holding his grandson, Jonathan, by the hand, as he had two years ago in a cemetery at San Carlos to honour the boy's father, Philip, killed in the Welsh Guards disaster at Fitzroy.

Jean Stroud came running up the cathedral steps with her three-year-old son, who was wearing a sailor suit and the South Atlantic medal awarded to his father, who died in HMS Glamorgan. "He's called John Paul, after his daddy," she said.

Yesterday's service to dedicate a national memorial to the 255 dead of the Falklands conflict began as poignantly as an action reply of earlier services closer to the event.

Among the personal wreaths left in the crypt after the crowds had departed was one with a card saying: "Treasured memories of a beloved only son,

brother, uncle, and friend, Ian Peter Hall, lost on HMS Coventry, aged 22 years. Joined by his broken-hearted father Peter, January 29, 1985, aged 53 years. Together Again."

But the ceremony was held three years later, on the anniversary of the ceasefire, and the worst of the grief had clearly eased for most of the 800 next-of-kin invited to her their dead honoured in the cathedral and at a Ministry of Defence lunch at the Mansion House.

Many women arrived in bright garden party dresses to watch the Queen walk down to unveil the memorial in the crypt. Some had

returned from as far away as the United States, new Zealand, and the Far East, where they have made new lives. One mother and son, Anne and David Green, flew from the Falklands, where they have settled.

The Prime Minister, Mrs Thatcher, was one of the few to wear black. The relatives gazed in fascinated astonishment as the task force generals, admirals, and air marshals, 10 other members of the royal family, and the Lord Mayor of London with his sheriffs, walked down the great aisle in full procession and regalia.

The order of service was one most of the relatives

have long grown used to. The anthem was John Ireland's arrangement of Many waters cannot quench love.

The first lesson was Let us now praise famous men, from Ecclesiasticus, read by Lord Lewin.

The Dean of St Paul's, the Very Reverend Alan Webster, said they were meeting "to share the pain and grief of those who mourn, to pray for those who carry in mind or body the scars of battle." He raised the "courage and restraint, comradeship and sentimental realism" of the task force.

His theme — acknowledged

Tears and memories as Falklands dead are honoured with national memorial

ing the distance in time — was the correct "management" of memory. He said memories of bitter experiences and personal wrongs could if unmanaged, be a source of continuing pain and guilt.

"The past is not lost. What is ast from our tint of view has not faded into nothing, or fallen for ever into a bottomless pit. Our memories are not fading photographs of what was once in the world. They are moments of insight into what is present to God now."

He said the inscribing of every name on the memorial "makes the great statement that each honoured name

recorded there still has someone who owns it," Prince Andrew, who was with the Queen, laid the first wreath—a ring of red poppies for the people of the Falkland, where he has served two tours of naval duty.

Then the next-of-kin were allowed to flood down to inspect the memorial. It is a 10ft-high plaque of green Cumbrian slate, the same material as a completed monument "in memory of those who liberated us," in Port Stanley yesterday, where a service of thanksgiving was held yesterday.

The St Paul's memorial bears the inscription, "In honour of the South Atlantic task force and to the abiding memory of all those who gave their lives, April-June 1982." Names appear alphabetically, without rank.

The relatives were given the permanent right to visit the crypt at any time without paying the normal 70p charge for visitors.



Prince Andrew about to lay a wreath from the Falklands Islanders after the Queen had unveiled the South Atlantic Memorial in the Crypt of St Paul's Cathedral yesterday.

The Queen honours Falklands dead

By Maj.-Gen. EDWARD FURSDON
Defence Correspondent

THE QUEEN unveiled a memorial in St Paul's Cathedral crypt yesterday to the 255 men who died serving in the South Atlantic campaign of April-June, 1982. It was the third anniversary of the Argentine surrender in the Falklands.

Constructed from green Cumbrian slate, and sculpted by Mr David Kindersley, the strikingly simple memorial is mounted on a Crypt wall near the tombs of Nelson and Wellington.

The 255 names are listed alphabetically by Service—88 from the Royal Navy, 27 from the Royal Marines, 10 from the Royal Fleet Auxiliary, 123 from the Army, one from the Royal Air Force and six from the Merchant Navy.

The Nation's memorial was unveiled during the Cathedral service which was attended by over 2,000 people. They included nearly 800 wives, parents, children and close relatives of

Pictures and Text of Sermon

those who had died, and came from all over the country and from New Zealand, the Far East and the United States.

A party of relatives of the Chinese crew members who lost their lives had come from Hong Kong.

Attending the Service with the Queen were Prince Philip, the Prince and Princess of Wales, Princess Anne, Prince Andrew, who served as a helicopter pilot in the campaign, and other members of the Royal Family.

Mrs. Thatcher, Mr. Neil Kinnock, Mr. David Steel, Dr. David Owen, Field-Marshal Sir Edwin Bramall, Chief of the Defence

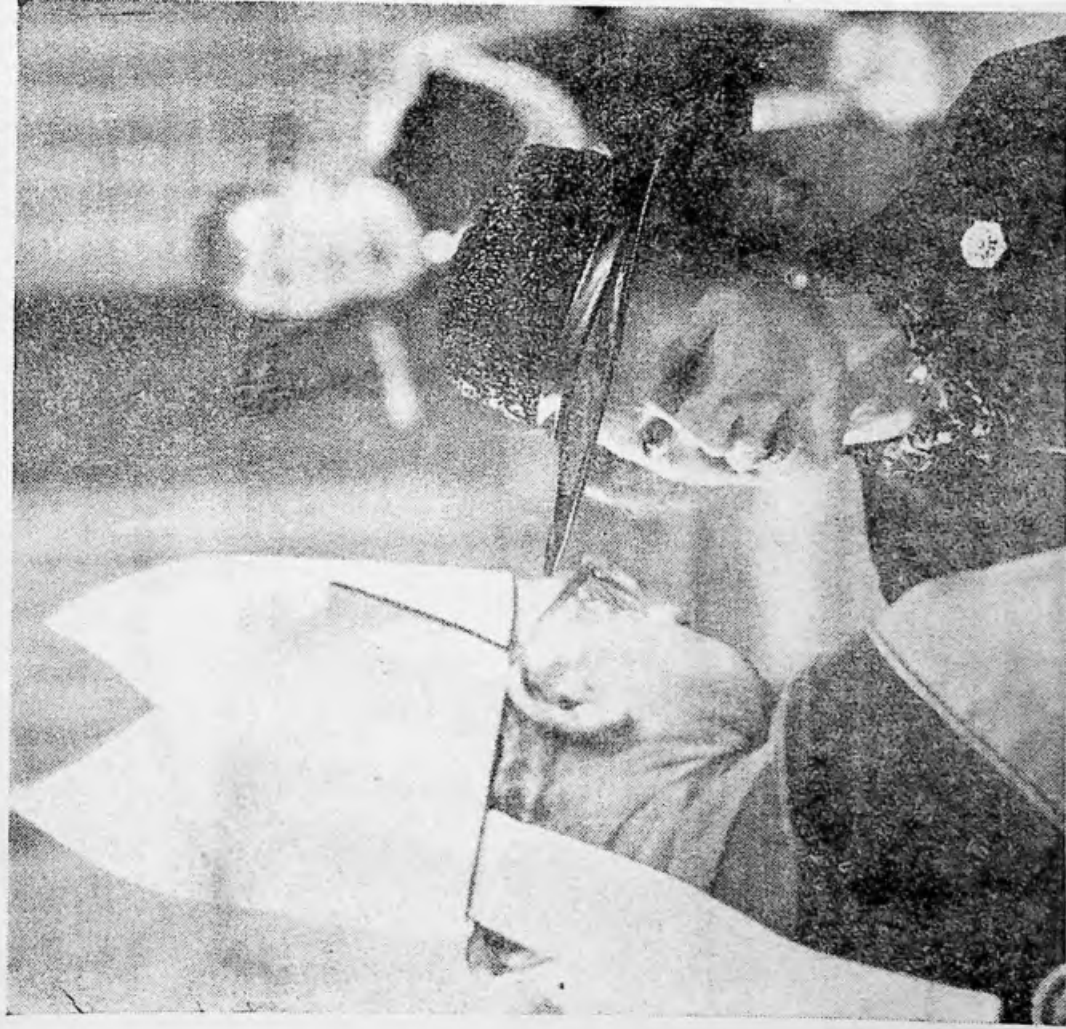
Continued on Back P, Col 3

The Queen leads Falklands tribute in St Paul's



● The Queen, with Prince Philip at her side, kneeling in prayer yesterday during the service in St Paul's Cathedral where she unveiled in the crypt a memorial to the 255 men who died in the Falklands conflict. The other members of the Royal family in the congregation of 2,000 were (from right) Prince Andrew, Princess Anne, the Prince and Princess of Wales, Princess Alice Duchess of Gloucester, the Duchess of Gloucester, the Duke and Duchess of Kent, Prince Michael and Princess Alexandra.

RIGHT: Mrs Sara Jones, widow of Lt-Col H. Jones, V.C., leaving the cathedral after the service, which was attended by 800 relatives of those who had died.



● The Archbishop of Canterbury, Dr Runcie, saying goodbye to Mrs Thatcher after the service.

Memorial 'a statement of faith'

The text of the sermon by the Archbishop of Canterbury, Dr Robert Runcie, at yesterday's South Atlantic memorial dedication service, was:

JESUS said, "Let not your hearts be troubled; believe in God, believe also in me."

The events of the summer of 1982 have left us all with strong and vivid impressions. We've heard and read and seen moving stories of courage and restraint, comradeship and unsentimental realism. We are in no doubt about the professionalism and humanity displayed by our Forces. They deserve our gratitude and admiration.

For those directly involved in the South Atlantic, and for those who through it suffered pain and loss, memories today will be many, fresh and sharp.

I still think of the young wife of a marine, interviewed on television with her children as her husband's ship sailed from Portsmouth. "How do you feel to see to him go?", she was asked. "It's his duty to fight", she said. "He's doing his job—he'll be all right". He was among the first to be killed.

Source of unease

It is primarily to those people and for those people I try to speak this morning.

Memories need managing—even memories of the happiest experiences and the people we love most. For with memory can come the awareness of that experience or that person as no longer present. And in that awareness can lie sadness, nostalgia, a sense of loss. As for memories of bitter experience and people who have wronged us, if unmanaged, they too can be a source of continuing pain and guilt.

But to manage memory is not to turn our back on it and resolve to forget. That drives memory underground to become a source of unease.

Often, too, there would be a lack of faith, a failure of love and respect, in resolving to forget. The past has too great a power and too strong a claim on us to let us simply renounce it and put it behind us.

But equally, of course, to manage memory is not to live in the past—clinging so tenaciously to yesterday that we can see no good in the present and no hope in the future. No: managing our memories means realising that what is past is neither fixed for ever nor lost for ever.

Our response to the past is not necessarily fixed, finalised, unchangeable. Something may have happened which is painful and bitter, and for a while the memory is equally painful. But as time passes there may begin to grow out of what has happened, out of that bitter root, something that is not bitter at all.

We begin to see a loved one's life in a new light. We recall the best memories. We view the achievement and the promise afresh. We remember the love and affection given and received. So, slowly, a new mood of gratitude and acceptance defeats the memories of bitterness. It's important to be aware of this at a time when memory is still painful.

And to manage our memories is also to understand something even more important—that the past is not lost. What is past from our point of view has not faded into nothing, or fallen for ever into a bottomless pit. For there is a point of view, a perspective, other than ours—the perspective of eternity, the perspective of God.

To see with the eyes of eternity is to see all the past and all the future together in one timeless, everlasting present. God cannot forget. God always looks at those people on whom we can only look back. God sees, now and always, those faces we can only remember.

So, our memory of a beloved

face is not a lingering after-effect of what used to be. It's a glimpse of what God sees now. Our memories are not fading photographs of what was once in the world—they are moments of insight into what is present to God now.

It is fitting that on the memorial which we are about to dedicate there is inscribed the name of each one of those who died in the South Atlantic. This signals a deep truth of our Christian faith. Jesus Christ never spoke of the masses, mankind, the multitude. He spoke of a certain man, a certain woman. And in mingling with every sort of person he made them feel that they mattered—because they mattered to God.

The memorial is not simply an expression of the nation's respect and gratitude to those who gave their lives. Still less is it a substitute for the personal and affectionate remembering of those who loved them in the past and love them still.

Great statement

The inscribing of each name makes a great statement—statement of faith, the statement that each honoured name recorded there still has someone who owns it.

Each inscribed name is the name of someone who is, someone who lives in the sight of God. God sees each one of them still. And God sees with them we who remember. And God sees what He can bring about, for us and for our world, from what they achieved in life and death, and from what they suffered, and from what we, who mourn them, have suffered.

So this loving remembrance, here where their names will stand, is far more than a backward look in time. It's an enduring reminder of the love and mercy of the Almighty and Eternal God, Father, Son and Holy Spirit.

Jesus said, 'Let not your hearts be troubled; believe in God, believe also in me.' Amen.

Day for pride and comfort, three years after the Falklands

The roll of honour . . . it contains 255 names

By AMIT ROY

A PIPER played in the vastness of St Paul's Cathedral yesterday.

The haunting air that echoed around the great pillars was the Craggs of Tumbledown.

It was composed by Pipe Major James Riddle, of the Second Battalion the Scots Guards, during the fierce battle for Tumbledown Mountain in the Falklands.

Yesterday, three years on, he was playing it in memory of the 255 members of the British Task Force who lost their lives in the conflict, and for the pride and comfort of their parents, widows and children.

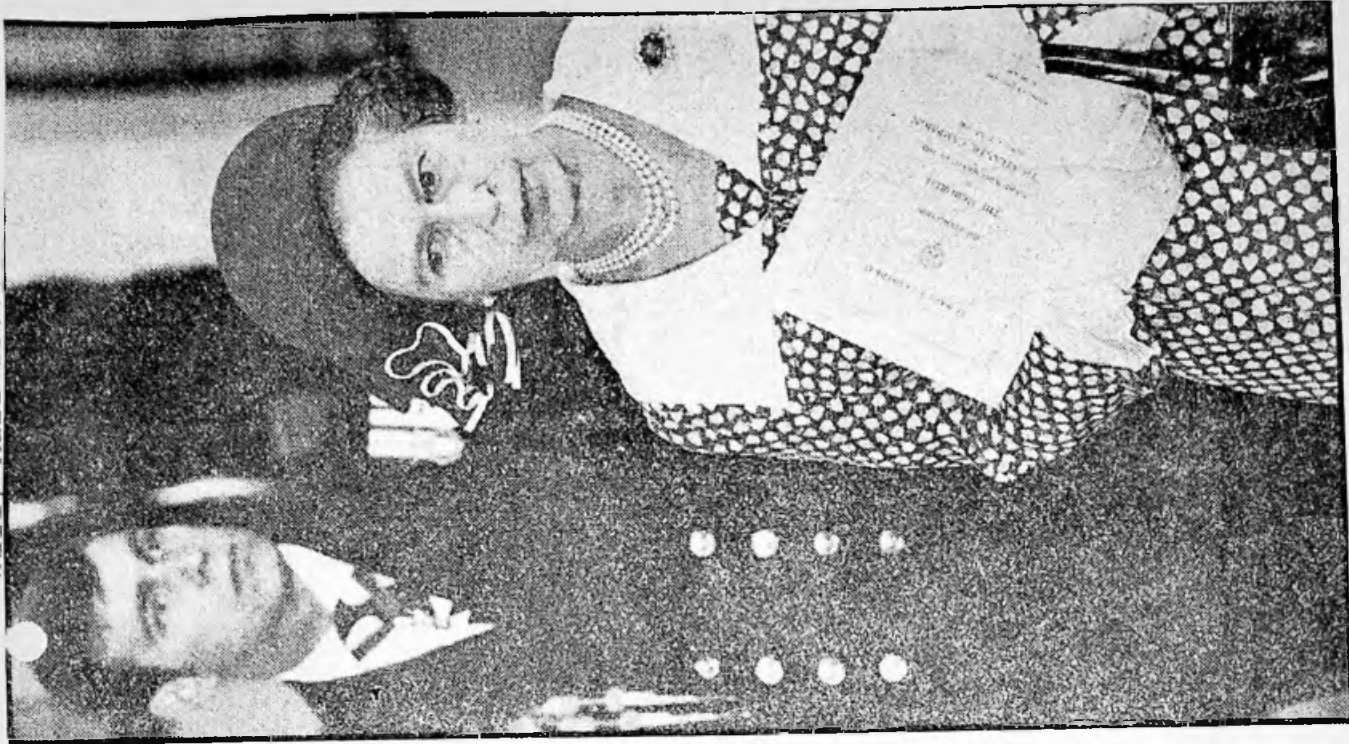
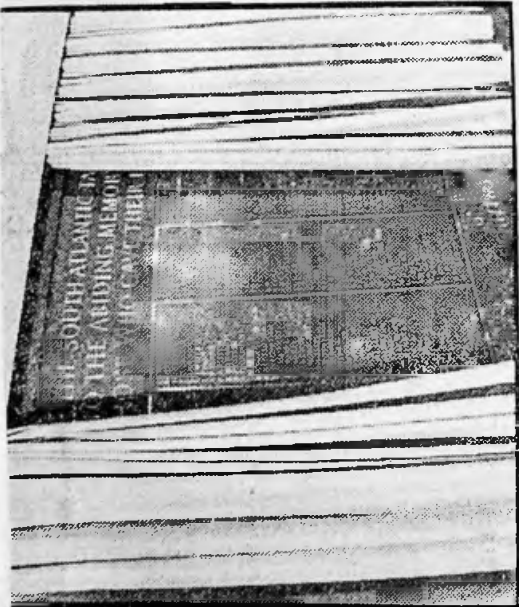
The sounds fell away, and in the crypt, between the tombs of Neison and Wellington, the Queen unveiled a memorial bearing the names of the dead, service by service.

It was carved in Cumbrian green slate to match the memorial standing in the Falklands. On it, Prince Andrew, who flew Naval helicopters in the conflict and returned only on Thursday from a tour of duty there, placed a wreath from the islanders.

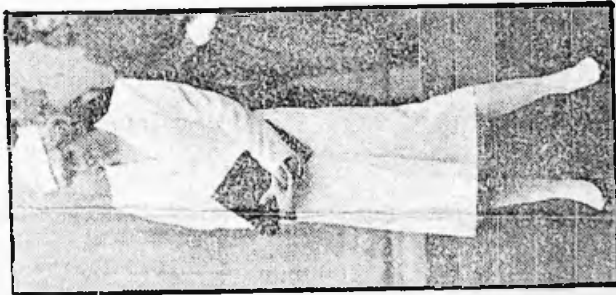
Many other members of the Royal Family were there, along with the Prime Minister and senior politicians. Service chiefs and nearly 800 relatives of those killed.

Outside there was heavy security. The SAS was placed on stand-by and marksmen from Scotland Yard's D 11 firearms branch were on rooftops and at windows on the route taken by VIPs.

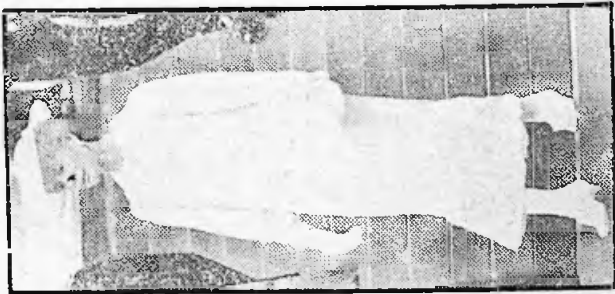
Inside, though the occasion was undoubtedly sad, it was not sombre. Many of the women came in bright summer colours.



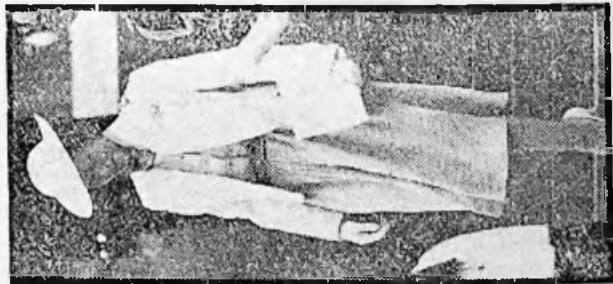
A mother's tear: The Queen with Andrew



Diana: Nautical



Duchess of Kent



Princess Anne

cont..

Daily Mail cont...
15.6.85

Mood

Princess Diana wore the white coat dress with navy pinstripes which she wore in Italy to watch naval exercises. The Queen, too, lightened the mood with a blue and white checked dress. Prince Philip and Prince Andrew were in uniforms.

After a service to mark the third anniversary of the end of the conflict, the relatives greeted each other. Mrs Sara Jones, widow of Col. H. Jones, VC, kissed friends. Mrs Marica McKay, whose husband, Sgt Ian McKay, was also awarded a posthumous VC, was there too.

So were former Defence Secretary Sir John Nott, the man who commanded the Task Force, Vice Admiral Sandy Woodward, and the man who, as MoD spokesman, announced the victories and set-backs of the conflict each night on TV, Ian MacDonald.

Three-year-old John Paul Stroud wore a sailor suit and his father's Falklands medal. He was eight months old when Stewart John Stroud, from Bolton, was killed on HMS Glamorgan two days before the ceasefire. His widow, Jean, said simply: 'I'm very proud to be here.'

Daily Mail 15.6.85

Andrew's Falklands Navy lark as a penguin

PRINCE ANDREW wowed his shipmates on HMS Brazen when he played a Falklands penguin in a saucy sketch.

He and two fellow officers donned cardboard beaks and costumes made from odd bits of material and performed the sketch in front of 250 sailors.

Andrew, who co-scripted it, turned the tables on himself over his reputation for liking the girls—and did a waddling dance routine to the tune of Gilbert and Sullivan's Three Little Maids, to escape the attentions of lovesick sailors.

It was staged during his five month tour of duty in the Falklands,

Lt. Cdr Rory McLean who played one of them,

said: 'Andrew was marvellous.'

But Andrew's brother Edward, entertainments officer for the May Ball at Jesus College, Cambridge, was not so popular yesterday. Following complaints that it was too noisy, town councillors will meet college authorities on Wednesday to protest.

Falklands memorial — Page Nine.

Times 15.6.85



Mr John Walker, whose son, Andrew, died on board the Sir Galahad in the Falklands conflict, holding his grandson, aged two-and-a-half, at a memorial service in St Paul's Cathedral yesterday. (Report and more photographs, back page).

Memories flood back of 255 lost in Falklands

By Alan Hamilton

Three years to the day since the liberation of Port Stanley, the Queen unveiled a memorial in St Paul's Cathedral yesterday bearing the names of the 255 servicemen and civilians whose lives were the price of regaining the Falkland Islands.

The memorial is the formal record of tribute, the only complete catalogue of departed sons and fathers, chiselled in a slab of green Cumbrian slate, placed in the crypt between the monuments to Nelson and Wellington.

Its dedication was witnessed by a congregation of 2,200, including nearly 800 next-of-kin for whom even the ringing splendour of old and favourite hymns could not suppress a fresh stir of painful memory.

At the same time, 8,000 miles away, Falkland Islanders gathered on the Stanley sea-front, swept by the winds of southern winter, to dedicate a memorial raised by their own subscription and inscribed: "In memory of those who liberated us."

St Paul's is a light, uplifting cathedral and the widows matched its mood. They came in bright dresses, in flowers and broad-brimmed hats. They brought polished children, sporting the medals of departed fathers some had never known.

Only Mrs Margaret Thatcher, leading an all-party group of parliamentary colleagues that encompassed Mr Neil Kinnock, the Rev Ian Paisley and all political shades between, chose to dress in black.

Behind the relatives the great nave was filled with rows of those who fought and came home, from Major-General Sir Jeremy Moore, Admirals Lord Lewin, Stonchouse and Woodward, to former Welsh Guardsman, Simon Weston, whose courageous fight to rebuild a body and life from the inferno of the Sir Galahad has inspired television viewers.

The Queen, dressed in a subdued gaiety of blue and white, led a strong contingent of the Royal Family, including the Duke of Edinburgh, the Prince and Princess of Wales, the Princesses Anne, Alexandra, and Princess Alice, Duchess of Gloucester, the Duke of Kent, the Duchesses of Kent and Gloucester and Prince Michael of Kent.

There were two Falkland Islanders present: Mrs Anne Green and her son, Philip, who left England and settled in the Falklands after her other son, Paul, a Welsh Guardsman was killed at Fitzroy.

"We meet to give thanks to God for all those who gave their lives", the Very Rev Alan Webster, Dean of St Paul's, said in the Bidding. "To share the pain and the grief of those who mourn, and to pray for those who carry in mind or body the scars of battle and to find fresh resolve to serve God faithfully in our own lives."

Admiral of the Fleet Lord Lewin read the first lesson, from Ecclesiastes, praising famous men. Archdeacon Frank Harvey took the second lesson from St John's Gospel: "I will not leave you desolate; I will come to you."

To the Archbishop of Canterbury, Dr Robert Runcie, fell the task of attempting to square the impossible circle of personal bereavement. "For those directly involved, their memories today will be many, fresh and sharp. Memories need managing".

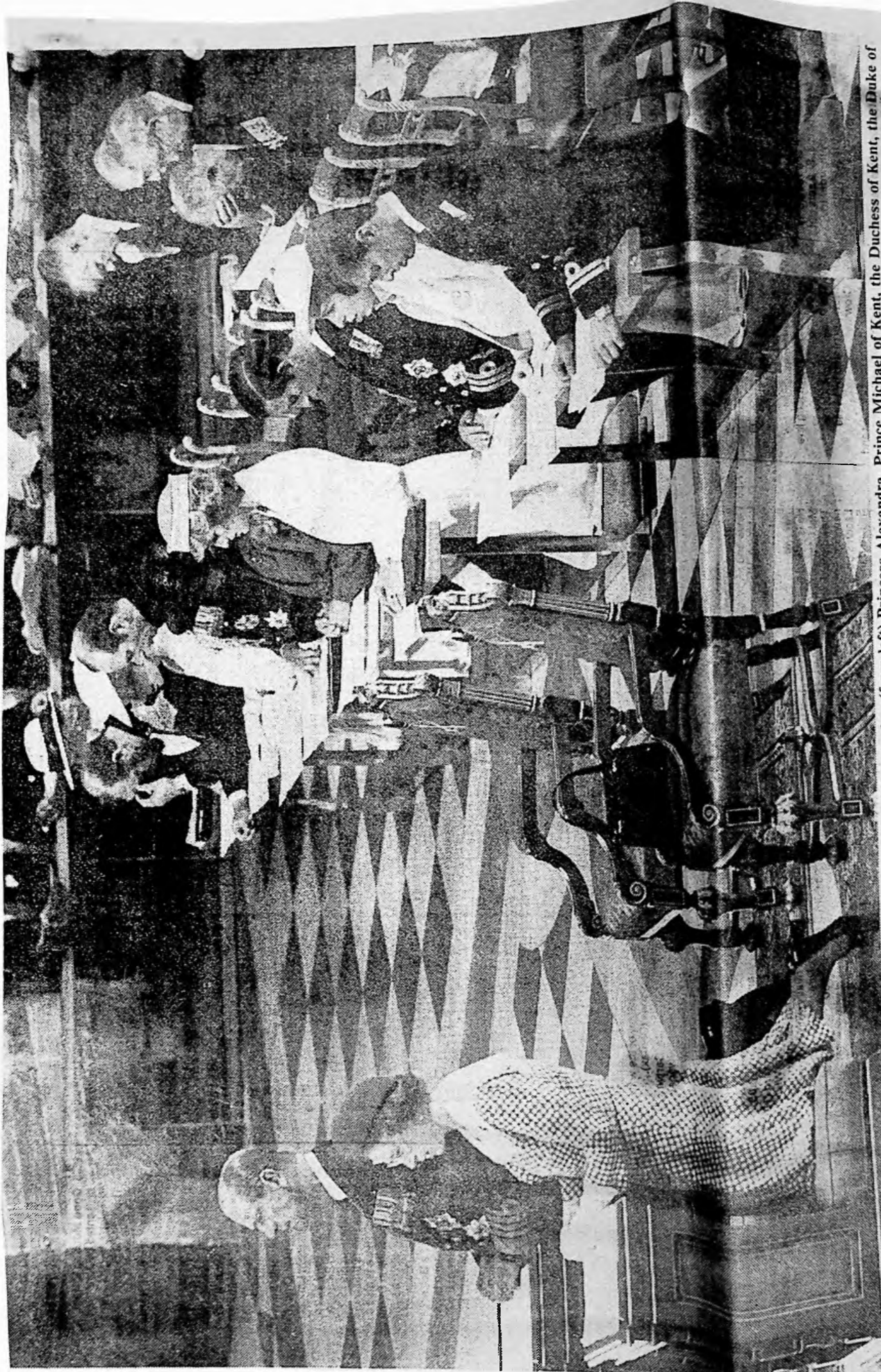
But managing memory was not to live in the past, "clinging so tenaciously to yesterday that we can see no good in the present and no hope in the future." It was to realize that what was past was neither fixed for ever nor lost for ever.

Then the sound of a piper rose with a lament stirring memories of the bare, brown Falkland hills, "The Craggs of Tumbledown", while the Queen walked to the crypt to unveil the memorial and Prince Andrew placed on it a wreath from the islanders.

In that brief but aching silence of respect between the bugle-calls of "Last Post" and "Reveille", the stillness allowed in the flood of memory which until then had been held back by the distractions of pomp, and among the widows, the fathers and the brothers and sisters, tears were shed by some.

Vaughan Williams's "Old Hundredth" blew away the moment of grief for some in a rousing blast of glory, but for those of us who two years ago witnessed the memorial service in Falkland Sound for those who have no grave but the sea, the choir's final verse of "For those in peril on the sea" was a poignant moment.

The dignitaries gone, the next-of-kin queued to negotiate the winding crypt stairs to view the tablet, executed at a cost of £30,000 by the sculptor, David Kindersley. It differs from the official war memorial above San Carlos Water; that bears the names only of the 14 soldiers buried there and of those lost at sea.



The Queen and the Duke of Edinburgh with other members of the Royal Family yesterday (from left) Princess Alexandra, Prince Michael of Kent, the Duchess of Kent, the Duke of Kent, the Duchess of Gloucester, the Princess of Wales, the Prince of Wales, Princess Anne and Prince Andrew (Photograph: Warren Harrison).



Mrs Jean Stroud, a Falklands widow from Bolton, with her son, John Paul, aged three.

Harriers

The Queen and The Duke of Edinburgh, accompanied by The Prince Andrew and The Princess Anne, Mrs Mark Phillips, this morning attended a Service in St Paul's Cathedral for the Dedication of the South Atlantic Campaign Memorial.

Her Majesty, with Their Royal Highnesses, was received at the steps of St Paul's by the Right Hon the Lord Mayor (Sir Alan Traill) and at the West Door by the Dean (the Very Reverend Alan Webster).

The Sermon was preached by the Archbishop of Canterbury.

The Queen unveiled the Memorial, which was dedicated by the Archbishop of Canterbury.

The Prince Andrew laid a wreath on behalf of the people of the Falkland Islands.

The Marchioness of Abergavenny, the Right Hon Sir Philip Moore, Air Vice-Marshal Richard Peirse, Wing Commander Adam Wise and Major Hugh Lindsay were in attendance.

RAF NEWS
14-27 JUNE 1965

Harriers flown home

All RAF Harriers have been withdrawn from the Falkland Islands following completion of the runway at Mount Pleasant airport, it was announced last week.

The 8,500ft runway will enable more flexible operations to be mounted in defence of the islands by Phantom aircraft, said an MoD spokesman.

The Harriers, which added lustre to their reputation by their success in the air fighting over the islands, were dismantled and flown back by Hercules. They are being returned to squadrons in the UK and West Germany and re-assigned to NATO.

Regular reviews of South Atlantic Force levels were undertaken to ensure that the garrison was maintained at the minimum size to resist renewed aggression, said the MoD, and the decision to withdraw the Harriers had been taken as a result of the latest review. A very capable defence force remained.

Daily Mail
13.6.85

Net losses

CONGRATULATIONS to Robin Oakley for his article on the Falklands fishing.

We didn't win back the Falklands to see the rich sea resources around the islands

being plundered by an armada of Far Eastern, Soviet and other Communist bloc fishing vessels which care little for the long-term future of the fish stocks and less for the welfare of the islanders.

Properly managed, the Falklands fish stocks could provide a stable long-term future for the remaining EEC distant-water fishing vessels and would also provide valuable onshore jobs for the Falklands islanders in servicing the fishing fleet.

Britain must now declare a fishing zone around the Falklands. Not only would we be helping the local economy and EEC distant-water vessels, we would be helping to keep the large Spanish fishing fleet occupied and also reducing a very real threat to our own fishing industry.

JAMES PROVAN MEP, (S)
Conservative spokesman on fisheries, Wallacetown, Bridge of Earn, Perth, Scotland.

**Labour minority's request
to call Thatcher defeated**

**Belgrano inquiry
'obstructed by
some members'**

By Richard Norton-Taylor

The Commons foreign affairs committee faced "extraordinary and unprecedented obstruction" from the Government and from some of its own members in the course of its inquiry into the Belgrano affair, according to a draft report drawn up by its Labour members.

The report attacks the Ministry of Defence and the Foreign Office for refusing to provide MPs with facts and information relating to the circumstances surrounding the sinking of the Argentine cruiser, the General Belgrano, on May 2, 1982 with the loss of 368 lives.

The Foreign Office refused the committee's request to make available the contents of telegrams from Peru and Washington about diplomatic attempts to seek a peace settlement, though at no time did it suggest that the publication of the contents would prejudice national security, says the Labour group of four MPs—Dennis Canavan, Ian Mikardo, Nigel Spearing, and Mick Welsh.

But the draft report, which will be discussed at a meeting of the full committee today, also includes a stinging rebuke to the seven Tory members for defeating a Labour request for Mrs Thatcher to give oral evidence to the committee.

Tory members also voted down Labour attempts to seek more written information from the Ministry of Defence.

The leak of the Labour report is certain to fuel the row over Granada Television's World in Action programme on Monday night, which gave details of another draft report drawn up by the committee's Tory chairman, Sir Anthony Kershaw, as well as the stand taken by the Labour members.

The Labour group says the committee should not accept the argument by Sir John Nott, then Defence Secretary, that his inaccurate statement to the Commons on May 4, 1982, about the Belgrano was based on "the latest and most up-to-date information that was available".

Mrs Thatcher said on TV-am over the weekend that Sir John had given the wrong date of the sighting "for very good security reasons".

The Labour group accuses the Government of manipulating the facts. The Commons should set up an independent tribunal to consider how ministers discharged their responsibilities in the period following the invasion of the Falklands by Argentina, and into whether there was any link between the Peruvian peace plan and the sinking of the Belgrano.

Daily Mail
12.6.85

Too few ships, warn MPs

A 'SPECTACULAR' decline in Britain's merchant shipping fleet is threatening long-term defence planning, say MPs.

An all-party committee says that the number of ships flying the Red Ensign fell from 1,614 in 1975 to 711 last year. Without a large fleet of merchant ships to

run men and supplies in a time of war our entire defence could be at risk.

The Select Committee claims that much of the Government's evidence about the problem suffers from 'vagueness and confusion.'

'Effective deterrence requires that no would-be aggressor is tempted by vulnerability. Present trends seem to be setting in this

dangerous direction,' say the MPs.

More than 50 ships were pressed into service during the Falklands war to ferry men and material to the South Atlantic. But, says the report, although there are still ships around to support a comparatively small operation, there may not be enough to back a major campaign.

The President of Mexico this week talks to City bankers, Argentina struggles for another IMF deal, Brazil gears up for confrontation, and Peru threatens to go it alone. Guardian correspondents report.

Stoking the fires of debt discontent

Jeremy Morgan, Buenos Aires

ARGENTINA'S foreign banking creditors hope the "war economy" President Raul Alfonsín promised several weeks ago will now go into force if the IMF revives the \$1.425 billion standby loan agreement put on ice several months ago.

Not all of them are convinced that that will be the case, even as they come under pressure to set a date for releasing funds from their \$4.2 billion credit package, which is conditional on the Argentines sticking to terms reached with the IMF. The vagueness of a statement released by the Argentine Economy Ministry on Friday, announcing that a "technical" agreement had been reached with the fund, did little to dispel the doubts over the government's political will to push through the unpleasant measures deemed necessary by the worst economic crisis in Argentina's history. Nothing was said about the actual content of the latest accord, and little has leaked out since. Instead, Alfonsín may not yet have given his full approval to all the new measures, it was admitted in official circles that the memorandum of understanding committing the government to extra budgetary and fiscal steps was not yet ready.

The fact that the President himself had earlier said negotiations with the IMF had ended on a "satisfactory note, counted for less amid suspicions that the Government was trying to win a little more time to finalise the nuts and bolts of the revamped accord.

Local bankers who wondered what the Argentines were "trying not to say," suspected the statement was primarily motivated by yesterday's meeting of the United States banking authorities, where Argentina risked being reclassified as a "substandard" debtor.

For more than a week, the Argentine press has been telling the public that Argentina's negotiators were working against the clock and under the gun to settle terms with the IMF. Apparently taking its cue from the Government, the press yesterday overlooked the gaping

questions about what the reported agreement might include, and instead concentrated on the imminent bridge loan from the United States, Latin American countries, and Western European governments.

That loan will be used to repay part of an estimated \$1.3 billion to \$1.5 billion that has built up in interest arrears on the \$48 billion debt mountain since shortly before Argentina reached agreement with the IMF late last year.

The backlog threatens to complicate Argentina's already tense relations with its 320 foreign banks, but the loan will only be a stop-gap measure. President Alfonsín will still have it all to do on the debt front.

The most urgent task will be cutting inflation, which reached 1,010 per cent a year in May and shows few signs of slowing down in the near future. Latest figures suggest the rate for this month alone may well be 30 per cent or more.

The onslaught on inflation will demand harsh spending cuts and wage austerity on a scale the government has always fought shy of. President Alfonsín ordered another 12 per cent cutback a few weeks ago, but little has been heard about where the axe will fall.

Peter Chapman, Mexico City

WITH Mexico's trade figures giving little cause for optimism among the world's bankers and the IMF about any imminent recovery in the Mexican economy, British businessmen are taking the lead in an effort to get Mexico's flagging exports off the ground.

Timed to coincide with the arrival in Britain today of President Miguel de la Madrid of Mexico, the British Chamber of Commerce in Mexico City is launching in London the Mexican Export Fair, Mexico '85.

The event, being staged at west London's Novotel for the rest of this week, is especially timely given that it is on non-oil exports that Mexico and its creditors — to whom Mexico owes \$95 billion — are pinning so many hopes for an economic upturn.

These hopes have taken on a rather forlorn look of late. A trade surplus of \$1.4 billion in the first two months of the year was only little over half that in the same period last year. Recent cuts in North Sea oil prices have increased the pressure here for similar moves from Mexico, the world's fourth largest oil producer.

Undeterred by either these figures or the fact that Mexico is now in its third year of deep crisis since its 1982 financial collapse, the British Chamber of Commerce has been undertaking the work, and overcoming some awkward barriers, to get Mexico organised.

Some leading Mexican foreign trade officials were extremely cool to the idea when it was first raised. With Mexico traditionally looking to the US for its export and import markets, part of their reluctance can be explained by Mexico thinking only in limited terms of trading with Britain.

This psychological hurdle has also existed on the British side, with the result that according to British businessmen here, trade between the two countries has been miserably below potential.

British exports to Mexico last year were worth only £143 million, out of total UK foreign sales of £63 billion. This is despite the fact that Britain provides Mexico with 13 per cent of its foreign financing.

The range of goods going on show at Mexpo covers almost everything from Mexico can cut flowers to crankshafts and metal tubing of tequila. The Chamber of Commerce, however, is not only looking to the occasion to boost British imports from Mexico.

"We need to do something like this to get them to look at UK goods with a more favourable face," explained Mr King. "The Mexicans are very sharp at telling you you're not buying enough from them." British exports to Mexico, he adds, lag well behind those of France, West Germany and Japan.

With foreign exchange at a premium in Mexico, any increased amount it is likely to earn from sales to Britain bound, Mr King argues, to raise the possibility of Mexico then purchasing more British products.

Michael Reid, Lima

PERU risks having its foreign debt declared value impaired by the United States Inter Agency Country Review Exposure Committee at its quarterly meeting, which started yesterday.

This would put Peru's credit rating on a par with Nicaragua and Bolivia, and the country would have to pay cash for many of its imports.

With a foreign debt total of \$3.7 billion, Peru is \$200 million behind on interest payments to its commercial bank creditors. Finance officials have been resisting pressures from a President Fernando Belaunde to make a last minute \$80 million payment to bring interest arrears down to 180 days.

Officials have been taking the view that there is little to be gained by the country's \$1 billion country longer-term programme of boosting exports and correcting weaknesses.

Although technically Peru fulfils all the "value impaired" criteria for loans which are behind on payments, most observers in Lima say that the US authorities will be influenced by political factors.

Bernardo Kucinski, Sao Paulo

REVOLT against the International Monetary Fund is brewing in Brazil. "Let's set a standard for the republic and the IMF, the standard of a sovereign nation", President Jose Sarney said at the end of an important meeting with all cabinet members concerned with the running of the economy plus a selected group of economists.

The meeting was convened by Sarney himself with the double purpose of receiving first-hand views from different schools of thought on Brazil's major economic problems and settling the split between two of those schools belonging to the ruling coalition — the monetarists, represented by Finance Minister Francisco Dornelles, and the "socially concerned" economists, represented by the IMF.

sent by Planning Minister Joao Sayad.

The split was not healed, but many fundamental issues were clarified. Above all, the fact that most of Brazil's huge public deficit, 9 per cent of the national gross product, is due to the very monetarist policies designed to reduce it. This has greatly strengthened the position of Joao Sayad, who had been claiming it all along.

The consensus diagnosis made at the meeting, with the reluctant agreement of the monetarists, was that interest payments alone this year will cost the government more than the entire public budget. Disregarding government interest payments, the government is in fact running a surplus.

The IMF is concentrating are on the spending of state companies, they are blamed for both inflation and the public deficit.

Sayad and the anti-monetarist wing of the coalition, mostly around the populist Brazilian Democratic Movement, oppose across the cuts in state companies spending, on the grounds that these companies perform a fundamental role in Brazil's economic development. They argued at the meeting that a cut of 5 or 7 per cent of points in minimal rates of interest would reduce the public deficit far more than any savings in state companies' spending.

If Sarney assumed at the meeting that Brazil could not accept one of the main clauses of the so-called Mexican rescheduling formula, the clause by which Mexico would undertake not to ask bankers for new money until the end of the contract, another clause that cannot be accepted is the enhanced surveillance system, by which the IMF would be monitoring Brazil's economy until the year 2000.

While differences with banks could be settled without too much difficulty, those with the IMF look almost impossible to overcome. Brazil is not only paying in full interest of over \$10 billion a year, but also part of the principal, with a national election year approaching. The left and centre wings of the Brazilian Democratic Movement are urging Sarney to put a limit on interest payments. It all fits into the climate of increasing resistance to bankers and the IMF.

Handwritten notes: "Handwritten" and "11.6.85"

Fury at leaked Belgrano report

By JOHN DICKIE

Diplomatic Correspondent

A STORM broke last night after a TV programme revealing parts of a Commons report on the sinking of the Belgrano before it had been published.

Granada's World In Action disclosed a split among members of the 11-strong Select Committee examining the sinking.

Committee chairman Sir Anthony Kershaw, a former Tory Foreign Office minister, called it 'a monstrous breach of privilege.'

World in Action revealed that the Labour group of MPs on the committee refused to go along with the Conservatives, who backed the sinking during the Falklands War but had reservations about the Government's explanations to Parliament.

Amended

The programme claimed that in two days' time Sir Anthony would seek committee approval for a statement concluding that 'as a result of the approach adopted by Ministers, the House remained for too long in ignorance of information which members were perfectly entitled to request . . . to that extent the House was misled.'

But Sir Anthony said later: 'That quotation will not appear. It has been amended.'

- No criminal charges will result from the leaking of a diary kept by an officer aboard HMS Conqueror, which sank the Belgrano, the Director of Public Prosecutions has decided.

Hunt on for Falklands oil

OFF-SHORE millionaire Jack Hayward (who wants to buy Coalite's land) isn't the only person keen to do deals in the Falklands.

Paul Beck, chairman of Firstland Oil & Gas flew down yesterday to look at his oil

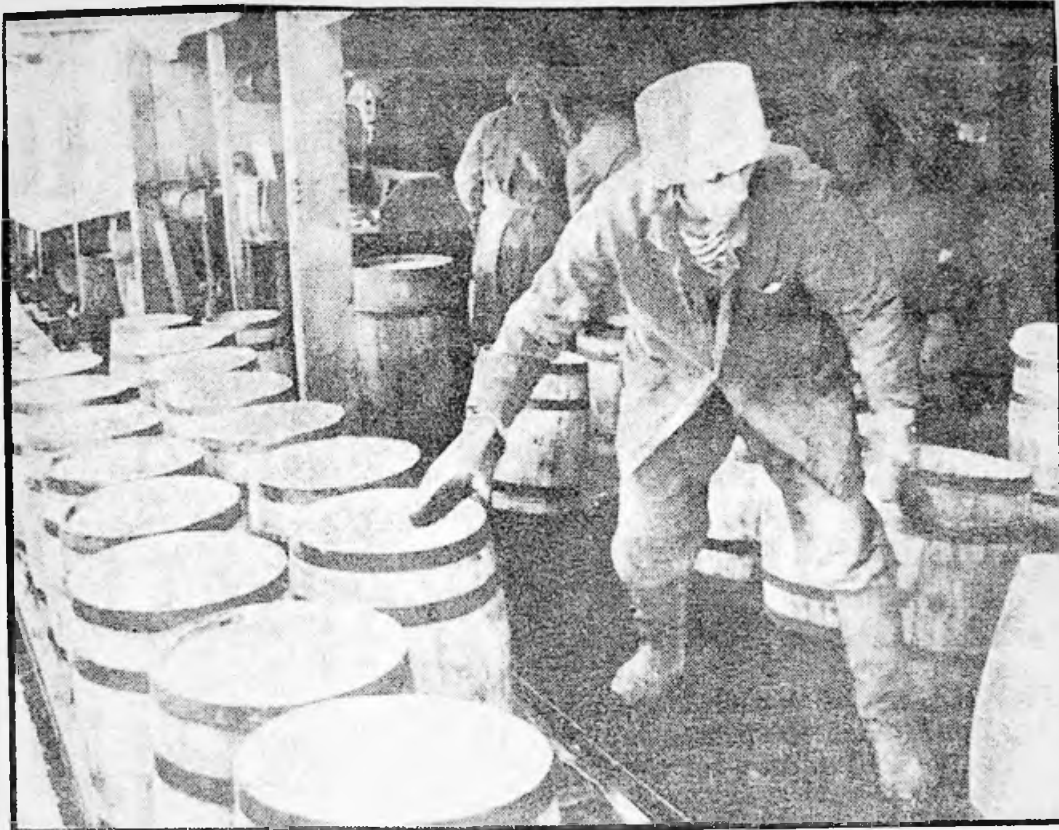
prospecting licences on 220 square miles of East Falkland.

'We want to do geological surveys on the area; I expect to know more in one-and-a-half weeks,' he says. 'The Falklands Islanders are keen to encourage exploration.'

Firstland, with Petranol's

Clive Smith on the board, is the first company to hold licences in the Falklands. Its shares have risen from 60p to 205p under Rule 535 since formation a year ago. Never mind the fundamentals, say its followers, just feel the concept.

Daily Mail
11.6.85



Barrels of fish on a Russian factory ship . . . but Britain is missing out

Stop this plunder of the Falklands



by **ROBIN OAKLEY**

cont..

HOW THE REST OF THE WORLD IS GRABBING SEA RICHES WE SHOULD KEEP FOR OURSELVES

WHEN Prince Andrew flies his naval helicopter on patrol over the Falklands waters he looks down upon as many vessels as were there at any stage of the war with Argentina.

This time, however, they are there for profit, not war. The tragedy is that the trawlers crowding in and feeding their factory ship parents are not from Britain.

They are from Russia and Poland, from East Germany and Bulgaria, from Taiwan and South Korea and Japan, from Spain and from South Africa—more than 16 nations in all.

Lately there have been more than 200 of them, catching fish worth hundreds of millions of pounds. And they are catching them at such a rate that one of the world's richest fishing grounds could be exhausted within five years. And yet they are subject to no restrictions. They don't even have to pay for a licence.

Meanwhile, what is happening in Britain? Our fishing industry has been in decline for years. Our fishermen have had their world restricted by the outcome of the cod wars with Iceland and their traditional fishing grounds carved up by Common Market agreements—only to see Continental fishermen flout the rules on quotas and the mesh size of the nets.

Now Spain, with a fishing fleet of 17,000—as big as the rest of Europe—is about to join the EEC the picture can only get worse.

Scrap

Hull and Grimsby are ghost towns compared with what they were. In Aberdeen this year fish merchants have been closing down at the rate of almost one a week. Boats have been laid up or sold for scrap and experienced deep sea crews have joined the dole queues.

So why shouldn't the British and the Falklanders benefit from those rich fishing grounds around the islands we fought so hard and so expensively to regain?

And why should we not rebuild the future for the British deep sea fishing industry in the south Atlantic?

One man who believes it can be done is Mr David Toulson, an officer of the Confederation of Fried Fish Caterers' Associations and a member of the South Atlantic Fisheries Committee.

The British Government, he suggests, should behave like so many others with a coastline: it should declare a 200-mile exclusive zone around our possessions in the South Atlantic and protect the fish there for Britain and British dependants.

Apart from the distance, one reason why British fishermen don't trawl the South Atlantic waters is that our favourite cod and haddock are not to be found there.

But that could be altered, says Mr Toulson, by transferring spawning cod and haddock to the fjords around the Falklands.

And while we are waiting for such fish 'crops' to mature and for the British to learn to appreciate the fish varieties naturally available there, at least it could be British trawlers scooping up the rich harvest and sell-

ing it to the factory ships of the other nations.

For those who have been deterred from venturing so far, the opening of the Falklands airport makes it very much easier to fly out replacement crews, spares and supplies.

We could, says Mr Toulson, use the vast kelp seaweed beds around the Falklands to feed and 'farm' crayfish, or move into the market for the squid so popular in Japan and the Mediterranean.

Planned development of the Falklands fishing grounds could help double

the world's catch, which will be needed by the year 2000, according to the United Nations' Food and Agriculture Organisation, to feed the world's population.

It could provide jobs for Britain's fishing and associated industries, strengthen our negotiating power in making fishing agreements with other nations and help to allow a breathing space for the restocking of our traditional fishing grounds.

It would provide local employment too and help offset the enormous costs of protecting and sustaining the Falklands.

Airport

To give an idea of the potential, anchorage dues paid by the refrigerated cargo ships which load the catches inside the Falklands' three-mile limit are more than 20 times what they were ten years ago and should top £500,000 this year.

Lord Shackleton, the respected author of two major reports on the islands' economy, says that it could easily benefit by £50 million a year. Mrs Thatcher called his first report 'wonderful' and had him update it in 1982. So why on earth does not the British Government act?

Foreign Office Minister Mr Timothy Renton says we are 'thinking about' establishing an exclusive fishing zone. But why just think about it? Why not do it? We did not hesitate to spend £270 million on an airport.

There are just two excuses offered for the inaction.

Pilots

The first is that setting an exclusive fishing zone would involve talking to Argentina. Not necessarily. Other nations declare their fishing zones unilaterally. And anyway, is it not time to be talking to the Argentines on such practical questions?

The second excuse is the supposed cost of policing an exclusive fishing zone.

But since we are policing the area already, with helicopter pilots like Prince Andrew checking every trawler to see if it really is a fishing boat, would there really be any significant extra expense? And would it not be far outweighed by the benefits?

This is supposed to be an action Government—and one with a special regard for the Falklands.

If Mrs Thatcher's team care a fig about building up the Falklands' economy or reversing the decline of the British fishing industry then they should stop pussy-footing and get on with the declaration of that exclusive fishing zone.

PM rejects Belgrano challenge

BY PETER RIDDELL, POLITICAL EDITOR

MRS THATCHER, the Prime Minister yesterday strongly defended her decision of three years ago to order the sinking of the Argentine cruiser, the General Belgrano, during the Falklands war.

The unexpected revival of the issue came during a heated exchange with Mr David Frost during an hour-long interview yesterday on TV-am, during which she admitted that the Government would have to provide an explanation if unemployment was still over 3m by the next election.

She rejected the criticism that the Belgrano had changed course for home well before she was sunk with the argu-

ment that ships zig-zag and the Belgrano was "a danger to our boys. That is why the ship was sunk."

She added that the British forces had "spent a long time looking for the (Argentinian) aircraft carrier (Veinticinco de Mayo), and if we had found her we would have sunk her."

Mrs Thatcher said she would far rather have been under attack for the Belgrano "than under the attack I might have been for putting Hermes or Invincible in danger."

Asked about the cruiser's position she said Mr Frost must be "bonkers" if he thought she spent her days prowling around

the pigeon holes of the Ministry of Defence to look at the chart of each and every ship."

Political interest in the Belgrano issue has died down in the past four months since the Commons debate on the subject in mid-February, though the cross-party foreign affairs committee of the Commons is due to report on the subject later this month.

Mrs Thatcher's interpretation was disputed yesterday by Mr Tam Dalyell, the Labour MP for Linlithgow and her most persistent critic in the matter. He claimed that she knew about peace proposals before the order to sink the Belgrano was given.

Argentina seeks loan

By Peter Rodgers

Argentine officials were yesterday canvassing central bankers in Basle for a \$450 million bridging loan to complement a new agreement with the International Monetary Fund which they hope is about to be reached.

Contrary to weekend reports that the IMF deal had been agreed in Washington, monetary sources said that it was still waiting for approval at top IMF level, with a number of important details yet to be sorted out.

Although the IMF managing director, Mr Jacques de Larosiere, had seen the outline agreement at the weekend he

has not given his formal approval, which explains the highly qualified way in which Argentine officials have been describing the deal since President Alfonsin claimed on Friday morning that it had been arranged.

Central bankers were approached for the bridging loan at their annual meeting. Sources said that the US is expected to provide the lion's share with other contributions likely from France, Spain, Japan, Mexico, Venezuela and Canada. West Germany was against taking part, Switzerland had refused, and Italy was a possible contributor.

Debt discontent, page 24

Argentina reaffirms its claim to the Falklands

From Jeremy Morgan
in Buenos Aires

Argentina yesterday marked its long-standing claim to the Falklands by accusing Britain of trying to consolidate "an anachronistic colonial situation" and threatening world peace.

In a statement commemorating Argentina's Day of Affirmation, a long-standing anniversary that was converted to a public holiday after the elected government took office 18 months ago, the Foreign Ministry said: "An area traditionally removed from the great strategic theatres of world conflicts has been trans-

formed into a possible site of confrontations."

The Government said that Argentina was ready to offer to the island inhabitants safeguards and guarantees and said: "Obstacles, delays, and reticence in negotiations never came from our side." It said Argentina's will to talk had "collided with Britain's refusal to renew serious and global negotiations."

Argentina would not abandon its claim to the Falklands "for one minute," the Ministry said, but would seek a solution that was "peaceful, just, and definitive."

Another Falklands ship leaves the British flag

ONE of the cargoships employed for munitions transport during the Falklands war of 1982 has been sold and has left the British flag.

The multi-purpose 'tweendecker *Lycaon*, 11,803 tons gross, has hoisted the Panamanian colours for London-based Greek operators.

A subsidiary of Liverpool-based Ocean Fleets Ltd is believed to have received in excess of \$1.25m for the Soviet-built, nine-year-old vessel.

Several of the British task force fleet of dry cargoships and tankers have been sold to overseas interests since the South Atlantic conflict, leading maritime unions to complain that the UK would be hard put to assemble as capable a fleet for any future similar enterprise.

At least three vessels which receive Falklands battle honours have left the UK register.

The *Lycaon* was taken out of lay-up in Falmouth to participate in the war.

She was retained in the theatre of conflict following cessation of armed hostilities, returning later to

SHIP SALES By JAMES BREWER

Britain but spending the past year on the Tyne being refurbished.

Elsewhere in the market, large tankers remain the focus of attention with the Norwegian-flag *Jarmada*, laid up at Piraeus since February, 1981, finding a buyer. Further details have not been released.

Declining second-hand values are underlined by the sale of the 108,198 tonnes deadweight bulk carrier *Belinda*.

The 1972-built vessel obtained a reported \$4.5m. Four years ago the same company sold her sister vessel *Barbara* (now the *West Junnori*) to South Korean interests for \$20.5m.

The *Belinda* has been trading for all but a short period of her existence. The last 18 months she has been involved in Atlantic grain, ore and coal movements.

ANDROMEDA (ex *Zoe*, ex *Katherine A. Pappas*) — Motor tanker; 92,258 tonnes dw, 43,231 gross. Built Gothenburg, 1967. Sold by Katherine Compania Naviera SA, Monrovia,

through the intervention of Jacq. Pierot Jr & Sons Inc, New York, to West German interests.

BELINDA — Motor bulk carrier; 108,198 tonnes dw, 48,179 gross. Built Belfast, 1972. Sold by Belinda Shipping Corp, Monrovia (Arthur H. Mathiesen, Oslo) to Liberian-flag buyers for a price reported to be in the region of \$4.5m.

CALATRAVA — Motor tanker; 50,376 tonnes dw, 29,197 gross. Built Cadiz, 1965. Sold by Empresa Nacional del Petroleo SA, Cadiz, to Cypriot-flag interests, and renamed *Alina P*.

COMTESSE — Open shelterdeck motor coaster; 1,168 tonnes dw, 499 gross. Built Martenshoek, 1965. Sold by Beck Scheepvaart, Groningen, through the intervention of Supervision Shipping & Trading Co, Rotterdam, to Elias-Syrigas, Piraeus. The vessel has been renamed *Nikolis Pallis*.

GAMA GETAH (ex *Hoegh Opal*) — Tweendeck general cargo motorship; 18,207 tonnes dw, 12,277 gross, gear includes one 80-t derrick and one 50-t derrick. Built Turku, 1967. Sold by Gama I Inc, Panama, to Panamanian-flag interests.

GAMA PALA (ex *Hoegh Orris*) — Tweendeck general cargo motorship; 18,207 tonnes dw, 12,277 gross, gear includes one 80-t derrick and one 50-t derrick. Built Turku, 1968. Sold by Gama II Inc, Panama, to Panamanian-flag interests.

GRIEG — Motor roll-on, roll-off cargo-ship; 5,476 tonnes dw, 3,990 gross. Built Bolnes, 1972. Sold by Compagnie Generale Transbaltique, Dunkirk, on private terms. It is understood the vessel is to go for eventual demolition.

JARMADA — Steam tanker; 390,364 tonnes dw, 188,097 gross. Built Tsu, 1975. Sold by AS Kosmos, Sandefjord, on undisclosed terms.

LYCAON — Multi-purpose 'tweendeck motorship; 13,447 tonnes dw, 11,803 gross. Built Kherson, 1976. Sold by China Mutual Steam Navigation Co Ltd (Ocean Fleets Ltd, Liverpool) to London-based Greek interests for a price estimated by market sources as in excess of \$1.25m.

NEWFOUNDLAND CONTAINER (ex *Roe Deer*, ex *Norbrae*, ex *Buffalo*)

— Motor containership; 1,803 tonnes dw, 1,482 gross. Built Ardrossan, Canada, 1962. Sold by Harvey Container Ships Ltd, Newfoundland, through the intervention of Jacq. Pierot Jr & Sons Inc, New York, to Cayman Islands buyers.

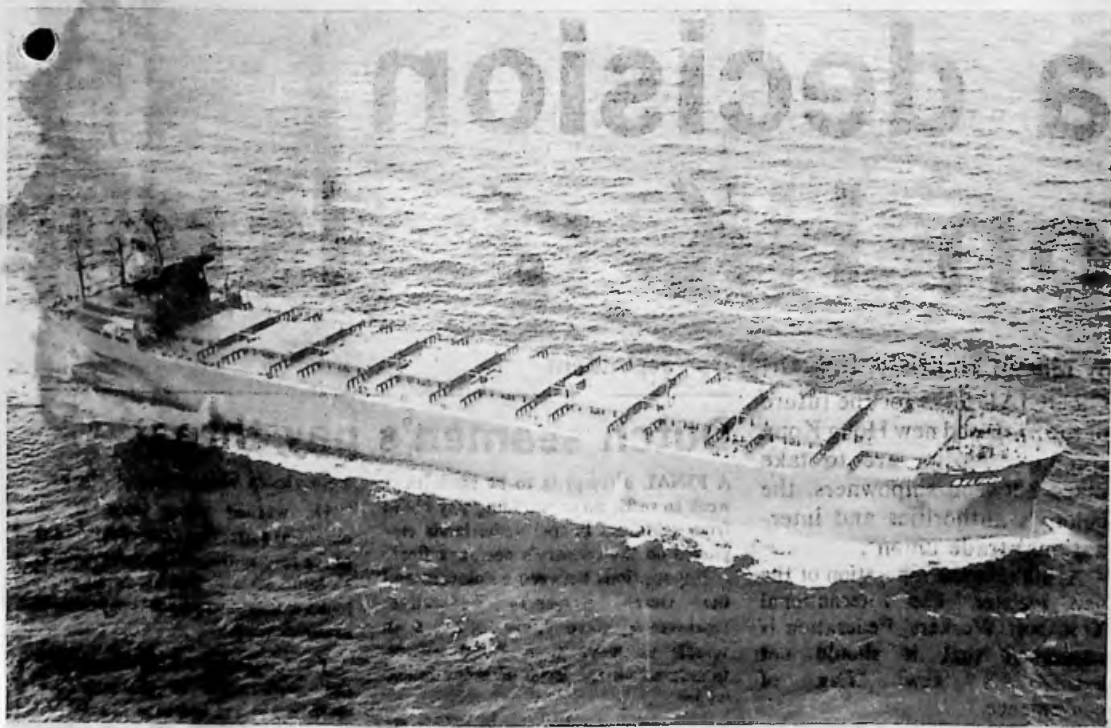
PASSAAT BRASIL — General cargo motorship; 3,648 tonnes dw, 1,600 gross. Built Makkum, 1976. Sold by Rederij Passaat Brasil BV, Rotterdam, through the intervention of Supervision Shipping & Trading Co, Rotterdam, to Vertom Scheepvaart & Handelmaatschappij BV, Rotterdam. She has been renamed *Louise*.

PRAIRIAL — Twinscrew steam tanker; 555,051 tonnes dw, 274,838 gross. Built St Nazaire, 1979. Sold recently by French interests on private terms.

TORNADO — Motor ore/oil carrier; 73,673 tonnes dw, 33,831 gross. Built Aioi, 1969. Sold by Western Navigation Corp, Piraeus, through the intervention of Jacq. Pierot Jr & Sons Inc, New York, to Taiwanese breakers.

TRADE INDEPENDENCE (ex *Kinokawa Maru*) — Motor tanker; 124,850 tonnes dw, 72,394 gross. Built Kobe, 1967. Sold by Trade Bulkers Inc, through the intervention of Jacq. Pierot Jr & Sons Inc, New York, to West German buyers for demolition in Bangladesh.

UGLAND OBO-SIX (ex *Pericles Halcoussis*) — Motor ore/bulk/oil carrier; 84,141 tonnes dw, 43,130 gross. Built Split, 1977. Sold to undisclosed buyers.



The bulk carrier *Belinda*, sold for a reported price of around \$4.5m.

Ministers misled us on Belgrano, say MPs

By Richard Norton-Taylor

A draft report drawn up by Sir Anthony Kershaw, chairman of the Commons foreign affairs committee and Conservative MP for Stroud, criticises the way the Government has consistently misled parliament over the circumstances surrounding the sinking of the General Belgrano during the Falklands conflict, it was disclosed last night.

Sir Anthony, according to Granada Television's World in Action programme, will ask the committee tomorrow to approve a conclusion that says: "As a result of the approach adopted by ministers the House remained for too long in ignorance of information which members were perfectly entitled to request. To that extent the House was misled."

This does not go far enough for the four Labour members, who have drafted a minority report.

The programme also discloses that on May 2, 1982 Lord Lewin chaired a meeting of the Chiefs of Staff at which, minutes show, the Belgrano was not mentioned even though the submarine Conqueror had been trailing her for nearly 20 hours.

It was not until he went to fleet headquarters at Northwood, outside London, that Lord Lewin heard that Admiral Woodward, the task force commander, had sent a message to the Conqueror—via Northwood—asking her to sink the Belgrano.

That message was sent to London at 8.10 am on May 2. The submarine fleet commander, Admiral Sir Peter Herbert, immediately countermanded the order, realising that it would need political approval. It is understood that shortly afterwards, Admiral Sir John Fieldhouse, chief of naval staff at the time, sent an angry message to Admiral Woodward. But at lunchtime, the war cabinet, meeting at Chequers, gave approval to the sinking and the Belgrano was torpedoed that evening.

A general message to Argentina sent on April 23, 1982, warning that any unit approaching the task force would encounter "the appropriate response," was not formally notified to parliament for another 11 days, according to World in Action.

Sir Michael Havers, the Attorney-General, said yesterday that no criminal charge was to be brought over the leaked diary of Lieutenant Narendra Sethia, an officer on board the Conqueror during the Falklands conflict.

Mr Michael Hesletine, the Defence Secretary, told MPs last year that the diary — parts of which have been published — contained classified information and that this constituted "a prime facie breach of the Official Secrets Act."

Incidents at Mount Pleasant Airport

From Mr GEORGE FOULKES, MP (Lab.)

SIR—On June 5 you published a letter from Mrs Pat Luxton giving her latest version of the "incident" at the opening of Mount Pleasant Airport on the Falkland Islands.

Since Mr Patrick Watts sent the original report from the Falklands, following his briefing by the Luxtons, they have withdrawn their claim that any breaking of glass took place or that Mr Michael Heseltine had to intervene.

They have also altered their alleged version of my supposed comment from "The mad mothers of the Plaza de Mayo have more guts than any Falklander" to "The mothers of the Plaza de Mayo have more guts than any Falkland Islander." Such a version is, of course, necessary to justify Mrs Luxton's temper loss.

On the other hand, right from the beginning I have given the correct version of a minor argument and of what I said which was: "The mothers of the Plaza de Mayo are as brave as any Falklander." I stand by that.

My account has been, and can be, corroborated by others who sat at our table and by Mr Stephen Ross, Liberal MP, who was present and spoke later to those who were at the same table.

This is the second false report sent by Mr Watts. He previously sent a totally inaccurate account of an argument between my Labour colleague, Dennis Canavan and the Falklands priest, Mgr Spraggan, which was first published in THE DAILY TELEGRAPH and followed up by other media during the Foreign Affairs Select Committee visit to the Falklands.

There would appear to be a determined effort by Mr Watts and some of the more intransigent elements on the Falklands to try to discredit anyone who dares to challenge the policy of "Fortress Falklands" and their right to pre-empt unlimited amounts of United Kingdom taxpayers' money and to deter-

mine United Kingdom Government policy in the South Atlantic.

There are, fortunately, some more reasonable Falklanders, all of whom do not share my views, some of whom I met over breakfast in Port Stanley. We had an exchange of views which all agreed was constructive and courteous.

Fortunately those who know Mrs Luxton and have experienced her wrath before me, and others who can make an objective assessment of the conflicting accounts, have expressed to me their certainty of what is the true account of what took place.

I understand why you might find this difficult having rushed out a leader condemning me based on the original, and now discredited, Reuters report.

GEORGE FOULKES
Labour Spokesman, Foreign Affairs,
House of Commons.

Another version

SIR—Having just heard Mr Foulkes's comments in the House of Commons when he insisted that Mrs Luxton had changed her story three times, I would like to mention that on May 19 I wrote to Mr Foulkes reminding him that on the evening of May 12 he had told me a completely different version of what had happened, and suggesting to him that he had either deliberately lied to me, or could not remember what he had said a few hours after the incident.

Mrs Luxton had told me the version of the episode within minutes of the event and this story she has consistently maintained since then. Mr Foulkes is now carefully refraining from insisting that Mrs Luxton was hysterical at the time, and to my knowledge has changed his story several times.

I feel Mr Foulkes should now offer his apologies to the Prime Minister and the House for his conduct when representing his party.

(Mrs) JENE PITALUGA
Port San Salvador, Falkland Is.

As Prince Andrew opens new airport

TRISTAR SETS NEW D PACE

Falklands pledge by Argentina

Buenos Aires (Reuter) - Argentina said yesterday it would preserve the lifestyle of the Falkland islanders if an agreement was reached with Britain on the disputed territory.

"Argentina fervently wishes to reach an agreement satisfactory to both parties", the Foreign Ministry said in a statement reported by the semi-official news agency Telam.

"It is willing to offer the residents of the islands the appropriate safeguards and guarantees for the protection of their interests and their lifestyle."

Today is a public holiday in Argentina to commemorate its governorship of the Falklands, set up in 1829. Britain took the islands in 1833.

The statement repeated earlier criticism of Britain's opening of a new runway in the islands, saying it posed a strategic threat to the entire region.

As Prince Andrew opens new airport TRISTAR SETS RECORD PACE

SIX NEW WORLD records were set during the inaugural flights to and from Mount Pleasant Airport in the Falklands.

The TriStar of 216 Squadron Flight 3759, took off from Brize Norton at 1930 hours on May 11 (GMT) and arrived at the new airport which was officially opened by Prince Andrew at 1358 hours the next day, just two minutes ahead of schedule after a flight of some 7,400 nautical miles.

As the wheels touched down, three world records had been set — the flight from Brize Norton to Ascension (8 hours 22 minutes), where the aircraft spent one hour 47 minutes on the ground for refuelling; Ascension to Mount Pleasant (8 hours 19 minutes) and the overall trip from Brize Norton to Mount Pleasant (18 hours 28 minutes).

Similar records were set for the return flight two days later with an elapsed time between Mount Pleasant and Brize Norton of 17 hours 22 minutes. The official observer on the flights for the Royal Aero Club, of which Prince Andrew is President, was Sqn Ldr Reg Revill, the training design advisor on 216 Squadron. The

times have gone to the Federation Aeronautique Internationale so that the records can be confirmed.

To mark the new world records, the TriStar was carrying 4000 first day covers, a joint venture between the Royal Aero Club and the Bomber Command Museum at Hendon. They were one of a series of world record covers to raise funds for the museum and during the flight 400 of them were signed by the Secretary of State for Defence, Mr Michael Heseltine, one of the party of VIPs on the inaugural flight, and the rest were signed by the crew.

Although the flight marked a new phase in the support of the Falklands Garrison, it was hardly typical of the flights to come. The aeroplane's fit included special accommodation and seating for the VIPs and the fare-paying journalists and the standard of catering and in-flight service was up to that of airline "super club."

The cabin crew were kept on their feet but most seemed to welcome it. Said Air Steward Cpl Bill Bamber: "This has been a great trip and has been very unusual for us. When you are busy, the time goes quicker and it has also given us an opportunity to show our prowess."

At about 400 miles out from the Falklands, the TriStar was joined by two Phantoms of 23 Squadron flown by Flt Lt Grant Taylor and Sqn Ldr Tony Gibson, and Fg Off Paul Willis and Flt Lt Phil Jones.

The Phantoms accompanied the

TriStar for the rest of the flight, accelerating away before touch down to make a low pass over the airport, just ahead of the wide-bodied jet.

Flight 3759 then taxied to the pan, an RAF pennant fluttering over the cockpit, and came to rest in front of the giant hangar built to accommodate the TriStar. Thousands of people were there to welcome the flight, most of them made up of the 2000-strong work force constructing the airport.

Waiting at the bottom of the aircraft steps to greet the VIPs were Sir Rex Hunt, the Civil Commissioner, and Maj Gen Peter de la Billiere, Commander British Forces Falkland Islands.

In addition to the Secretary of State, other ministers were on the aircraft together with representatives of the construction com-

panies involved in the Mount Pleasant project and the Vice Chief of the Defence Staff, Air Chief Marshal Sir Peter Harding.

Prince Andrew, who is currently serving in the South Atlantic as a Lynx helicopter pilot in HMS Brazen, then arrived for the opening ceremony. After a Royal salute, he inspected a guard made up of representatives of the three Services before everyone entered the hangar — by far the largest building on the islands — for the ceremony itself.

The Prince likened the construction of the airport to the pioneer work which took place in the early days of the North American West. "Here are 3000 men and women working 8000 miles from the UK, building what amounts to an international airport on a peat bog, which is itself 53 km from the nearest major

cont..



town or city, Port Stanley. I can think of only one other site where it would be less easy to build an airport and that is on St Helena. But Mount Pleasant must be a close second in the league table of civil engineers' nightmares."

He continued: "The runway and taxiways to date have used 100,000 cubic metres of pavement-quality concrete and 75,000 cubic metres of asphalt and will need, when completed, 230,000 cubic metres of concrete and 180,000 cubic metres of asphalt, but perhaps more impressive is the figure for the stone quarried on site — 1,500,000 tonnes."

Despite the difficulties, the first phase of the airport, which includes an 8500-foot runway, taxiways and the hangar, was completed on time, just 22 months after the contract was

placed by the Property Services Agency (PSA) which manages the project and 16 months after the start of work on site by the building consortium, Laing-Mowlem-Amey Roadstone Construction Joint Venture.

The second phase is due to be completed next February and will include RAF operational and accommodation facilities which will mean that all air force activities, including the Phantom air defence capability, will be transferred from RAF Stanley.

The final phase, due to be completed in 1987, will include Army accommodation, and port facilities at the nearby Mare Harbour, effectively meaning that the whole of the Falklands Garrison will be centred at Mount Pleasant.

Cont. on Page 7

cont...

JET-SET STYLE FOR AIRBRIDGE

Continued from page 1

Said Mr Michael Heseltine: "The airport will be of great benefit to the Ministry of Defence. It will provide a permanent facility for the operations of the RAF in the Falklands, replacing the temporary matting runway at Stanley.

"It will achieve considerable savings in the running costs of the garrison by allowing efficient roulement by widebodied jets to replace the expensive Hercules airbridge and the time consuming movement of troops by sea to and from Ascension. We estimate

Squadron will take over the task completely with three scheduled flights a week. The Hercules airbridge will continue to be used to carry freight, using the Port Stanley airfield until Mount Pleasant becomes fully operational.

The advent of the wide-bodied jet to the Falklands will bring to an end the voyages of the troopships between Ascension and Port Stanley. The Uganda has already been returned to her owners, P&O, while the MV Keren, a former North Sea ferry currently berthed alongside in Port Stanley, awaits news of her future.

passing of "the most luxurious hotel in the Falklands."

"Luxurious" as the Keren may be, the servicemen who travelled back on the TriStar were in no doubt which method of transport they preferred. Said Cpl Dave Stannier, who had been serving on the GEF at Stanley and was returning to Chivenor: "I went down by sea and I can tell you, this is much better than the boat."

Chief Petty Officer Michael Bailey of 826 Squadron was on his third trip having previously travelled by sea and the Hercules airbridge. "The TriStar means that going down you will have less time off your task, and going up, there will be less time off your leisure," he said.

L/Cpl Willy MacDonald of 9 Para Squadron, Royal Engineers, was another satisfied customer: "There is no comparison with a Hercules," he said.

Sgt Andy Grant of Admin Coy, 22 Signals Regiment, found one of the more basic facilities of the TriStar no comparison with the Herc. "It's nice to be able to go to the toilet without doing an assault course over the cargo," he observed.

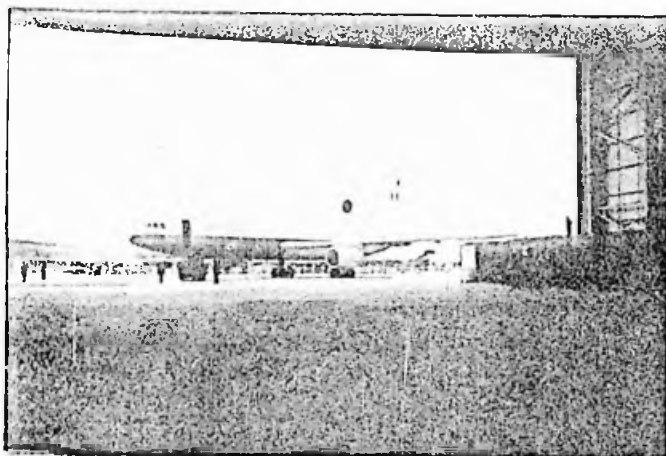
The only slight criticism, came from Flt Lt Mike Carter: "It's very comfortable, it's quicker and the catering is better," he said. "But it is a long time to sit in one aeroplane and I find it a bit boring." Then he added by way of explanation: "I am a Harrier pilot."

Had it not been that Flight 3759 had to arrive at an appointed time, its north south journey would have been even quicker. Said Wg Cdr Keith Filbey, OC 216 Squadron and Aircraft Commander: "We had to slow down to make sure we did not get there too early."

Two aircrews flew the historic flight, one for the Brize Norton to Ascension leg and the other from Ascension to Mount Pleasant.

The first crew was: captain — Sqn Ldr Mike Dobson; co-pilot — Flt Lt Dave Birch; air engineer — FS Mike Deacon; cabin supervisor — MALM Geoff Smith; air loadmasters — MALMs Terry Douse and Ken Jeffery; air stewards — Cpls Phill Bissell, Sue Elliot, Caron Jones, Al MacKenzie, Neil McGlynn, Steve Pratley and Andy Whitehouse.

The second crew was: captain — Flt Lt Tony Marshall; co-pilot — Flt Lt Mike Emery; air engineer — Sqn Ldr Mike Cawsey; cabin supervisor — MALM Geoff Smith; air loadmasters — MALMS Martin Felton and Chris Maggs; air stewards — Cpls Bill Bamber, John Dutton, Bob Jenkins, Brian Kane, Mo Scudder, Linda Wells and Geordie Wilson.



TriStar at the entrance to the giant hangar

these savings alone will amount to around £25 million a year.

"In the longer term, it may also be possible to adjust the size of the permanently stationed garrison to take account of our capability for rapid reinforcement and of the rationalisation of supporting services when all outlying elements of the current garrison are concentrated here from 1987 onwards."

The Secretary of State went on to outline the part Mount Pleasant will play in the islands' economic and social development. "After it is completed in February next year it will offer an international airport to Civil Aviation Authority standards for use by those who wish to develop the islands.

EXPANSION

"We look forward to the day when civil use of this airport becomes progressively more important, and it will act as the Falklands link to the outside world, assisting in the expansion of export trade and a tourist business."

Until next November, the scheduled troop flights will be flown by Boeing 747s of British Airways assisted by TriStars of 216 Squadron for the first month. From November onwards, 216

The end of her service in the South Atlantic will also mark the end of an unusual detachment for three RAF personnel. They are WO Pete Jones, the ship's Warrant Officer; WO John Nicholson, movements; and Cpl Colin Middleton, the ship's clerk. Cpl Middleton won't be too sorry: "It can get pretty rough in the South Atlantic," he observed, while WO Nicholson sees it as the

India may buy task force ship

India is again considering buying the 28,500-tonne carrier, *Hermes*, flagship to the task force during the Falklands campaign in 1982. The Indian High Commission in London said last night that the ship is one of several being considered for the Indian navy.

The *Hermes* was built in Barrow in Furness in 1944 and is now the only large warship in reserve. If she is not sold she could be scrapped or kept in reserve. The Ministry of Defence said that no decision has been taken.

Frost and Thatcher in Belgrano

By Julian Haviland
Political Editor

The Prime Minister yesterday demonstrated unshaken conviction that she and her Cabinet colleagues were right to order the sinking of the General Belgrano, the Argentine cruiser, in 1982, during the Falklands campaign.

She dismissed the accusation that Parliament and the public were misled, claimed the Government had given as many facts as it could, and said that "no particular peace proposals" had reached the Government when the sinking was ordered.

The circumstances of the sinking occupied more than a third of Mrs Thatcher's 50-minute interview on TV-am with a persistent and fully-briefed Mr David Frost, with whom she showed no annoyance, but some impatience.

She was "utterly amazed" that Mr Frost and others should make a "pernickety" point about "one of the most brilliant battles ever fought, 8,000 miles away."

"Everyone accepts that the Belgrano had to be sunk at least I hope they do," Mrs Thatcher said. "I would take the same decision again."

She became animated when asked why she had incorrectly told Mrs Diana Gould, on a controversial television phone-in during the 1983 general election campaign, that the Belgrano was not sailing away from the Falklands when sunk. Did Mr Frost think she spent her days prowling around the pigeon-holes of the Ministry of Defence? If so he must be "bonkers".

After the interview, Mr Tam Dalyell, Labour MP for Linnithgow, said Mrs Thatcher had lied in saying that peace proposals had not been received through the Peruvian government.



Period of calm: Mrs Thatcher and David Frost before the Belgrano issue surfaced.

'Everyone accepts cruiser had to be sunk'

FROST: Do you think that in terms of the credibility of the Government and so on, the Stonewall, the cover-up, or whatever you call it, over the Belgrano was in retrospect, a mistake?

THATCHER: No, I do not think it is a mistake. We had a very, very long and detailed debate. Everyone accepts that the Belgrano had to be sunk. At least, I hope they do... Do you know what the charge against us is? That the Belgrano was discovered, seen first, the day before we admitted we had seen it, and that when John Nott said in the House that it was torpedoed, he said it had been detected earlier that day. In fact, it was seen the day before.

Detected to...?
One moment! Do you really think that is worth making such a fuss about? That on the day in the middle of war when he announced it had been torpedoed, he said - and for very good security reasons - that it

had been seen earlier that day and it was torpedoed that day, and then that got into the final record and eventually it was realized that it had been seen the day before, and a whole row was built up on this, a whole row. It seems to me...
Yes but what?
I mean, I think. I mean, I was going to talk about the cover-up... but the reason I... Cover-up of what?
Well the cover-up of the facts. I mean, you know... What fact other than that? I mean I mean the fact that it was going in a completely different direction... it was not, as he said, closing in... people get. Do you know, ships do zig-zag. Yeah, but it didn't zig-zag. But ships do change direction... would take the same decision Yeah, but it didn't zig-zag. That ship did change direction. But would you still, I mean, I mean, what you told Diana Gould, a questioner on a controversial television phone-

direction once to go back home and a 10-degree difference to get closer to Argentina.

A ship is torpedoed on the basis that if wherever she is she can get back to sink your ships in reasonable time; you do not just discover ships on the high seas and keep track of them the entire time. You can lose them. You can lose them. I would far rather have been under the attack I was for the Belgrano than under the attack I might have been under for putting Hermes or Invincible in danger, and if ever you think that governments have to reveal every single thing about ships' movements, we do not. And if I were tackling... No, oh, I mean, the reason...

... through your admirals. Prime Minister, you said that in '83... But do you think... and the ministers knew in November '82 so that... Mr Frost... That was incorrect, what you said to her wasn't it? Do you think Mr Frost that I spend my days prowling round the pigeon-holes of the Ministry of Defence to look at the chart of each and every ship? If you do you must be bonkers!

in 1983] that it was not sailing away from the Falklands and, in fact, it was, would you go to that extent again?

Look! Do you really think that they say to a Prime Minister, do you really think in the middle of a war, they come up and say: "That ship has changed direction!" and then they come up half an hour later: "That ship has changed direction!" or again: "That ship has changed direction!" Look! You run a war... You said... through your admirals. Prime Minister, you said that in '83... But do you think... and the ministers knew in November '82 so that... Mr Frost... That was incorrect, what you said to her wasn't it? Do you think Mr Frost that I spend my days prowling round the pigeon-holes of the Ministry of Defence to look at the chart of each and every ship? If you do you must be bonkers!

PM 'would take the same decision again'

Thatcher unrepentant about Belgrano sinking

By Richard Norton-Taylor

Mrs Thatcher yesterday defended the sinking of the Argentine cruiser, the General Belgrano, during the Falklands conflict. If she was "in charge of a war again," she would take the same decision, the Prime Minister said.

The Government had not made a mistake by covering up the facts about when the General Belgrano was first sighted, and that it had reversed course, steaming away from the task force for 11 hours before it was attacked, she told David Frost on TVam.

The Prime Minister consistently said until last year that she did not know about the Belgrano's change of course or that it was first sighted more than 24 hours before it was attacked. Questioned yesterday about what she knew of the General Belgrano's movements, she said: "You run a war through your admirals."

Visibly irritated and apparently surprised by the questions, she added: "Do you think, Mr Frost, I spend every day prowling around the pigeon holes of the Ministry of Defence to look at the chart of each and every ship? If you do, you must be bonkers."

The General Belgrano, she said, was "a danger to our

the captain of the submarine, Conqueror, which sank the Belgrano, asked for verification of the attack order she said: "I knew when I gave the order to sink her and that is all in the public domain."

Mrs Thatcher was "utterly amazed" that, after what she described as one of the most brilliant battles ever fought by British forces, 8,000 miles away the controversy had been built up by a statement to Parliament by the then defence secretary, Sir John Nott. He said that the General Belgrano was sighted on May 1 and not on May 2, 1982. Mr Nott had given the wrong date, she claimed, "for very good security reasons."

Referring to American and Peruvian attempts to get diplomatic settlement during that fateful weekend, the Prime Minister said that "no particular peace plan" had reached London until after the General Belgrano was sunk. She added: "I never believed Galtieri (the then Argentine president) would withdraw."

Francis Pym, the then foreign secretary, and Mr Nott, have said that they had not given up hope of a diplomatic settlement.

Granada TV's World in Action programme says it will tonight reveal new information about the events surrounding the General Belgrano's sinking.

David Frost : irritated Thatcher

boys. A ship is torpedoed on the basis that, wherever she is, she can get back to sinking your ships in reasonable time." The Belgrano, Mr Frost told her, was 14 hours' steaming time away from the task force when it was attacked on May 2, 1982, with the loss of 368 lives.

There were 100 ships in the South Atlantic, she said, and what mattered to her was that the British aircraft carriers, the Hermes and the Invincible, were protected.

Asked why Commander Christopher Wreford-Brown

Falklands ship 'sold'

HMS Hermes, the Falklands task force flagship, is believed to have been sold to the Indian Government. An announcement by the Ministry of Defence is expected on July 1, when the new Ark Royal Invincible class carrier is taken into service.

Sale of the Hermes has been under consideration at the ministry for the last year, since she was taken out of service and docked at Portsmouth naval base. Options were to scrap or mothball the carrier, which was commissioned in 1959.

DANGEROUS BELGRANO HAD TO BE SUNK SAYS THATCHER

By JAMES WIGHTMAN Political Correspondent

The Prime Minister rounded sharply on David Frost, the television interviewer, yesterday when she defended the decision to sink the Argentine warship General Belgrano during the Falklands conflict.

Responding to repeated questions about the Belgrano's position and direction, Mrs Thatcher told him he must be "bonkers" if he thought she spent her time "prowling around the pigeon-holes" of the Ministry of Defence, charting each and every ship.

She added: "If you think I know in detail the position of every blessed ship, I can't think what you think a Prime Minister's job is."

She was "utterly amazed" that he should raise "pernickety points about one of the most brilliant battles ever fought."

The Prime Minister had bridled at Mr Frost's questions during an interview for TV's "Good Morning Britain" programme, about one of the most controversial episodes of the Falklands war in 1982.

Of the decision made by her self and other senior ministers in the so-called "War Cabinet", she said: "Everyone accepts that the Belgrano had to be sunk; at least I hope they do. People recognise that you have to look after your own people on the high seas."

'I'd do it again'
She added: "If I were in charge of the war again, I would do the same again."

Then, to her interviewer, she said: "So would you, had you not been a TV commentator but had been in a position of responsibility for the Hermes, the Invincible and the Task Force."

When Mr Frost said that the Belgrano had been sailing away from the exclusion zone when it was attacked, Mrs Thatcher replied: "That doesn't mean it was sailing away from the field of battle."

She also said: "The charge against us is that the Belgrano was seen first the day before we admitted we had seen it. The whole row was built round that point."

'Our boys'

The Prime Minister continued: "The Belgrano was sunk because it was a danger to our boys. It was not sailing away from the battle because it could turn at any time."

"There are times when you lose a ship, Mr Frost. I am absolutely astounded that in one of the most brilliant battles ever fought, 8,000 miles away from home, the only pernickety point that you or others can make is that you have discovered it was seen one day before we said, and that the ship changed direction."

"We were right to sink it. And I hope everyone knows that so long as I am there they will have a Prime Minister to protect their Navy and our boys, and I will continue to do so."

Mr Frost said that until the "turning point" of the sinking of the Belgrano the Argentines had claimed no British lives

admiration for Cecil Parkinson's work. He had built up a business, knew how to run one, therefore, can read anyone else's balance sheet, can cross-examine in a way which only a person who has built their own business can.

"He was a quite outstanding minister and we miss him very much. He was also a very good communicator, very good on the media, with which you are familiar."

Asked if she would like to make room for Mr Heath in the Cabinet, she replied: "No, I do not think I can. I had to make that decision right at the beginning and you cannot go back now."

The Prime Minister, who insisted that she was still in good health despite her cold, resisted the suggestion that she was "embattled" because of the interviewer's phrase, "the combination of the shire elections and the opinion polls and revolts in the party and so on."

'TBW factor'

Pointing out that she had been in politics for 26 years and had seen mid-term problems before, she added: "Look, the polls were worse in 1981 than they are now. They were worse and we recovered."

The interviewer suggested that in the recent shire elections Conservative canvassers had talked about "the TBW" factor.

Mrs Thatcher at first thought that Mr Frost was referring to a television company called "TBW".

Then she was told by him that the letters stood for "that bloody woman" factor.

"Oh dear, how dreadful,"

After Mr Frost had suggested that Conservative Central Office should have told her about such a factor, she replied: "I think they do not tell me because they know it is not true."

"And recently I just stopped shouting in the House of Commons at question time. They make a noise when I get up and I tried to make my voice rise over it and then I thought, 'Well why should I? If you want to hear what I am saying, you can keep quiet.'"

"And now they say 'Oh, she has softened.' That is not so at all."

"I am just the same as ever I was. What they are cross about is that they built up an image and now they are cross that I do not match up to the image that they have built up."

'Neat and smiling'

Mrs Thatcher spoke of the virtues of being "neat and smiling" when representing Britain as a political leader.

Asked whether she considered herself a beautiful woman, she paused, then said: "I hope I am never flashy or dress in a flashy way. I dress quietly, I hope, sometimes with very good British design."

"One's appearance matters. It is the first contact that you have with people, and the first impression matters. This is especially true when you go abroad."

It mattered, she said, that the first impression was of "a tidy person, preferably smiling —there is not always a lot to smile about, though."

Parkinson praised

Confirming the expectation that some changes will be made in September, she said: "Yes, of course, there is usually a reshuffle in the long recess. I do not know how big it will be or who it will involve, yet and I do wish the Press would not reshuffle the Cabinet every day for me because it is pretty hurtful."

"I mean, some days, maybe I would like to reshuffle the Press, but one day maybe I will write an article about that."

Another attempt by Mr Frost to discuss Cabinet changes drew a further blank.

But those Tories who are calling for a comeback for Mr Cecil Parkinson, the former party chairman and Trade Secretary, could take encouragement from her reply when his name was raised.

She said: "I have a great smile about, though."

A Falkland hero's inner battle



Soldier of misfortune: Simon Weston rebuilding his life three years after the inferno on the Sir Galahad

TELEVISION

Two years ago Q.E.D. made *Simon's War*, a film about Simon Weston, a Welsh Guardsman who had his hands and face badly burned when the Sir Galahad was attacked at Bluff Cove during the Falklands war a year earlier.

That film, shown again last Wednesday, showed how the army's medical staff reconstructed his face and how Simon survived the ordeal. On Wednesday Q.E.D. *Simon's Peace* (BBC2, 9.25-10.15pm) follows the rehabilitation progress of the unfortunate young man, whose psychological scars are as deep as his physical ones.

The support from the public after the first film bolstered his confidence immensely, but the realization that he will never be the same again weighs heavy on his mind. Yet his sense of humour has survived as has, less fortunately, his sense of guilt.

Simon's mother talks of how badly he treats her periodically and of his threat to commit suicide because he believes he should have died along with three of his companions.

Simon himself acknowledges his deep depressions when, in his own words "I was a swine", but with the help of the local community of Nelson, who accept him, he now faces life in civvy street with growing optimism, although he has still to discover what he can and cannot achieve. A moving and frank documentary about an extremely brave and resilient young man.

Benefit cuts could cost war widows £20 a week

By Nicholas Timmins
Social Services
Correspondent

Some war widows and people on industrial disablement pensions could face cuts in housing benefit of as much as £20 a week if the Government's proposed changes go through, it was claimed yesterday.

The cuts in help with rent and rates would come from the new way in which the benefit is to be withdrawn with higher income and the ending of local authorities' discretion to make the housing benefit scheme more generous.

According to the Rowe report, about half of all local authorities ignore income from war widows and industrial disablement pensions when calculating entitlement to housing benefit. The government proposes to stop that happening on the ground that it causes inequity in different parts of the country and between claimants.

Dr Peter Kemp, housing research fellow at University Glasgow, said: "That could mean losses of up to £20 a week for some war widows and some of the disabled".

Glasgow, the local authority with the largest housing benefit caseload, has an estimated 1,500 people on such pensions.

Falklands ship in accident

The North Sea ferry, Norland, a veteran of the Falklands conflict was being towed back to port last night after an accident off the Dutch coast ripped a 15ft gash in her starboard side.

The passengers remained on board as three tugs towed the listing vessel back to Rotterdam. The crew of 104 are still aboard. There were unconfirmed reports that the vessel had been in collision with a German ship.

INSIDE STORY OF ACTION IN FALKLANDS

The most revealing and authentic front-line book yet about the Falklands campaign, "Above All, Courage," has been launched at the Royal United Services Institute in London.

It brings together 50 first-hand accounts by Royal Navy, Royal Marines, Army and Royal Air Force personnel of all ranks who were involved in the major Falklands actions.

Between them, the authors were awarded one KCB, two DSOs, six MCs, one DSC, one DFC, one DSM, two DCMs, one GM, two MMs, four QCMs, one BEM, and three Mentions-in-Despatches.

"Above All, Courage: the Falklands Front Line—first-hand accounts. Max Arthur. Sedgwick and Jackson, £12.95.

Crucial survey of the Falklands

FROM being a distant little-known place from whence Brunel's *Great Britain* was recovered, the Falkland Islands bid fair to being among the most documented of Britain's remaining "possessions."

When Ewen Southby-Tailyour was engaged in 1978-79 in a 13-month survey of the islands the events of 1982 were obviously rumbling for eruption but no-one realised that of all the people whose expertise on the islands would be crucial, none was more important than the author. In his foreword, Major-General Thompson, commander of 3rd Commando Brigade, Royal Marines, states

Falkland Islands Shores by Ewen Southby-Tailyour. 270pp. 26 x 19 cm. (Conway Maritime Press Ltd, 24 Bride Lane, Fleet St, London EC4Y 8DR. £12.95)

that this knowledge and expertise were irreplaceable in the planning and conduct of the amphibious operations.

The book began as a cruising guide, but under the impetus of an obviously alert and searching mind, it acquired a wider scope thanks to the author's own interest and to the very special knowledge of Mr Jack Sollis, "that extraordinary Falklands Islands seaman" without whom and his crew, records the author, there would have been no book.

Another potent influence was the fact that the Falklands conflict was in progress when Sir Peter Johnson, the book's publisher, got in touch with the one Royal Marines officer who had made a detailed study of the islands and who became an indispensable member of the planners of the amphibious assaults.

The material has only recently been "de-classified" and so ordinary readers can get some glimpse of the immensely detailed

knowledge which contributed to the all-important amphibious operations. The book is a detailed topographical survey and pilotage manual with numerous drawings and chartlets, but also includes material on wildlife, the numerous interesting wrecks around the Falklands, general descriptions of the islands and a chapter on survival which includes a warning about the poisonous pig-vine plant and other hazards.

The book has made use of most available official information as well as the author's detailed observations and is likely to remain the definitive manual on its subject.

Shipping Correspondent BRIDGET HOGAN tells the story of the 'Norland', damaged on Friday in a near-collision off the Dutch coast

Irony of the ferry that survived the Falklands

AFTER coming unscathed through the Falklands conflict, seems ironic that the *Norland* should meet her first accident while in commercial service just one and a half miles from the Dutch coast.

Owners North Sea Ferries say the 12,988 tons gross ferry was sailing in good visibility and it was still light on Friday night when she swerved to avoid collision with the 423 tons gross West German coaster *Sabine*.

The ferry, which had led the way into San Carlos three years earlier with *HMS Fearless*, was left listing after starting her routine voyage to Hull from Rotterdam.

According to those who helped with the rescue of the 650 passengers — there were 104 crew

on board too — there was no panic.

By yesterday most had found their way back to the UK on other services or, in the case of some Dutch travellers, returned home.

The *Norland* was specially built for the North Sea Ferries link between Hull and Rotterdam and was seen on the route regularly until requisitioned for Government service when the Falklands conflict broke out.

One of the first ships to be recruited for the requisitioned and chartered task force, the ferry was used as a troop carrier, prisoner of war transport and as a supply vessel during her nine month service with the Ministry of Defence.

After carrying the paratroopers to the Falklands and ferrying hundreds of Argentinian prisoners of war back to their homeland, the

Norland saw further service as a supply ship.

She travelled thousands of miles keeping the Falklands garrison supplied from Ascension Island until released from war work and returned to her owners.

A £2 million refit only a few miles along the Humber from her Hull base restored the *Norland* to her commercial service condition.

And only a year after leaving the route, the *Norland* returned to her regular link between Hull and Rotterdam.

While in the Falklands the *Norland* had seen service in the thick of battle, but had returned to the routine of ferry operations unscathed.

Now she awaits her immediate fate in a Rotterdam drydock as the

first damage assessment is carried out on her port stabiliser and flooded engine-room.

Initial reports indicate it will not be a speedy repair process and North Sea Ferries, a joint company between P&O and Nedlloyd may have to make interim arrangements.

It is hoped that the 15 ft hole in her side can be patched to allow the *Norland* to return to the North Sea Ferries terminal in Rotterdam.

There the 140 cars, five coaches and 107 freight units — including 90 trailers — will be discharged, saving an eight-mile drive through Rotterdam.

The vehicles will then probably be shipped back to the UK on North Sea Ferries services either today or tomorrow.



The *Norland* — she served as a troop carrier in the South Atlantic.

History of the 'Norland'

1974 Built A. G. Weser Werk Seebeck, Bremerhaven.

1982 Apr 21 departs for Falklands conflict carrying members of the Second Battalion Parachute Regiment.

1982 June carries prisoners of war to Montevideo for repatriation to Argentina.

1982 September used as a supply ship between Ascension Island and Falklands garrison.

1983 January returns to the UK and undergoes £2 million refit in Immingham.

1983 April returns to commercial service between Hull and Rotterdam.

1985 June 7 incident off Rotterdam involving coaster *Sabine*; damages port stabiliser and floods engine-room.

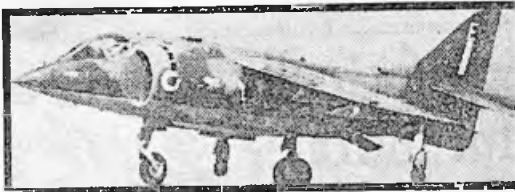
Daily Mail
7.6.85

New battle for Harriers

FOR the first time since Argentina invaded the Falklands the South Atlantic Islands will not be protected by the Harrier Jump Jet.

The tiny vertical take-off plane was a devastating success during the war, chalking up 32 'kills' against Argentine aircraft without losing a single aircraft in air to air combat.

But now that the new Falklands runway has been opened the islands can be protected by the more powerful RAF Phantoms.



The Harrier: devastating success

With its proven combat record, how has the Harrier performed on the sales front?

A total of 343 have been sold around the world. But a third of these have been the improved version built

for the American Marine Corps.

Now a new version of the Harrier is being produced. Again the American services have taken the lead by ordering 332. The RAF will take a more 62.

Spain and India have bought a total of 20, but other nations still regard the Harrier as a gimmick.

After the Falklands war rival plane-makers claimed it won its duels in the sky because it was operating at low level and against other jets at the limit of their range.

British Aerospace must now convince the world air forces that it has sound strategic and tactical values.

HARVEY ELLIOTT
DEFENCE CORRESPONDENT

Harriers complete tour of duty in Falklands

From John Ezard in Port Stanley

The last of the jump-jet Harrier fighters which won the battle in the air during the 1982 Falklands conflict have been counted back to Britain. It was disclosed here yesterday.

British Forces Headquarters announced that the final flight of Harriers still in the garrison had been withdrawn to start Nato duties. It said they were no longer needed as part of the air defence of the is-

Falklands pacs stopped Chile embargo, page 4.

lands after the opening of the main 8,500-foot runway on the new rapid reinforcement airport at Mount Pleasant last month.

A forces spokesman said the garrison's remaining Phantom interceptors would operate with "greater flexibility than hitherto" because of the new runway. But he declined to say whether extra Phantoms would replace any of the Harriers.

The versatile little fighters, which could take off and land without proper airstrips, are known to have been crated and flown home in one of the wide-bodied passenger and cargo jets now running a twice-weekly service from Britain.

The move was foreshadowed in the latest defence white paper on May 1, which said: "Once the airport and garrison facilities are complete, we should be able to reduce still further the level of forces permanently stationed on the islands." It saddened the Harrier crews, who were able to put in more flying hours and intensive training in their exercise zones over unpopulated parts of the Falklands than anywhere else in the world. They

Turn to back page, col. 3

Harriers end tour of duty

Continued from page one

were deployed partly as a second line of defence, while the Phantoms patrolled the 150-mile Falklands protection zone.

Asked if the withdrawal signalled any Government loss of interest in defending the Falklands, the spokesman said: "Not at all. The airport is evidence of a most tangible commitment, and a very capable defence force remains."

Elected councillors were told privately of the move in advance and were untroubled.

Alan Travis adds: A further £89 million is to be spent on the new airport before it becomes fully operational early next year, the Department of Environment revealed last night in a written Commons answer.

Sir George Young, the minister responsible for the Property Services Agency, which is supervising the cost of Mount Pleasant airport said in answer to the Labour MP, Mr Tam Dalyell that the extra bill did not include further cash to be spent on a separate project providing Army accommodation and a port. The most recent estimate of the total cost of building the airport was put at £390 million.

BELGRANO

Inquiry split

By Richard Norton-Taylor

A SEVEN-MONTH inquiry into the events surrounding the sinking of the Argentine cruiser, the General Belgrano, during the Falklands conflict has split members of the Commons foreign affairs committee on party lines.

Although the committee will discuss a draft report next

Wednesday, it is now acknowledged that there is no chance of a compromise and that the four Labour members will publish what will amount to a minority report.



Sir Anthony Kershaw

They have drawn up a long amendment which covers in great detail the military, political and diplomatic circumstances which led up to the sinking. It is understood to

cast doubt on official explanations provided at the end of last year by Mrs Thatcher and other ministers.

The Tory majority, led by the committee's chairman, Sir Anthony Kershaw, are expected to limit their criticism of the government to its failure to set the record straight in a white paper once it had become clear that ministers — by accident or by design — had misled the Commons between 1982 and 1984.

The seven Tory members are expected to give the Government the benefit of the doubt over its claims that, according to intelligence assessments, the Belgrano was a threat to the task force when it was attacked on May 2, 1982.

The Labour members — Ian Mikardo, Nigel Spearing, Dennis Canavan, and Michael Welsh — are understood to be more sceptical. The two reports are expected to be published early next month.

Falklands pact prevents Chile embargo

By Richard Norton-Taylor

An embargo on arms sales to Chile would be "a striking political gesture" against abuse of human rights but the penalties—in particular the threat to Britain's secret defence pact with Chile on the Falklands—would be unacceptable, according to leaked Foreign Office documents.

An arms embargo—British policy before 1980—is one of the contingencies drawn up by Foreign Office officials last November, shortly after General Pinochet declared a state of siege.

This and other ways in which Britain could show displeasure were discussed at a meeting attended by Sir Geoffrey Howe, the Foreign Secretary, in December.

The documents, which are referred to in the latest issue of the *New Statesman* magazine, published tomorrow, list options Britain could take in protest against state repression in Chile, including economic sanctions, ending British training schemes for Chilean military personnel, and the recall of Britain's ambassador in Santiago.

They also say that the Government could have withdrawn permission for Fairey Engineering to refurbish a Chilean nuclear reactor but the Chileans have already cancelled the order after an earthquake and adverse publicity.

A paper on contingency planning says that an arms embargo against Chile would carry "unacceptable penalties." An embargo would be regarded as a large shift in British policy which, in turn, could "hazard the defence and other co-operation we enjoy over the Falklands."

It suggests that Chile's recent agreement with Argentina over the Beagle Channel "could also make it easier for the Chileans to reduce the level of their co-operation with us if they were so tempted." It notes that Royal Navy ships can call at Chilean ports.

The Foreign Office also says that the Chileans have already bought some missile systems, such as the Blowpipe, from Britain and have expressed an interest in others. They have not been able to buy Jaguar aircraft or Lynx helicopters because of financial problems.

Although Britain gave permission to British Aerospace to market land-based Harrier aircraft to Chile the deal has been blocked by the US, whose approval is also needed.

The only item on Chile's shopping list which the Foreign Office regards as "politically contentious" is the Chilean interest in buying 300 Centaur half-track army vehicles.

The Foreign Office said yesterday that the Government had so far only granted a temporary export licence for a single demonstration model, and applications to export more would be considered carefully.

On the question of an arms embargo, Whitehall officials yesterday would say only that Britain had not supplied items used for internal repression since 1980.

According to the *New Statesman*, the documents were sent to Mr Jeremy Corbyn, Labour MP for Islington North and a member of the Chilean Solidarity Campaign, by Mr Geoff Dennis, a Foreign Office clerk suspended without pay last month.

Falklands Military Medal withdrawn from auction

The first gallantry medal from the Falklands war to come up for auction was withdrawn from sale yesterday after newspapers chronicled a disagreement between the medal's recipient and its vendor.

The Military Medal, one of 34 awarded for the Falklands campaign, was won by Mr Terence Barrett while he was a sergeant in The Parachute Regiment for "outstanding leadership and personal bravery" during the fighting for Port Darwin and Goose Green three years ago.

On leaving the Army last year he sold it and two other medals to raise money for the deposit on a house in Aldershot.

A local medal collector, Mr John Cannon, paid £2,500 for them, on the understanding Mr Barrett believed that he would be offered first refusal should Mr Cannon decide to sell.

Two weeks ago Mr Barrett, who is working as a security guard abroad, learned from a friend in Britain that they were to be auctioned by Spink and Son in London yesterday.

His anger was reported in several newspapers and Mr

Cannon withdrew the medals.

Mr Cannon, an insurance broker in Blackwater, Hampshire, was unavailable for comment yesterday.

Mrs Carol Barrett, Mr Barrett's former wife, said that she thought her husband would be very pleased that the medals had been withdrawn.



Sergeant Terence Barrett after receiving the Military Medal.

'Fortress Falklands' protest

By Ivor Owen

THE "Fortress" Falklands policy will add the equivalent of £288,000 per Falkland islander to the defence budget in the current financial year, MPs were told yesterday.

Protests by Labour backbenchers that there was no justification for expenditure on such a scale were rejected by Mr John Stanley, Minister of State for the Armed Forces.

Mr Dale Campbell-Savours (Lab, Workington) described the expenditure — the cost for each of the almost 2,000 Falkland islanders will fall to £234,000 in 1986-87 and £156,000 in 1987-88 — as "an extravagant abuse of public resources."

His claim that if the Government had offered each Falkland islander £150,000 or £200,000 — one fifth of the total spent on the Falklands over the past four years — they would have all sought to leave the colony, was angrily contested on the Conservative benches.

To Government cheers, Mr Stanley declared: "I do not believe that there is any basis for the belief that the Falkland islanders would wish to leave the way of life they have chosen."

Mr Campbell-Savours shouted: "Make them an offer."

Mr Michael Latham (Con, Rutland and Melton) said: "We regard the honouring of our commitment to the Falkland islanders as a matter of honour."

Mr Stanley said he believed this view was shared by the overwhelming majority of the British people.

He recalled that 250 lives were lost in the South Atlantic when Britain recovered the Falklands from the Argentine invaders and insisted that it would be unacceptable to the great majority of the British people not to take the steps needed to defend them against any further attack.

Mr Stanley confirmed that the new airport being built in the islands would be fully operational early next year.

In the interim, to enable the remaining construction work to be completed as rapidly and as economically as possible, the use of the airport was being limited to wide-bodied aircraft owned by or chartered by the Ministry of Defence.

LETTERS TO THE EDITOR

FOULKES AND THE ARGENTINES

Mr Patrick Watts, reporting on the incident between myself and Mr George Foulkes at the Mount Pleasant Airport opening, was correct.

Mr Foulkes did say to me: "The mothers of the Playa de Mayo have more guts than any Falkland Islander." This caused me to hit the table hard with my hand. It did happen right at the end of an excellent meal and Prince Andrew had the left the room.

Mr Stephen Ross, who stood up in the House of Commons and alleged that Mr Foulkes's version was true, was in fact on another table at the other end of the room in conversation with the Hon. William Goss who is an elected member of the Legislative Council and a much respected figure in our islands.

There were at least 50 feet between Mr Ross and myself and, as one or two sitting very close to us have said, they did not hear exactly what was said. I

think Mr Ross must have very exceptional hearing indeed.

Mr Foulkes has accused me of being racist, because I said that the Argentine way of life is "alien" to Falkland Islanders. With inflation at hundreds per cent. per year, ours is seven and a half, their politics and their culture are totally different from ours. I suggest Mr Foulkes consults a dictionary for the meaning of the word "alien." I stick by it.

Mr Foulkes has accused me of being emotional because I dared to argue with him about the islands' future and not sit meekly by agreeing to his plans to give us to the Argentines, when my husband's family have lived here for 122 years.

Mr Foulkes has accused me of being hysterical. I have never been hysterical in my life, not even when the Argentines arrived at our farm, arrested us at gun point and deported us from our islands, with one change of clothing each and nothing else.

PAT LUXTON
Chartres, Falkland Is.

Peruvian jets 'flew to help Argentina'

By Michael Reid in Lima and Richard Norton-Taylor

Ten Peruvian airforce Mirage fighters were sent to Argentina to support the war effort during the Falklands conflict, intelligence sources in Lima said yesterday.

A report that Peru sent the jets, as well as 10 Hercules transport planes shortly after the Royal Navy task force set sail, appeared in the Lima magazine, Oiga, published on Monday.

During the war, the Peruvian Government denied that it had provided Argentina with military aid. Peru's decision to send Mirages to Argentina appears to have been a reac-

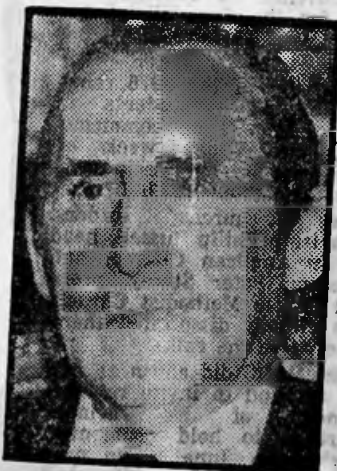
tion to the failure of President Bellaunde's last ditch efforts to secure a peaceful settlement.

Officials in Lima say that they had the clear impression at the time that the final text of the Peruvian peace plan — drawn up in coordination with the US Secretary of State Mr Alexander Haig — was approved by the then British Foreign Secretary, Mr Francis Pym, who was in Washington. They say that its approval by the Argentine junta was foiled by the sinking of the General Belgrano.

Mr Pym has acknowledged that Mr Haig told him that the Peruvians were in touch with the junta and were hopeful. He has insisted, however, that at no time did he discuss an "actual text" with Mr Haig. Mr Tam Dalyell, the Labour MP for Linlithgow and a persistent critic of the Falklands war, said last night that Mr Pym had an absolute obligation to explain his role to the Commons.

Oiga says that the Mirages — part of a squadron normally stationed near the Ecuadorian frontier — were sent to the southern Argentine air base of Comodoro Rivadavia, on May 22, 1982.

It also says that the Peruvians sent ground crew and munitions, including Exocet missiles, to Argentina. It cites unnamed "top level military and government" officials as its sources.



President Belaunde

Falklands crisis deflected by minister

Pick off a penguin

THE LIGHTER SIDE of the Falklands campaign comes to the fore in Max Arthur's forthcoming book "Above all, Courage," when Major, then Captain William McCracken tells how his party spotted a four-man patrol while covertly reconnoitring before the main Task Force landings.

Immediately McCracken's men went to ground. As far as they could make out none of the patrol was speaking English so they had to be Argentinian. One corporal thought he had spotted a machine-gunner and a radio operator among them. They moved agonisingly slowly towards the British soldiers.

Safety catches were released and "another metre we'd had to let them have it. But as they closed we could just make out their white Y-fronts. Instant recognition. Four waddling penguins."

Falklands costs defended by minister

DEFENCE

When the new airfield on the Falkland Islands becomes fully operational early next year, there will be no need to limit the frequency of military or civil flights, Mr John Stanley, Minister of State for the Armed Forces, said during question time in the Commons.

The information was given during exchanges in which Labour MPs suggested that money was being wasted on defending the indefensible and that it would have been better to offer every Falkland Islander substantial sums to leave, spending the balance on providing employment for British unemployed workers.

Mr Andrew Bennett (Denton and Reddish, Lab), had asked for an estimate of the cost per Falkland islander of defence expenditure in connexion with the islands for each of the next five years.

Mr Stanley replied that the provision in the defence budget for Falklands costs was equivalent to £288,000 per Falkland islander in 1985-86; £234,000 in 1986-87 and £156,000 in 1987-88. Funding thereafter would be determined in future public expenditure surveys.

For that money, many Falklanders would have preferred a much smaller sum to move elsewhere. Why is it so important to give this sum of money to people in the Falklands to maintain their traditional role in the area, rather

than to maintain traditions in this country of full employment?

The same sort of sums, spent in areas of extremely high unemployment would be far better spent to protect traditions in this country, than being wasted in the Falklands.

Mr Stanley: Those who have visited the Falkland Islanders are struck by the determination of those who live there to go on living in that part of the world, under the British way of life.

I do not regard it as in any way a waste of money, or misuse, more than 200 British people lost their lives in recovering the Falklands and it would be unacceptable to most British people not to take steps to retain them.

Mr Cyril Townsend (Hexleyheath, C) said that the Falklands had shown that one Nato member was prepared and able to back diplomacy with the use of force.

Mr Stanley replied that it had been a good indicator from the United Kingdom, that a Nato member had shown its determination to protect the interests of British people wherever they were and to ensure that British territory was not subject to invasion in any part of the world.

Mr Robert Brown (Newcastle upon Tyne, North, Lab): Thousands in the north of England will be outraged at Mr Stanley's answer that it costs at £200,000 a head a year to keep the Falkland Islanders in the Falkland Islands, when we have regions like the Northern Region where young people have been forced to go to the South-East and

Midlands. They could be maintained in employment in their own area for much less than we are frittering away in the Falkland Islands. (Conservative protests).

Mr Stanley: I am certain that many people in the North-East of England will remember what it cost in human and financial terms to repair the ravages in this country when peace broke down in 1939 until 1945.

Sir William van Straubenzee (Wokingham, C) asked when it was expected that civilian aircraft would be able to use the military airfield in the Falklands Islands.

Mr Stanley replied that to enable the remaining construction work to be completed as rapidly and as economically as possible between now and early 1988 when the airport became fully operational, the use of Mount Pleasant Airport had currently to be limited to wide-bodied aircraft owned or chartered by the Ministry of Defence and carrying service personnel, civilian passengers and priority freight; locally-based light aircraft and possibly the occasional civil charter flight.

Sir William van Straubenzee: Will there be no avoidable delay in making the airport available for civilian purposes?

Mr Stanley: I give that assurance. Mr Dale Campbell-Savours (Wokington, Lab): This has been an extravagant use and abuse of public resources. (Conservative shouts of "No")

If the Government had offered

every Falkland Islander £150,000 to £200,000, only a fifth of the money spent on the Falklands, all of them would have sought to leave and the British Government would not be faced with the prospect in future of defending an island which is indefensible.

Mr Stanley: I do not believe there is any basis for saying that Falkland Islanders would want to leave the way of life they have chosen. (Labour shouts of "Try them" and "Make them an offer!")

The cost of the airport provides the benefit of savings from the present cost of the airbridge, giving much greater flexibility of force levels as well as the rapidity of reinforcement we can achieve.

Mr Michael Latham (Rutland and Melton, C): We regard the honouring of our commitments to the Falkland Islanders as a matter of honour. (Conservative cheers)

Mr Stanley: I am certain that that is the view, not only on this side, but overwhelmingly among the majority of the British people.

Sinister reminder at Astiz re-trial

By TONY ALLEN-MILLS in Buenos Aires

WHEN Argentine naval lieutenant Alfredo Astiz made a rare appearance in a Buenos Aires courtroom last week, the dour legal arguments over court jurisdiction in a case of presumed murder suddenly gave way to a sinister turn of phrase.

This brilliant military officer, said Senor Siro de Martini in Astiz's defence, "was only obeying orders."

For those who have compared the human rights charges against the Argentine military to the Nuremberg trial of the Nazis, the moment was one to savour.

But the defence lawyer's words highlighted the problems of President Alfonsín's government in pressing human rights charges against military offenders who may number in the thousands.

Within the Argentine armed forces, there is anger and concern that officers like Astiz, a comparatively lowly lieutenant, are being "hounded," through the courts for carrying out what many military men regard as their patriotic duty to cleanse Argentina of left-wing subversion during the late 1970s.

Reopening case

"If Astiz goes, we'll go," seems to be the thinking among the hundreds of colonels and lower-ranking officers who are said by military sources to be dangerously unhappy with the progress of civilian justice.

After a civilian Appeals Court decision on Friday, the Military Supreme Council must this week re-open the Astiz case by effectively rehearing charges that he was responsible for the shooting and disappearance of Dagmar Hagellin, a Swedish teenager, in 1977.

The Supreme Council has already acquitted Astiz once, and freed him from detention last March. Senor Luis Zamora, the lawyer representing Miss Hagellin's father in the case, doubts that military justice

would ever be ready to find Astiz guilty, whatever the evidence or eyewitnesses said.

But the Astiz case is just the tip of the iceberg. Every day in the continuing trial of the Junta generals, who are charged with overall responsibility for the so-called "dirty war," fresh allegations are made against soldiers or police.

If every allegation were followed up, and every offender identified, the number of uniformed defendants in the dock might eventually exceed 1,000.

Amnesty predicted

President Alfonsín scarcely needs reminding that such a course of action would be an open invitation for another military coup, whether the public supported the Army or not. But the government is also aware that in dispensing justice it cannot afford to follow up some cases, like Astiz's and ignore others alleging equal brutality.

Many observers in Buenos Aires believe President Alfonsín's only way out of the dilemma, and the only way to prevent the courts from being clogged up with human rights cases for years, is to declare an amnesty.

Informed sources believe only cast-iron cases alleging murder or torture will be exempted; the amnesty will pardon all involved in practices such as illegal arrests, beatings, robbery and other "routine" crimes committed during the "dirty war."

But human rights campaigners would raise an enormous fuss if men like Astiz were included in the amnesty. Drawing up the precise terms of an amnesty decree promises to be one of the democratic government's most delicate and testing tasks.

TIMES 5.6.85

FALKLAND COSTS

By Our Political Staff

The provision for Falklands costs included in the Defence Budget is equivalent to £288,000 per Falkland Islander this year, £254,000 next year and £156,000 in 1987-88. Mr Stanley, Armed Forces Minister, said in a Commons written reply last night.

Pledge on Falklands flights

MR JOHN STANLEY, Armed Forces Minister, pledged in the Commons yesterday to open the Falklands airport to civil flights after completion of construction work early next year.

Until then, its use would be limited to military flights, locally-owned light aircraft and perhaps "the occasional civil charter flight," he told MPs at Question Time.

The cost of the airport, at Mount Pleasant, was condemned by Mr **DALE CAMPBELL-SAVOURS** (Lab., Work-

ington) as "an extravagant abuse of public resources." He attacked figures given by the Minister showing that Falklands defence would cost £288,000 an islander this year.

'No basis'

"If the Government had offered each Falkland islander £150,000 or £200,000 each . . . they would have all sought to leave the Falkland Islands," he declared.

Mr **STANLEY** said there was no basis for saying that Falkland Islanders wished to leave the islands.

Police raids uncover right-wing arsenal

'Dirty War' gangs return to sow terror

Concluding a two-part series, Douglas Tweedale in Buenos Aires looks at the resurgence of right-wing violence and the way President Raúl Alfonsín is coping with the sequels of military repression.

Paramilitary gangs active during the military Government's "dirty war" against terrorism in the 1970s have resurfaced to harass Argentina's 18-month old democratic Government, administration officials believe.

ARGENTINA'S TROUBLED DEMOCRACY Part 2



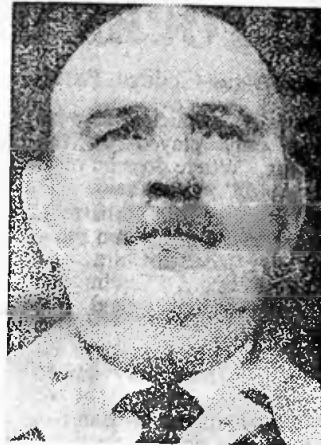
In the last two weeks, police and security experts have been tracking a gang, which they believe has been responsible for a recent wave of right-wing attacks and kidnappings for ransom.

Two members have been arrested and police raids on six hideouts turned up an arsenal of guns, hand grenades, plastic explosives, police radios, cars and lorries painted military green, and equipment to "bug" telephones.

The alleged leader of the gang, identified by government officials, is Señor Raúl Antonio Guglielminetti, a former bodyguard for the military chieftains who ruled Argentina after seizing power in March 1976. Señor Guglielminetti, who is still at large, is reported to have used the alias of "Major Guastabino" and is believed to have served as an instructor for paramilitary groups during the "dirty war".

Last week, one Interior Minister, Señor Antonio Tróccoli, said: "For the first time in Argentine History, we are deactivating a right-wing terrorist group." On Thursday, he went before a special session of Congress to explain what the Government knows about the activities of right-wing squads.

Police and government spokesman have said the gang broken up last week was probable responsible for at least two out of three recent kidnappings involving wealthy businessmen, for the bombing of a state-owned radio transmitter last month, and for other unspecified right wing attacks. The raids by police came after the release of a kidnapped industrialist whose family is



Señor Tróccoli: De-activating right-wing terrorists

said to have paid \$4 million in ransom.

Señor Raúl Galván, the under secretary of the Interior, warned Argentines that other similar gangs are probably active and further attacks are likely. "It would be naive to suppose that this is the only such terrorist group," he said.

Last week, unidentified gunmen fire-bombed the car of an Army colonel known to be loyal to President Alfonsín telling his chauffeur: "Warn

your boss not to be an Alfonsín lackey," before setting the car alight.

Suggestively, the upswell of violence coincides with the first six of the widely-publicized trial of nine former military Junta members accused of masterminding a campaign of right-wing state terrorism.

During the mid 1970s, paramilitary groups under military supervision are believed to have kidnapped, tortured and killed nearly 9,000 suspected leftists in a "dirty war" against guerrilla groups.

One of President Alfonsín's first actions was to order the court-martial of the nine top military leaders for crimes committed in that "dirty war". Public hearings began six weeks ago, and the press has given prominent coverage to the shocking tales.

Retired military officers and right-wing politicians have criticized the trials as unfair and defended the "dirty war".

Señor Galván admitted last week that some of the right-wing terrorists may have been on the payroll of military intelligence services which carried out much of the dirty work in the 1970s.

Concluded

HESELTINE: My gratitude to Falklands soldiers

SECRETARY of State for Defence Mr Michael Heseltine told **SOLDIER** Magazine that he could not "express my gratitude too much" for all that Servicemen and women have done and are doing in the Falkland Islands.

He talked to Editor Peter Howard after the official opening of the new Mount Pleasant Airfield by Prince Andrew.

The Secretary of State travelled in the VIP party making the inaugural flight to the islands in a Tristar of 216 Squadron, RAF, which made the journey from Brize Norton in 16 hours 41 minutes.

Use of widebodied jets is expected to save £25 million a year compared with the airbridge system using VC10s and Hercules, the latter requiring 13 hours to fly from Ascension. The inaugural Tristar lopped five hours off this time.

Apart from the big savings in fuel the Army will also benefit in terms of man hours previously 'lost' in sea travel.

For the troops the wide bodied jets mean considerably more comfort — another sign of improving times in a posting to the Falklands.

"We are aware that this is still one of the most arduous postings, often in difficult conditions", said



Mr Heseltine. "We are doing as much as we can as fast as we can to make facilities as tolerable as we can. Morale is incredibly high, and I think this is because people can see there is a job to be done and resources are being given by a government backing them. Anyone can see the tremendous transformation that has taken place here."

Earlier at the Mount Pleasant ceremony Mr Heseltine stressed the government has no intention

of fortifying the islands "or to establish them as a single strategic base. There is no NATO dimension to our involvement here."

Sir Rex Hunt, Civil Commissioner said "Mount Pleasant Airport will help to provide the security we need to live our lives in peace. It will also do much to facilitate the air links with the outside world which Lord Shackleton, in his reports, identified as a vital need for the islands." Mount Pleasant, 30 miles from the capital

Bearded Prince Andrew salutes at Blue Beach memorial ceremony. On his left Major-General Peter de la Billiere, Commander BFFI. The prince took part in several official functions before the airport opening.

Stanley, will also eventually house the bulk of the garrison, which will reduce the size now there is the capability for fast reinforcement if required.

SOLDIER's next issue will carry more on the Falklands.

Jittery banks see spectre of default in Argentina's crisis

By TONY ALLEN-MILLS in Buenos Aires

PRESIDENT ALFONSIN has made as big a mess of managing Argentina's economy as his military predecessors, with inflation now out of control, according to foreign bankers and Latin-American economists.

Failure to impose austerity measures has brought the country once again to the brink of financial disaster.

As Argentine negotiators continue crucial talks with the International Monetary Fund in Washington this week, it is hard to find a good word for Senor Alfonsin in Buenos Aires financial circles.

"He had his chance when he was swept into office on a tide of popular support," said a resident foreign banker. "But he did too little too late and now he's heading down the drain."

Statistics tell the stark story of the democratic regime's inability to get to grips with the crisis.

When Senor Alfonsin took office in December, 1983, inflation was cracking along at 400 per cent. a year. Today it is out of control at an annual rate of more than 1,000 per cent.

Growing discontent

In human terms the crisis presents formidable problems. Inflation is rising so fast that salaries have to be adjusted monthly. A 25 per cent. rise in every wage packet is not much help when inflation for the month was 30 per cent., as in April.

One of President Alfonsin's few gestures towards austerity has been to peg public sector pay rises to 90 per cent. of the previous month's inflation. But the workforce quickly discovered their real incomes were dropping sharply after only a few months.

Growing public discontent with the Government's economic policies was reflected last month in the crowd of 150,000 workers who protested outside the Casa Rosada presidential palace during a one-day general strike.

The crowd roared approval when the Peronist trade union leader, Saul Ubaldini, said Senor Alfonsin should "change his policies or quit."

A more dangerous sign of impending economic doom has

been renewed pressure on the Government to default on the \$54 billion (£42 billion) foreign debt. The spectre of such a move hung over the international financial community for much of last year, but Argentina managed to pull back from the brink.

This year, however, the crisis has deepened with Government room for manoeuvre much more limited. During last month's union protests the most popular slogan was "No to the IMF" and, even in Senor Alfonsin's own radical party, proposals are emerging to limit debt repayments to a "manageable" percentage of export earnings.

Senor Luis Zamora, a socialist and human-rights campaigner, is one of many Argentine public figures who believe a break with the IMF is the only way out of crisis.

"Nothing could be worse than the trouble it's already causing us to pay the debt," he said. "We're gaining no advantage in paying because the fruits of our sacrifice are almost all sent abroad."

He is not at all worried by the prospect of international reprisals in the event of a default. "We have our own food and energy, we can continue selling exports to the non-capitalist nations and Third World, and if they try an economic blockade, we can still get round it."

"After all, didn't the military manage to buy Exocet missiles during the Falklands War?"

Property threat

If international creditors seek to freeze Argentine assets abroad, Senor Zamora responded: "We'll expropriate foreign holdings here. They've got much more to lose than us."

Such talk makes the blood of foreign businessmen here run cold. But so far Government officials have denied they intend any form of unilateral action.

Most depressing for foreign bankers is the absence of signs from President Alfonsin that he intends to take drastic and unpopular measures necessary to reduce inflation—measures like even harsher pay restraints and a fierce clampdown on Government spending, which in turn means the thinning out of the heavily-larded public payroll.

Economy puts Alfonsín on the rack

Argentina's young democracy is facing its most serious conjunction of economic and political problems since President Raul Alfonsín took over from a discredited military regime 18 months ago. In the first of a two-part series, Douglas Tweedale reports from Buenos Aires on the chaotic economy.

President Alfonsín will have been glad to see the month of May end. Five weeks after he declared Argentina's economy "in a state of war" and launched a frontal attack on the country's 910 per cent inflation, he has suffered his first casualties.

His Government faced more economic problems in May than most leaders would care to face in a year.

ARGENTINA'S TROUBLED DEMOCRACY Part 1



On May 1, Senor Alfonsín had to go before congress to announce an unpopular austerity programme and tell his countrymen that "suffering will be our daily companion" in the near future.

On May 10, he faced a banking crisis, when the central bank closed the century-old Banco de Italia, the country's third largest, private bank, after finding it insolvent.

On May 17, after a week in which savers frightened by the closure of the Banco de Italia withdrew an estimated 40 per cent of US dollars on deposit in other banks, the Government was forced to declare a 120-day freeze on foreign currency deposits, further damaging confidence in the economy.

On May 23, the President was faced with a 13-hour general strike and noisy protest organized by opposition trade unions. More than 100,000 people demonstrated against the Government's economic policies in front of the presidential palace.

As if all this was not enough, the latest round of talks with the International Monetary Fund (IMF) and yet another deadline set by creditor banks loomed over the last week of May, as Argentine negotiators set off for Washington to discuss repayment of the country's \$48 billion debt.

Argentina must reach agreement with the IMF on an austerity plan by June 10 in order to receive an emergency loan from 310 international creditor banks that will allow it to repay overdue interest payments and avoid a "substandard" debtor classification.

Western diplomats see the next six months as a crucial indicator of whether Senor Alfonsín's efforts to get Argentina's economy under control

will succeed, and say they prefer not to speculate as to what could happen if he fails.

INFLATION (Annual percentages)

1983 Dec	433.7
1984 Mar	479.2
Jun	580.2
Sep	687.8
Dec	688.0
1985 Mar	850.8
Apr	938.8

Mr James Neilson, the British-born Editor of the *Buenos Aires Herald*, believes it is difficult to pick out the single most serious aspect of the economic crunch. "Each crisis seems the most serious as it comes along, but the other problems don't go away," he says. Mr Neilson believes the situation will get worse before it gets better, but that the Government must get serious about fighting inflation.

Economists generally agree that the President's vows to fight inflation during his first 18 months in office were not followed by serious measures. Now government economic officials say in private that they will crack down.

In May, the Government announced a 12 per cent cut in public spending, a hiring freeze for public posts, a drastic cutback in investment by state-

controlled firms, and a new forced-savings tax as part of an all-out drive to reduce the federal deficit.

Diplomats say it will take tough measures to convince the IMF and the foreign creditor banks that Senor Alfonsín is serious about austerity, and say a key will be whether the President is willing to take the politically unpopular step of reducing state-sector wage increases still further.

The Government will also have to cool down the simmering banking crisis touched off by the closure of the Banco de Italia and the freeze on dollar deposits, which threatens to drain the last drops of business confidence in the financial system.

But the biggest stumbling block to the Government's efforts to get to grips with the economy could be the still powerful trade unions, dominated by the opposition Peronist party. Political observers say the unexpected success of the May 23 strike and protest will give leaders of the General Confederation of Labour (CGT) additional bargaining power in negotiations with the Government, and union leaders have already committed themselves to fight against what they call the "IMF-imposed" austerity plan.

Tomorrow: Rumbblings on the Right

Falklands fish armada makes a rich killing

COLIN SMITH describes a no-holds-barred ocean assault

ONE of the biggest assaults on wildlife since the massacre of the North American buffalo is taking place around the Falklands.

A multinational armada is making huge profits hovering up the South Atlantic's presently abundant stock of fish, particularly squid, around the islands while the British Government fends off appeals from home and abroad to declare a 200-mile fishing limit immediately around the islands.

'I think in three years it will be finished,' said Mr S. Masutomi, president of the Kanagawa Squid Jiggers Company of Japan.

'All the fish will be gone. Same happened off Canada, also New Zealand.

'Jigging' is fishing with hundreds of unbaited hooks on winched lines which are dropped through shoals of fish attracted by strong lights being played on the water. It is supposed to be much better than trawling because it takes only the fully grown squid.

The Falklands fishing ground is one of the last places in the world where fishing is not restricted for either commercial or conservation reasons. The Royal Navy patrols a 150-mile

'protection zone' but simply to keep out Argentine intruders. The Falklands' territorial waters do not extend beyond a three-mile limit.

Apart from squid the area is rich in hake and whiting. There is also a shrimp-like creature called krill, which swims in such gigantic shoals that scientists think it is probably the world's single most important source of protein.

The fishing bonanza got going in earnest shortly after the Argentine surrender. Last year boats registered under 16 national flags were operating around the islands. They included Japan, South Korea, the Soviet Union, East Germany, Poland and Spain. In April RAF and naval patrols counted over 200 fishing craft. The Japanese, fearful that a glut and falling prices will precede depleted squid stocks have made plain they would pay expensive licence fees to reduce competition.

There is big money in this fishing. The Falkland Islands' Development Corporation estimates the total catch is worth at least £60 million a year. The Falkland Islands' Government could expect revenue from licensing to be as much as £20 million—four times its annual budget.

Yet the only benefit islanders now derive is about £500,000 a year in harbour fees from vessels using the deep water port of Berkeley Sound, plus the chance to earn good wages working on the refrigeration ships.

There is a considerable lobby both within and without the Falklands to introduce a 200-mile limit. It has even been suggested the Argentines would welcome one, so appalled are they by Britain's stewardship. But the Foreign Office drags its feet and talks of a 'multilateral solution.' It seems this prevarication is caused not so much by fear of offending the Argentines as concern that the Soviet bloc might choose to ignore a British zone in what it regards as an Argentine sea. If this happened the South Atlantic could easily become an area of confrontation between NATO and Warsaw Pact navies.

Meanwhile the Foreign Office has insisted the Development Corporation employs marine biologists on a two-year survey to see how many fish will be left by 1987. But many Falklanders see it as an expensive irrelevance when people like Mr Masutomi, whose 22 jiggers have lifted 16 tons of fish in the past two months, are begging for a limit.

Twisting the Falklands facts

Sir,—Eric Ogden of the Falkland Islands Committee writes (Letters, May 22) that I stated in my article that his "committee has little support in the islands." In fact I wrote that "few give whole-hearted support to their own pressure group, the Falklands Islands Committee. Lack of confidence at every turn." There is a subtle difference.

Mr Ogden, on radio in the Falklands, has described the South Atlantic Council as a "pro-Argentine lobby." Such inaccuracies would seem to be characteristic. He reports that I lectured islanders. Unlike Mr Ogden, a former MP, I did not hold public meetings or advocate a particular solution for the Anglo-Argentine dispute.

The Times (May 15), after the airport opening, described Mr Ogden as one "who is adept at playing patriotism to the gallery." Inaccurate stories from Stanley about statements by George Foulkes MP were followed by apologies to him from Reuters, a fellow MP and the Prime Minister.

Mr Foulkes did not attend Eric Ogden's rally in the

town hall, but he did meet islanders for a breakfast discussion. The Guardian correspondent wrote (May 15) that islanders were impressed by his "his reasonable manner and readiness to listen and argue."

It is to be hoped that the spate of inaccurate reporting from Stanley and the lobby will cease. The majority of islanders are doubtless dismayed by such poor publicity. It is regrettable that Mr Ogden comments upon none of the constructive suggestions in a long article, but merely picks up a point relating to himself: a question of wounded vanity perhaps?—Yours sincerely,

(Dr) Alaine M. Low,
The City University,
London, ECL

Developments in the Falkland Islands

A report by Mike Alderton
Photos by John Tyler, COI

Economic development in the Falkland Islands received a boost in July last year when the Falkland Islands Development Corporation (FIDC) started operating with an initial allocation of £4 million from the aid programme. The establishment of a development agency was one of the main recommendations of Lord Shackleton's 1982 Economic Study.

The Government accepted the broad conclusions of the Shackleton Report and allocated £31 million over a six-year period for the future economic development of the islands. Apart from the Development Corporation, other measures include improvements to the infrastructure, particularly power and water supplies, telecommunications, roads and farm tracks, and a feasibility study for harbour improvements to provide a sound base for future development. The Agricultural Research Centre (formerly Grasslands Trials Unit) has also been expanded. There is also provision for land redistribution: The Government consider that a gradual approach to land reform, under the auspices of the Development Corporation, is in keeping with the capacity of the islands' existing

agricultural population and with realistic immigration prospects.

The Corporation is responsible for helping to establish small scale commercial enterprises and assisting the development of the islands' main natural resources, wool and fish, and for promoting investment and immigration. A governing body under the chairmanship of the islands' Civil Commissioner, Sir Rex Hunt, is responsible for overall policy. Executive Vice-Chairman is David Taylor who is also Chief Executive of the Falkland Islands Government. He was recruited by ODA, on secondment from Booker McConnell, and is responsible for running the Administration as well as implementing a range of development projects financed from the £31 million grant. General Manager is Simon Armstrong, previously with the Highlands and Islands Development Board in Scotland.

The establishment of a wool processing mill to produce yarn and knitted goods, a dairy, market garden and a pilot project to develop inshore fisheries are examples of initiatives taken by the Corporation. Proposals for developing tourism are also under consideration.

Land redistribution

In recent years the Falkland Islands Government has completed the sub-division of four large sheep farms into smaller units. Green Patch and Roy Cove were split into six units each; in 1983 Packer Brothers Farm on West Falkland was divided into eight farms; and San Carlos on East Falkland into seven new farms in 1984. Twenty-seven new privately-owned farms have thus been created, accounting for over 400,000 acres. "There is a need for more investment in the land," says David Taylor. "Through sub-division, for more intensive sheep farming is possible which will lead to increased productivity. Above all, it gives Falklanders a stake in the land for the first time."

Prospects

Although the prospects for small farming appear good, land redistribution is bound to be a gradual process, as David Taylor says in a number of ways. You have to get the right people and make sure they are not taking on an excessive financial burden. So we are taking a cautious approach to sub-division, trying to get it right . . . and getting it right takes a long time."

FIDC has an important role to play in agricultural improvements. Sheep farming is the mainstay of the economy and is likely to remain so. The Corporation now has a package of measures to help farmers with discretionary grants for machinery and farm buildings and stock improvement. About three-quarters of the small farmers have ap-



Tom Davies (right) and Andy Douse of the Agricultural Research Centre examining typical moorland-type vegetation near Fitzroy. Much of the natural vegetation provides poor nutrition for sheep.

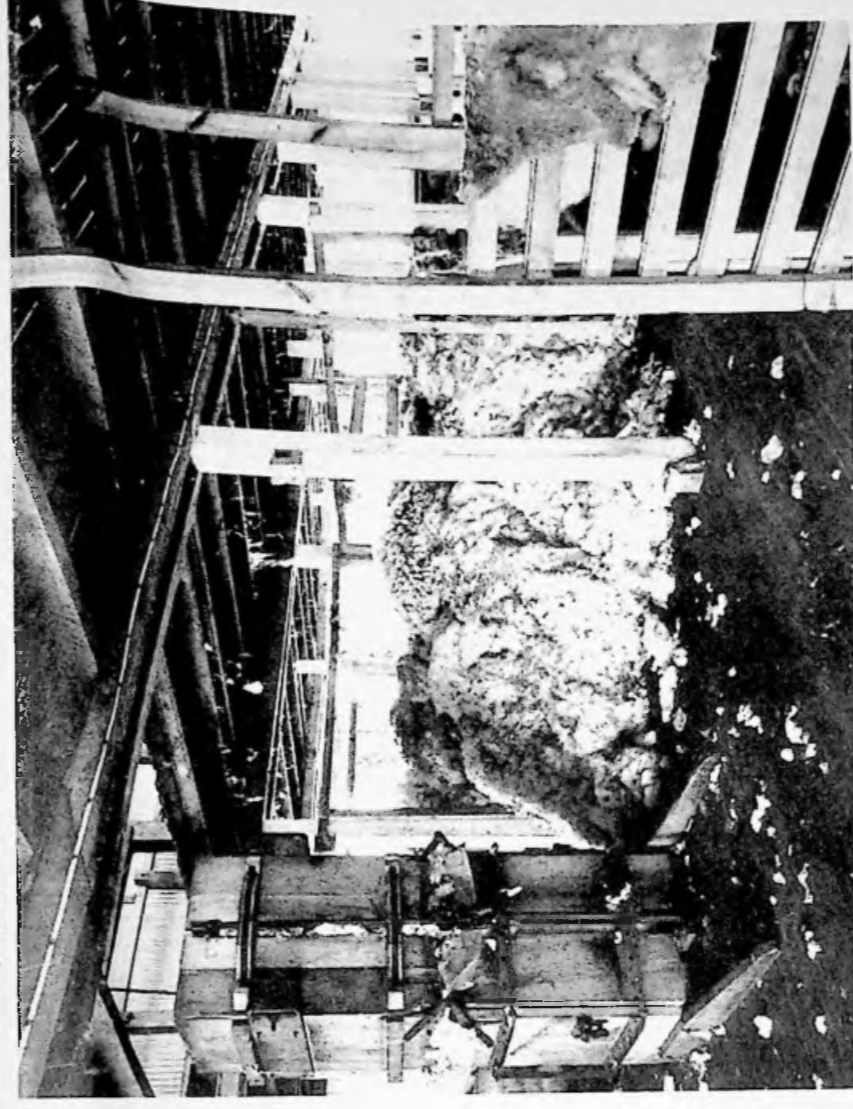
tion next year; a market garden; and the upgrading of the abattoir to supply the civilian population and the garrison with mutton and beef.

The development of services and manufacturing faces a daunting number of constraints, with a small local market, distance from export markets and shortage of skilled labour. Alistair Cameron of the Falkland Islands Government Office in London receives a large number of enquiries from prospective immigrants. The problem is to match these with the skills needed on the islands. Of particular interest are Falkland islanders in UK wishing to return — many of whom settled in the mass immigration, says Simon Armstrong.

"but we are hoping to get some more islanders with skills back."

Development

No one closely involved with the FIDC denies the problems of initiating sustainable development in such a location. As David Taylor, Chief Executive explains, "Development will come, but you need to acknowledge the limitations. People's expectations are sometimes too great to be satisfied. There are limited natural resources and a small population. We need people with skills, but they need land and housing — land is not a problem, housing is. And there is the location — the supply of labour from market and sources of



Shearing shed and wool baler: the economy of the Falkland Islands relies almost entirely on wool exports.

Tourism

Tourism is not new to the Falklands but the opening of Mount Pleasant airport should increase the potential for the growth of a specialised tourist trade. The islands are renowned for their wildlife with five different species of penguin (including King penguin), seal, albatross and large colonies of sea birds and rare birds of prey.

The British Tourist Authority has been

commissioned by FIDC to carry out a market survey in Europe and North America to assess the potential for specialist tours and to find out what improvements to facilities and internal transport would be needed. Simon Armstrong is keen to encourage the guest house concept based on accommodation on farms offering activities such as ornithology, trout fishing and horse riding. This could provide a useful recreational facility, not only for a limited number of tourists, but also for the local population and military garrison at weekends.



John Barrington-Jones, locum Attorney Genera, with Mr and Mrs Geoff Butler signing new documents to become new sub-division holders at San Carlos. Twenty-seven new family farms have been created by sub-division large sheep ranches.

Falkland Mill opens

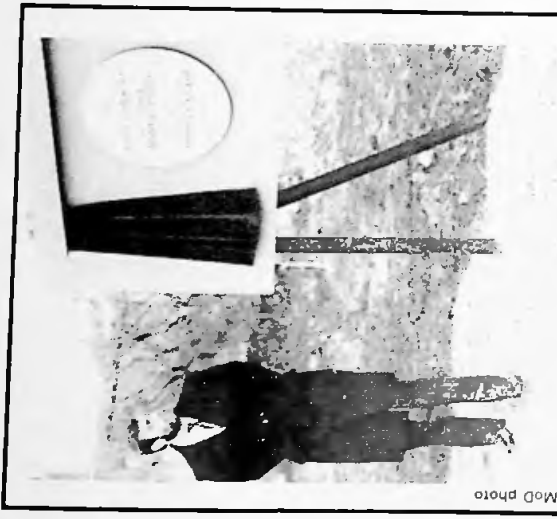
Fox Bay East on West Falkland welcomed its first royal visitor on 12 May when Prince Andrew opened the Falkland Mill. The wool processing mill is the largest private venture from Port Stanley, on the shores of Falkland Sound.

Fox Bay is the centre for a number of new developments sponsored by the Falkland Islands Government in an attempt to inject new life and create employment in West Falkland. Fox Bay, it is hoped, will develop over the next few years into a new community — a "new village" — to attract islanders and immigrants alike to set up commercial enterprises.

Until now all wool has been exported without any form of processing. The Falkland Mill, which has been built by Richard and Grizelda Cockwell, is the first attempt to add value to the raw material. "We must use our natural resources better by creating wealth and jobs here in the islands", says Richard.

The initial emphasis will be on the production of machine knitting yarn from the local wool clip. The local wool is exceptionally good for knitting, and some of the yarn will be sold to home knitters in the Falklands and abroad and to British manufacturers. The remainder will be knitted at Fox Bay into garments like jumpers, hats and scarves, for sale by mail order and through overseas outlets. They will also be marketing Falkland knitting kits of wool and knitting patterns bearing the distinctive Falkland woolmark.

The Cockwells have invested their own capital in the venture and have also received a loan, and a great deal of encouragement and practical help, from the Development Corporation. In 1983 they both completed a training course, at the Scottish College of Textiles, Galashiels. The college also provided much



Mod Photo

useful advice in the selection of reconditioned machinery which was shipped from Britain last year, and Tom Cassidy and Philip Schofield from the Scottish College were sent out to Fox Bay to help set up the machinery.

useful advice in the selection of reconditioned machinery which was shipped from Britain last year, and Tom Cassidy and Philip Schofield from the Scottish College were sent out to Fox Bay to help set up the machinery.



Falkland Mill: Carol Cant moved to Fox Bay from the Cotswolds last year and had been working on new knitting patterns and styles for sweaters and other garments. The mill will eventually employ 12 people.

Fox Bay Village

Fox Bay East consists of about a dozen homes clustered around the wool shearing shed and jetty, with a grass landing strip for the inter-islands air service. The new village was formerly a typical "Camp" settlement serving a huge sheep ranch — Packer Brothers Farm. When this was sold off into smaller farm units the Falkland Islands Government bought the settlement and surrounding common land to form the nucleus of a new community.

The villagers have formed their own village council, and each household is a shareholder in the co-operative store. "Self-reliance must be our aim," says Richard Cockwell, spokesman for the Fox Bay council. "Development must be for the long-term benefit of the islanders. It cannot be done by 'them'; we must make it work ourselves."

New houses and services are being built and Gerald Dixon, consultant architect to the Falkland Islands Government, has drawn up a village plan for future development. Enterprises underway, apart from the wool mill, include a co-operative store, a small dairy, and the farm workshop is now a private business providing maintenance services to the village and local farmers. The "bunkhouse" which



Fox Bay jetty with sheep shearing shed and village in background.



Apart from the inter-island air service, radio provides an essential link with neighbouring settlements in the Camp. Peter Felton, teacher at Fox Bay, is in regular contact with the Camp Education Unit in Port Stanley.



The "Coastal Pioneer" fishing off the Falklands (see next page).

Inshore fisheries survey

shellfish — high-value products which are more likely to bear the transport costs to distant markets.

The "Coastal Pioneer" carries a crew of four under project leader John Williams, and two local men have been recruited as trainee fishermen. Early results are promising, with large catches. Samples of the catch are being sent to Van Smirren, a Lincolnshire fish processing firm for analysis and market research.

Good quality Hair Crab have been caught, and it is hoped that the valuable King Crab will be found in sufficient numbers to warrant commercial exploitation.

Also based at Fox Bay East is the "Coastal Pioneer", a 19-metre trawler operated by For-tosier, a Grimsby firm. She completed the 8,000-mile journey to the Falklands last November to carry out an exploratory survey commissioned by the Development Corporation to assess the potential for inshore fishing around the islands.

There is no tradition of fishing among the islanders, and the commercial potential for fish products from coastal waters is unknown. The main emphasis of the survey is on

Photo by Fotoseer Ltd

Fortress Falklands

From Mr Frank Griffith Dawson

Sir, As an amateur historian I derive particular pleasure from your daily column "On this day". Inevitably this feature occasionally reminds us that we have learned little from our past mistakes or lost opportunities.

In this connection I draw your attention to the July 26, 1848, issue of *The Times* reporting a House of Commons debate on the increasing financial burden of maintaining a colonial empire.

Opening the debate, Sir William Molesworth, Member for Southwark, reviewed and deplored the annual naval, military and administrative cost of retaining a British presence in such relatively unimportant enclaves as Bermuda, the Cape of Good Hope, Ceylon, Hong Kong and Mauritius. He next turned to the Falkland Islands, observing that "on that dreary, desolate, windy spot, where neither corn nor trees can grow, we have since 1841 expended upwards of £35,900."

Sir William then urged the Government "to acknowledge the claim of Buenos Aires to the Falkland Islands."

Yours faithfully,

FRANK GRIFFITH DAWSON,

Wolfson College,
Cambridge.

July 22.

Belgrano tremens

Sir, — Exceedingly important questions about Mrs Thatcher's behaviour flow from Clive Ponting's article, "How war cabinets lose touch" (Agenda, July 29).

Why did the Prime Minister ignore on April 30 a joint minute on international law from her then foreign secretary and her Attorney-General? Simply to ignore a foreign secretary and the Attorney General on such an issue relating to their departments makes a mockery of cabinet government.

Why was there no discussion of how the Argentinians might respond to a major escalation of the conflict? Those who lost loved ones on HMS Sheffield and elsewhere in the Falklands might suppose that it is an elementary part of a prime minister's job to ask searching questions about the consequences of escalating an undeclared war.

And well might the top adviser — I happen to know who it was — quoted by Mr Ponting say: "If ministers behave like this when they are in the big league with the Russians, then I'm off to a desert island."

What is Mrs Thatcher's explanation of Mr Ponting's contrast between her use of "first indications" and "authoritative indications," and his statement that "this in terms of Whitehall drafting is almost an admission that there were earlier non-authoritative "indications" of the Peruvian peace proposals?

Even those who would like to forget about the Belgrano and have a distaste for Clive Ponting, must surely recognise that he raises the gravest questions about future crisis management which justify a full-scale Commons debate on the select committee's majority report and its amendment in the names of Ian Mikardo, Nigel Spearing, Dennis Canavan, and Michael Welsh.

— Yours, etc,
Tam Dalyell, MP
(Lab, Linlithgow),
House of Commons.

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How war cabinets lose touch

Clive Ponting

POLITICAL control of military operations is the most crucial role for any War Cabinet. It is a difficult task as Asquith, Lloyd George and Churchill found out during their often titanic rows with the top brass. How did Mrs Thatcher and her War Cabinet tackle this problem during the Falklands conflict? The two reports from the Foreign Affairs Committee published on Wednesday enable us to look inside Whitehall as ministers tried to grapple with the complexities of modern warfare. The reports reveal a lack of long-term strategic planning, an obsession with short-term tactics and a government swaying between diplomatic and military action depending on whether the last person to have the ear of Ministers happened to be Al Haig or Lord Lewin. The implications for control of a nuclear crisis are terrifying.

Deft interweaving of diplomatic and military action was fundamental in the Falklands conflict because Britain was never at war with Argentina and therefore the military options had to be carefully controlled. But once the Task Force had sailed Ministers came under increasing pressure from the military to give them a free hand.

The Royal Navy regarded the whole operation as a chance to demonstrate their indispensability and reverse John Nott's major cuts in the surface fleet. The RAF, at first reluctant to support what might be a publicity bonanza for the Navy, were keen to show what they could do by hurriedly converting the Vulcans to a conventional role to start long-range bombing. The Army expected to pick up the pieces and finish off the job. The flow of information about the progress of operations was in the hands of the military and throughout the campaign there were severe difficulties in finding out what was going on in the South Atlantic. But the main block in communications was between Northwood and London. It is clear from the reports that the military

were only passing on information that they thought it was safe for the politicians to know.

As the Task Force moved south the military put up proposals for various operations or changes in the rules of engagement to give them greater freedom of action. These proposals were processed through the Chiefs of Staff Committee and a group of top mandarins to the War Cabinet. The reports show that it was here that the real rows took place. In his evidence to the committee Lord Lewin admitted that he had been pressing for a long time for an invasion of South Georgia — against the judgment of Ministers who thought it was a dangerous diversion — to gain a quick success and increase pressure for a military solution of the main issue. As early as April 25 the Navy had sent a "reassuring" signal to the Task Force that diplomatic action was failing and military solution seemed inevitable. This was at a time when the Haig peace shuttle was still in progress. John Nott told the committee that he certainly had not given hope for a peaceful solution at this stage.

When the Haig mission was abandoned on April 29 the War Cabinet knew that the US would the next day come out in support of Britain. Lewin had been pressing for an attack on the Argentine aircraft carrier for some days. On April 30, Ministers finally gave in and agreed. This was the major escalation of the conflict, and the decision gave rise to an intense, but little publicised controversy.

At that meeting both Francis Pym and Sir Michael Havers, the Attorney General, argued that in international law Britain ought to issue another warning to Argentina before the attack on the carrier took place and demand that it stay within territorial waters. Such a move could meet the military ob-

jective of keeping the Argentine Navy out of range of the Task Force. They were overruled. The next day they were so concerned that they sent a joint minute to the Prime Minister repeating the arguments. What happened to that minute? Nothing. It was, as the Prime Minister now admits, ignored.

On May 1 HMS Conqueror signalled that she had detected the Belgrano sailing towards the Task Force which was under attack from Argentine aircraft. When the message was received at Northwood it was "pigeon-holed" and not passed on to London. Apparently the Navy thought it wasn't very important. Lord Lewin was told about it 20 hours later just before he asked for permission to sink the cruiser. This request was granted in a hastily gathered group of Ministers standing in the porch at Chequers. There was no discussion of how the Argentines might respond to a major escalation of the conflict.

When they took this decision did the Government know about the Peruvian peace plan? The Foreign Affairs Committee were unable to find out because they were denied access to the relevant diplomatic telegrams, just as I had been when I wrote the "Crown Jewels". But it is interesting that the Government line has changed. In her letter to the Shadow Cabinet last year Mrs Thatcher said that the "first indications" of the plan came three hours after the sinking. The latest answers now refer to "authoritative indications" being received at this time. This in terms of Whitehall drafting is almost an admission that there were earlier non-authoritative 'indications'.

Three hours after the decision to sink the Belgrano was made at Chequers Northwood received a signal from HMS Conqueror reporting that the Belgrano had turned round and had been

sailing away from the Task Force for 24 hours. This time the signal was passed on to London but it was not passed on to Ministers. The Belgrano was sunk and two days later the Sheffield was attacked. In the panic after that attack and under pressure from Francis Pym who had returned from New York the War Cabinet tried again to revitalise the peace process. By then it was too late.

The lessons of this shambles of erratic, hasty decision taking based on inadequate and incomplete information are extremely worrying. If repeated in a major crisis in Europe the lives of hundreds of millions of people would be at stake. Academic commentators and military theorists argue that vital decisions on the escalation of military action leading to a possible nuclear exchange would be taken by politicians weighing all the available information and judging very carefully and responsibly the consequences of any movement up the ladder of escalation. The evidence published this week suggests a very different picture.

In any major conflict in Europe the amount of information generated would be enormous and processing and interpretation would be a major task. If the military were to tailor the information they passed on to the politicians then the latter are going to be taking crucial decision in a fog of inaccurate, out-of-date and highly selected facts. In addition there will be not one government involved but 16, with the United States having the most powerful voice.

Add to this a lack of any long-term strategy and an inability to think about how the other side might react to an escalation of the conflict and the recipe for disaster is complete. The view that any conflict once started could and would be carefully controlled and managed is a dangerous illusion. The Select Committee reports are a stark reminder that the whole area of crisis management and political control of military action has been neglected and urgently needs a major overhaul. As one top adviser, who was very close to the centre of decision taking during the Falklands conflict, was heard to remark in the middle of May, 1982, "If Ministers behave like this when they're in the big league with the Russians then I'm off to a desert island."

Argentine plane intercepted by RAF Phantoms

By Our Foreign Staff

Two RAF Phantom fighters intercepted an Argentine naval plane on Thursday outside the 150-mile exclusion zone around the Falklands, Argentine officials said yesterday.

The Ministry of Defence in London last night confirmed that an Argentine maritime patrol aircraft had been "intercepted and identified" outside the protection zone.

A Ministry spokesman emphasized that the aircraft had not been "buzzed" or headed away from the islands.

Argentine officials said the plane, an Electra transport belonging to the Navy's air fleet, was approached by the two Phantoms which flew alongside for about 12 minutes and then withdrew.

The plane continued on its flight without incident and its crew reported the interception to the Argentine Defence Ministry.

The Foreign Minister, Señor Dante Caputo, was reported to be analysing, with President Alfonsín, the possibility of a formal protest to Britain over the incident.

The Argentine plane had been on a mission to detect foreign fishing trawlers violating Argentina's 200-mile territorial waters limit, Navy sources said.

An issue that can't be sunk

Sir,—As the Belgrano affair dragged on, many felt that it had become a bore. But the startling report of the Select Committee on Foreign Affairs (Guardian, July 25) shows that, on the contrary, it is a matter of profound national and international importance.

Consider the basic facts: Britain handled with casual and confused disdain the affairs of some remote and inhospitable islands, and thus encouraged a foolish dictator to chance his arm by occupying or—as he claimed—reoccupying them.

In a world full of desperate and urgent problems the first thought of an enlightened British government would have been that so peripheral an affair should be handled by the United Nations which, indeed, showed every readiness to help.

But clearly Mrs Thatcher regarded the UN as an irrelevance, dispatched her Foreign Secretary to the United States to temporise, and seized with both hands the opportunity to demonstrate the military and naval prowess of Britain and so revive ancient glories. The scheme succeeded brilliantly and won her a general election.

But what of the debit side? The first human cost was the cold-blooded murder—Britain had not declared war and no Briton had, at that stage been killed—of 368 Argentinians. They were sailing slowly home in an ancient warship which thought itself safe because it was far from the Exclusion Zone.

It is not surprising that Sir John Nott showed grave negligence in describing the circumstances of the attack, which was made in spite of a warning by the foreign secretary who was kept in the dark about the whole sorry episode.

The efforts to seek a peaceful solution were automatically aborted by the unnecessary escalation of the dispute, and the UN secretary-general and the Peruvians were rewarded for their initiatives by the slap in the face.

It is not surprising that Francis Pym is now Mrs Thatcher's foremost Conservative critic, and that he and the other main actors, Sir John Nott and Lord Carrington, have resigned.

The Conservative majority on the select committee has been fighting a desperate rearguard action. These MPs realise that Mrs Thatcher's fate may be sealed if the Government's cover-up cannot be maintained and since they refused to call her and Michael Heseltine to testify to them, there are many facts yet to be revealed.

Among the constitutional questions involved are whether Northwood withheld facts to mislead the War Cabinet; whether the banishment and emasculation of the foreign secretary could possibly be justified; and whether the Government's adamant refusal to hold an inquiry is an insult to the public and to Parliament. Significantly, the publication of the report coincides with the beginning of the parliamentary recess.

The dismissive reference to the report in your Leader of July 25 is therefore deeply disappointing. Great issues are at stake and, if the United Nations had been enabled to negotiate a settlement of the Falklands dispute, the prospects for world peace would be vastly better than they are today.—Yours sincerely,

Duncan Smith,
18 Victoria Road,
Cirencester, Gloucestershire.

FALKLANDS VISIT BY MINISTER

Mr John Stanley, Armed Forces Minister of State, has arrived in the Falkland Islands on a five-day visit. He will tour military installations, visit the £400 million airport at Mount Pleasant, and meet Executive and Legislative Council members.

Mr Stanley, who travelled in an RAF C130 Hercules transport, last visited the Falklands 15 months ago.

FALKLANDS ALERT

By Our Port Stanley
Correspondent

Two RAF Phantoms intercepted an Argentine Navy maritime reconnaissance aircraft in international air space west of the Falklands, coinciding with the arrival of Mr Stanley, Armed Forces Minister.

THE more they go on unrolling the concrete at the Falklands airport, the longer the 2,000 British construction workers stay out of the home dole queue. Just as well there's no unemployment in the colony, as precisely one Falklander is working on the Mount Pleasant project. Presumably he's there for his local knowledge.

Daily Mail
27.7.85

RAF 'buzzes' Argentines

BUENOS AIRES: Two RAF Phantom fighters intercepted an Argentine navy passenger plane 100 miles outside Britain's no-go zone round the Falklands, a Government spokesman complained here yesterday.

The Phantoms were reported to have flown alongside the other aircraft for 12 mins. but did not establish radio contact.

An official protest is to be made.

Pym attacks critics of Falklands war policy

BY TOM LYNCH

MR FRANCIS PYM, who was Foreign Secretary at the time of the Falklands War, intervened during business questions in the Commons yesterday to attack critics of the Government's policy during the conflict.

He told MPs that many people were "trying to perpetuate the myth that there was something ungenue" about his visit to Washington in early May 1982 to discuss the peace proposals put forward—by the Peruvian government.

Mr Pym said it had been sufficiently appreciated that the Peruvian initiative continued to be developed in the days after the Argentinian cruiser General

Belgrano was sunk, on May 2 1982, and that he had told the Commons on May 7—that the search for a peaceful solution had not ended.

He said people all over the world had been surprised at the lengths to which Britain was prepared to go to secure a peaceful settlement. To allege that this search for peace was not genuine was "an absolute lie and it ought to be nailed."

Mr Tam Dalyell, (Lab. Linlithgow) who had earlier unsuccessfully called for a debate on the report by the minority of the Commons Foreign Affairs Committee on the sinking of the Belgrano, said Mr Pym's intervention proved the need for a debate.

Peace plans developed after sinking of Belgrano

FALKLANDS WAR

It did not seem to be understood that the Peruvian peace plans were developed in the succeeding four or five days after the sinking of the General Belgrano, Mr Francis Pym (South East Cambridgeshire, C), who was Foreign Secretary at the time of the Falklands war, said in an intervention during Commons business questions.

Mr Pym said many Labour MPs were trying to perpetuate the myth that there was something ungenue about the visit he made to Washington and New York on May 1 and 2, 1982.

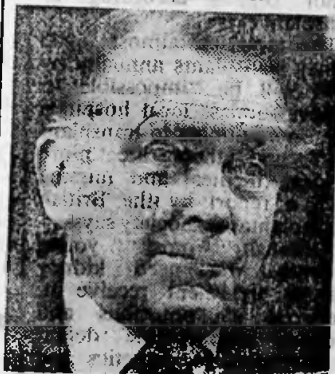
I have given (he went on) the full story to the Select Committee. They know the whole details. I described exactly what happened during my visit. What does not seem to be understood and has not been fully brought out in the conclusions of the Select Committee on Foreign Affairs is that the Peruvian plans which on May 2 were in such an extremely early, tentative stage were developed in the succeeding four or five days after the Belgrano was sunk.

I made a statement about these proposals in this House on Friday, speaking from memory. — May 1982. When those proposals were turned down by Argentina that was not the end of our search for a peaceful solution.

It was my resolve at that time, on behalf of the Government, to leave no stone unturned to find if there was a peaceful way in which this dispute could be resolved.

After these second proposals were turned down, we went on ourselves to prepare the agreement, the peaceful agreement, which the British Government would have agreed to and put it before the United Nations on May 17.

This country and the world (he said) were surprised to find the lengths to which we were prepared to go to reach a peaceful settlement. To try to allege, as many Labour MPs do, that in some way this search for a peaceful solution was ungenue is an absolute lie.



Pym: I was resolved to leave no stone unturned

Mr Tam Dalyell (Linlithgow, Lab) said here they had a former Foreign Secretary referring to proposals when the Prime Minister said no mention of these proposals reached London until three hours after the Belgrano was sunk.

In answer to Mr Denzil Davies (chief Opposition spokesman on defence and disarmament) she had said the first indication of the Peruvian peace proposals reached London at 11.15pm on Sunday, May 2. That was not the story, rightly or wrongly, of the Foreign Secretary.

THE BELGRANO

Pym in clash

By Richard Norton-Taylor

Mr Francis Pym, the former Foreign Secretary, was involved yesterday in angry exchanges in the Commons, with Labour MPs over the purpose of his visit to Washington and New York on May 2, 1982—the day the Argentine cruiser, General Belgrano, was sunk during the Falklands conflict.

Mr Nigel Spearing (Lab. Newham S) asked the Prime Minister what was the object of the visit, given, he suggested, that the war cabinet had “already decided on military escalation.”

Mr Tam Dalyell (Lab. Linlithgow) then accused the Government of indulging in a “parliamentary sleight of hand” in its description of what precisely it knew about peace plans being drawn up at the time by Peru.

In an emotional intervention Mr Pym immediately got up and told the Commons: “What has not been fully understood is that these Peruvian peace plans, which on May 2 were in such an early and tentative stage, were developed in the four or five days after the Belgrano was sunk.” He had tried his hardest to get a peaceful solution, he added.

Mr Pym said last night that he totally repudiated what he called “the continuing myth” that his negotiations in Washington and New York were not genuine. “I feel very very strongly about it, it is a total lie,” he said. The implication that the Government was not interested in a diplomatic settlement was “literally untrue,” he added.

Daily Mail

26.7.85

Discovery's lost wheel turns up

THE ship's wheel which has been missing from Captain Scott's vessel Discovery for 17 years is going back.

It vanished while in storage in 1968, Bow Street Court, London, heard yesterday, and was bought for £50 by company director Cyril Crouchman three years later.

Crouchman, 61, of Shenfield, Essex, was cleared of handling stolen goods. The magistrate said there was no

evidence that the wheel had been stolen.

The court had heard that a marine recognised the wheel and reported it to the police when he answered Crouchman's advertisement offering 'naval memorabilia' for sale.

Outside the court Crouchman said: 'I have decided to return the wheel to the Maritime Trust so it can be put back on the Discovery. I also think I'm owed a few apologies.'

BELGRANO REPORT

Committee 'split'

Ministers too cautious

Facts suppressed - Labour MPs

MPs find military grounds for sinking of Belgrano

In the report the Commons Select Committee on Foreign Affairs posed a number of principal questions addressed during the inquiry. The answers are summarized below.

Was the sinking of the Belgrano militarily justified? Was the cruiser a threat to the British Task Force when she was sunk?

The committee said no evidence to cast doubt on British claims that, on May 1 at least, the Argentine fleet had orders to conduct a co-ordinated attack on the Task Force, and that the assessment of the British naval authorities and the War Cabinet that the Belgrano formed part of that planned attack was a reasonable one.

There was no evidence at the time of an Argentine decision to withdraw its fleet on the night of May 1-2 (and such evidence as was available to the British Government indicated the reverse), nor is there any evidence now that such a withdrawal would have been intended to achieve anything other than short-term tactical advantage.

Accordingly, even if ministers had been notified of the Belgrano's change of course, this information would not have justified a change in the orders given to HMS Conqueror.

The paramount obligation of the War Cabinet was to protect the Task Force, and pre-emptive action was justified if attacks on the Task Force were thought to be imminent: there is therefore no reason to suppose that the decision to authorize the sinking of the Belgrano was not militarily justified.

To what extent did the decision to authorize the sinking of the Belgrano reflect and flow from earlier War Cabinet decision to pursue a military solution and abandon "minimum use of force"?

The change in Rules of Engagement to permit the sinking of the Belgrano was a

military response to a perceived military threat. A shift in emphasis towards overt military action was an inevitable consequence of the arrival of the Task Force in the Falklands area; and the continued willingness of the British Government to negotiate does not support the belief that it had, on or by May 2, 1982, abandoned the search for a peaceful solution.

How well advanced were the Peruvian peace proposals at the time the sinking of the Belgrano was authorized? Were they in a form acceptable or potentially acceptable to the Government?

The proposals were not in a form acceptable to the Government when delivered on May 2, 1982. The outcome of the subsequent negotiations between May 3 and 6 suggests that they at no stage represented a formula for an agreement acceptable in identical terms to both governments.

Did the Peruvian peace proposals stand a chance of acceptance by the Argentine junta on May 2, 1982?

The claim that the Argentine junta was on the brink of agreeing to the Peruvian proposals on the evening of May 2 is a highly speculative and selective interpretation of the information available.

Although there is conflicting evidence about the acceptability of the proposals to the junta, the balance of opinion appears not to support the proposition that they stood a chance of acceptance on the evening of May 2. Did the British War Cabinet know (in detail or otherwise) of the Peruvian initiative at the time of its decision to authorize the sinking of the Belgrano?

Although there is no doubt that the Peruvian Government and the Argentine junta believed that Mr Haig was in close contact with Mr Pym on the details of the Peruvian proposals on the morning of May 2, nothing from British

sources suggests that that was in fact the case.

There is no evidence that the British Ambassador in Lima was informed of the detailed Peruvian proposals until some time after the attack on the Belgrano.

There is no reason to disbelieve the evidence of the participants that the War Cabinet was not aware of the Peruvian peace proposals at the time of the decision to authorize an attack on the Belgrano. Were the Peruvian peace proposals sufficiently well advanced on May 2 1982 to justify avoiding any military action which might jeopardize them?

The committee is not convinced that the avoidance of military action would have been justified.

Should the Argentine junta have been warned by the Government of the charges in the Rules of Engagement on April 30 and May 2 1982?

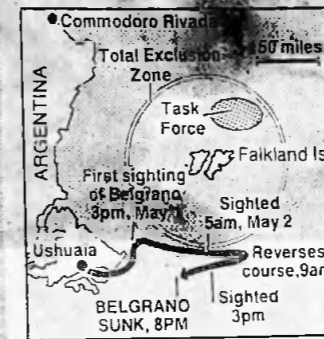
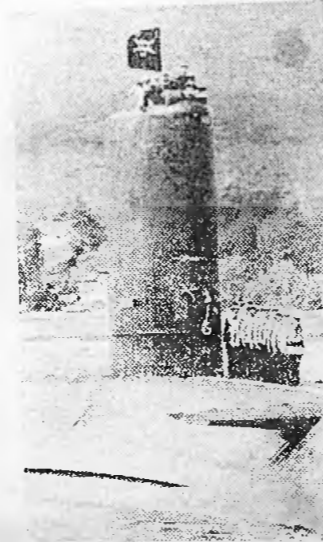
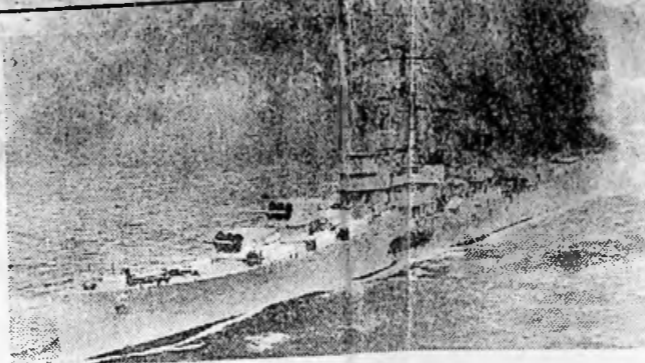
Adequate notice had been served on the Argentine junta, but the purpose of the exclusion zones was unclear and ultimately misleading.

Is it true that the sinking of the Belgrano undermined chances of a negotiated settlement and therefore made a purely military solution to the crisis inevitable?

Since the British War Cabinet was not aware of the Peruvian peace proposals when it authorized the attack on the Belgrano, it could not have been motivated by a desire to frustrate such proposals.

Evidence of Argentine intentions to attack the British Task Force before May 2 casts doubt on the idea that Argentine military activity after May 2 was merely a response to the sinking of the Belgrano and other British military actions.

The continued willingness to negotiate of both governments does not support the belief that the British Government had decided to abandon the search



Top left: The General Belgrano, which was bought from the US Navy in 1951; top right: The area where she was sunk; above left: The Conqueror returning to base flying the skull and crossbones, denoting a "kill"; above right: The Argentine cruiser after being hit.

for a peaceful solution or that the Argentine government was compelled to reject a peaceful solution as a result of the attack on the Belgrano.

Did ministers mislead Parliament?

Ministers have claimed that information was withheld from Parliament because it would not have been in the interests of national security for it to be released. A certain amount of crucial information in the possession of the Government does fall into that category.

The dilemma for the Government was that fully to convince critics it would have had to release more information than was wise on security grounds. Ministers therefore preferred to say as little as possible.

This was an understandable policy, but not a particularly wise one. In particular, it did not take sufficient account of the extent to which either disaffected or unthinking officials in Britain might let further information slip, or the extent to which information would emerge from Argentine sources.

The committee concludes that the desire not to reveal all the information in the possession of the Government was a proper one. Subsequent reluctance to provide information was the result of excessive caution rather than a desire to mislead.

It would almost certainly have been preferable if ministers had volunteered a comprehensive statement

As a result of the approach adopted by ministers, the House remained for too long in ignorance of information which members were entitled to request.

The committee concludes that some of the details at first given to the House proved later to have been incorrect, but does not find that the inaccuracies were deliberate or in effect misleading about the true state of affairs on May 1 and 2, 1982.

Other information was at first deliberately withheld on grounds of security, but released in part later.

The House was not misled on the main issue: that the attack on the Belgrano was authorized for legitimate military reasons, and not out of political design.

'Cover-up over hasty, unjustifiable act'

In a minority report on the sinking of the General Belgrano, Labour members of the select committee accused the Government of attempting to conceal by a smokescreen the "hasty and unjustifiable" decision to sink the Argentine cruiser during the Falklands conflict "to ensure the life of an Administration which was itself palpably negligent".

The allegation is made by the four Labour MPs on the committee, Mr Dennis Canavan, Mr Ian Mikardo, Mr Nigel Spearing, and Mr Michael Welsh. Their report was rejected by the committee by six votes to four. The committee chairman, Sir Anthony Kershaw, did not vote.

The report says: "We record that the committee experienced obstruction from the Government in the course of its inquiry. Despite the publicity concerning the Government's attempt to obstruct the committee in the matter of the rules of engagement, we must also record further obstruction from the Government in respect of certain Foreign Office documents."

It says the Government's "suppression of information and facts" from the committee, from Parliament, and from the public were in no way justified on grounds of national security.

"All these aspects meet in events surrounding the sinking of the Belgrano and reveal what the Government has been attempting to conceal: a hasty and unjustifiable decision to risk many lives and a possible disaster in order to ensure the life of an Administration which was itself palpably negligent."

"To do this it needed to strike a public posture inconsistent with its actual conduct."

The report says that on no count could the invasion of the Falklands by Argentina be properly described as "coming out of the blue".

It continues: "We

believe... it was primarily the Prime Minister and Mr Nott (then Secretary of State for Defence) who made the wrong decision, and that their degree of culpability has not been sufficiently recognized."

The Government appeared to ignore the possibility of using the Argentine aggression as an opportunity to strengthen its bargaining position in the search for a permanent solution.

"We believe the circumstances surrounding the sinking of the Belgrano can be understood only in this perspective, for the very survival of the Prime Minister may have been at stake."

The report continues: "In our view the possibility of a link between the Peruvian peace initiative and the sinking of the Belgrano is still an open question. The Government's suppression of evidence and giving of false evidence throughout the whole of this affair make it risky to base a firm conclusion on what they have said, and that is one reason why we recommend a further inquiry."

The MPs say that the change to the rules of engagement, and thus the attack on the Belgrano, were authorized partly on the basis of incomplete or incorrect assessments. "Rather than acknowledge any shortcomings or inconsistencies, ministers chose to provide Parliament with less than accurate accounts of events. So their cover-up began."

The report says: "We are of the opinion that national security was used as a convenient smokescreen to protect the credibility of the Government. We therefore absolutely condemn the Government's deliberate attempt to obstruct a legitimate inquiry by a select committee which had the right to inquire and get truthful answers."

DEEP WATERS RUN DRY

The report of the Belgrano affair published yesterday by the Commons Foreign Affairs Committee resembles a political parable neatly contained in one volume. Two groups of individuals sit together for months reading and listening to the same evidence. At the end of this process no individual breaks with his group's identity but the two groups reach fundamentally different conclusions about the evidence. Moreover the differences between them provide subtle pointers to the different political philosophies espoused by each group.

The majority on the Committee examined the evidence and were satisfied that the sinking of the Belgrano was, in the circumstances, a reasonable decision of war, that the Peruvian peace plan was not intentionally or in fact scuppered by that sinking and that though there were deceptions at the House of Commons, which were regrettably prolonged by ministers, they were more the product of caution than of deliberate mendacity.

These conclusions from the evidence suggest that the majority had no *a fortiori* feeling that the Belgrano sinking - not to mention the Falklands war as a whole - was inherently wrong. That may be what one would expect of Tory pragmatism which accepts that history and politics is normally about muddling through on the day and is not about conspiracy. However the contrast between the approach of the Tory members on the Committee and their Labour colleagues is in sharp relief.

The minority group of Labour members clearly approached the affair with a fundamental belief that the war as a whole was wrong and the Belgrano affair, as a particularly striking episode, was one of the most scandalous. Consequently wherever the evidence provided to the Committee left some element of doubt, their tendency was to suspect the worst and to seek further evidence of a conspiracy to withhold facts, or else to substantiate their own suspicions that the whole war was a put-up job to help Mrs Thatcher win the subsequent election. No pragmatism there, but rather the time-worn tendency of the left to see patterns and conspiracies in other people's behaviour because that is so familiar a part of political life on the left.

Consequently the Labour members on the Committee have tabled another thirty questions (which carry a strong bouquet of Mr Tam Dalyell about them) and finally declared that the government should submit its case to a further parliamentary inquiry. Their own case is not convincing. Indeed most people who read the whole report of the Committee are likely to feel that the affair has already been subjected to the most exhaustive and impressive inquiry they are likely to see emerging from parliament. The principal questions have been asked and satisfactorily answered to all but those who will never be satisfied.

It is questionable whether or not the Belgrano affair really deserved to be prolonged this far. But the Ponting episode and

ministerial deceptions of parliament helped to ensure that Mr Tam Dalyell's impressive, if obsessive persistence would be rewarded by this further inquiry. There must come a time however when somebody should cry "Stop". The Foreign Affairs Committee has seen quite enough of the evidence and interviewed enough of the participants to provide all but the most prejudiced inquirer with the fullest necessary account of that affair.

The ministers did not handle the politics of dissemination with great aplomb, but one reason for that is the same as that which still motivates the Labour members' desire for a further inquiry. It is that a significant element of the Parliamentary Labour Party was against the Falklands expedition from the beginning and virtually the entire party resented the fact that the Prime Minister led Britain to a victory there. They will not forgive her for that. Thus every opportunity to cast retrospective doubts on the conduct of the war or its initial rationale is carefully cultured by all Mrs Thatcher's critics. Few of them could have expected to have achieved so many post mortems as Mr Dalyell has managed to achieve, and we have learnt something new from each post mortem. But we have not learnt anything yet which detracts from the fullness of Britain's achievement in regaining the Falklands. The critics are thus saying more about themselves than about the Belgrano affair, which surely now deserves to be left in the peace of the deep.

Reports clash on Belgrano sinking

By Julian Haviland
Political Editor

Irreconcilable differences between Conservative and Labour members of the Commons foreign affairs committee led yesterday to the publication of two conflicting reports about the sinking of the Argentine cruiser, General Belgrano, at the height of the Falklands conflict in May 1982.

Both reports criticized the failure of ministers to give Parliament adequate information, but while the seven Conservatives found that there was no cover-up, the four Labour members charged ministers with a "sustained deception" of Parliament.

The Conservatives acquitted the Government of all the main charges which have underlain the three-year interrogation to which the ministers, former ministers, and advisers have been subjected.

On the central question of why the sinking of the Belgrano was ordered by the War Cabinet they concluded: "The attack on the Belgrano was authorized for legitimate military reasons, and not out of political design."

They say they are satisfied that the sinking, by the nuclear-powered submarine, HMS Conqueror, on May 2, 1982, was militarily justified and that any other decision would have been a dereliction of the Government's duty.

Although the Labour MPs were reluctant to take at face value much of the evidence from British official sources, they do not endorse the harshest accusation of the Government's chief critic, Mr Tam Dalyell, Labour MP for Linlithgow, with which the majority report begins its discussion of the main matters.

Mr Dalyell accused the Prime Minister of deliberately ordering the sinking in the expectation that HMS Conqueror's torpedoes would torpedo peace proposals advanced by the Government of Peru.

The view of the Labour minority is that the possibility of a link between the Peruvian initiative and the sinking of the Belgrano "is still an open question." It is one of many matters which, they insist, a fresh parliamentary inquiry should consider.

The senior Conservative member, Mr Peter Thomas, said yesterday that objective assessment of the evidence showed Mr Dalyell's "monstrously irresponsible and inexcusable" allegation to be without foundation. He was astounded that the Labour members considered the question still open.

Mr Ian Mikardo, the senior Labour member, replied that they were "agnostic". He said that there had been so much lying that anyone who relied on government statements to reach

firm conclusions, was being "very naive indeed".

On the question of ministers' candour towards Parliament, the Conservative majority concluded that ministers kept MPs for too long in ignorance of information to which they were entitled.

They say they cannot understand why "significant factual inaccuracies" about the Belgrano, in statements made immediately after the sinking by the then defence secretary, Mr John Nott, were not put right.

They find that more than two years later, in July 1984, the Ministry of Defence was giving them "inadequate" information designed to discourage further questioning.

They attribute the Government's concealment to "excessive caution, rather than a deliberate or mendacious desire to mislead".

The Labour members reach contrary conclusions on most of the points in question after examining the same witnesses and the same evidence, some of it in secret documents.

They attribute the Government's reluctance to give information to fear of political embarrassment rather than concern for national security.

They consider the sinking of the Belgrano an unjustifiable decision, taken to ensure the life of an administration which they describe as having been palpably negligent in having failed to deter the Argentine invasion.

The Labour minority says there was a lack of effective political control; and that conduct of the war has undermined confidence in the present Government's ability to manage crises in the nuclear age.

The Labour members complain of obstruction by Conservative committee members as well as by the Government.

Sir Anthony Kershaw, chairman of the Foreign Affairs Committee, yesterday withdrew an allegation in the committee's majority report that Mr Tam Dalyell, Labour MP for Linlithgow, had defied the privileges of the Commons by disclosing documents to newspapers.



The newly completed memorial to the 1982 Falkland Islands conflict was the centrepiece to the annual Service of Remembrance at Port Stanley recently.

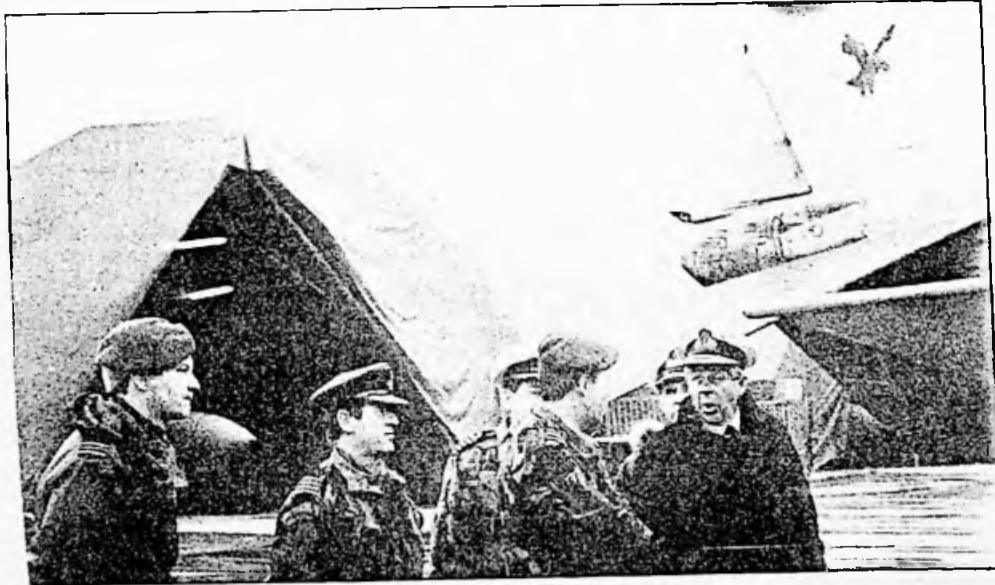
Hundreds of Islanders joined members of all the Armed Forces, including the newly formed Falkland Islands Defence Force, for the inter-denominational service. Among those present were the Military and Civil Commissioners, Maj-Gen Peter de la Billiere and Sir Rex Hunt, members of the Islands' Executive and Legislative.

The 25ft monument is constructed of polished Dartmoor granite from the Merrivale Quarry near Tavistock.



Admiral at RAF Stanley

When the First Sea Lord, Admiral Sir John Fieldhouse, visited RAF Stanley in June he saw a deployed Rapier unit and was shown the optical tracker (above) by Sgt Graham Brigden with SAC Andrew Smith (headset) and J/T Craig Bell looking on. On his way round the site he shook hands with SAC Dave Cunningham who is flanked in the picture (right) by SAC Al Skynner and Cpl Steve Paul. At the airfield (below) he met the CO of 23 Squadron, Wg Cdr Tony Bagnall, among others, and is seen talking to him beside the tail of a Phantom aircraft.



Medal for Falklands fire hero

THE QUEEN'S GALLANTRY MEDAL has been awarded to an RAF policeman, Acting Cpl Kevin Scott Clark (23), for his "bravery, dedication and herculean life-saving efforts under the most harrowing circumstances" during the disastrous fire at the King Edward Memorial Hospital in Port Stanley last year.

Cpl Clark was on night duty at RAF Stanley in the Falkland Islands when, just before dawn on April 10, he was ordered to go to the hospital where there was a major fire. With three colleagues, he reached the scene at 0510 hours, by which time the main wing of the hospital was well alight. He ran to the west wing which was engulfed in dense smoke and by climbing onto the roof of a vehicle, he entered the building by smashing a first floor window.

SAFETY

Helped by an unidentified person, Cpl Clark located two elderly patients in the dark and smoke-filled room and carried them to safety. He then tried to enter the corridor, but having no breathing apparatus, he was driven back by the dense smoke. He re-entered the building from the other side using a ladder and he found a patient in a wheelchair in a smoke-filled room. He broke the window frame with a sledge hammer, assisted by a colleague outside the building on the ladder, with the intention of evacuating the casualty through the window. However, before he accomplished this, two firemen equipped with breathing apparatus arrived on the scene and carried the patient to safety.

Cpl Clark then entered the smoke-filled corridor and found two elderly patients in a side ward. He broke the window for air, checked the patients' pulses and breathing and, finding signs of life in one of them, obtained assistance in carrying her to safety before returning for the other. Sadly, despite the efforts of Cpl

Clark and others, neither patient could be revived.

With the help of another unidentified person, Cpl Clark then fought the fire from the roof of an

adjacent temporary building until that caught fire under his feet and he had to jump to safety. Together with a colleague, he went on to evacuate two nearby houses before assisting in the distressing task of removing bodies from the remains of the hospital.

Says his citation: "For about three hours, Cpl Clark was at the forefront of the rescue effort and personally saved three lives. His heroism was not of the impulsive kind. Coolly, with no breathing apparatus, protective clothing or other equipment and without regard for his own safety, he penetrated a dark smoke-filled and burning building four times.

"The conditions inside were so bad that they killed two of the patients he rescued, yet he was not daunted."

Cpl Clark, who has since returned from the Falklands for duties in the United Kingdom, joined the Royal Air Force in November 1981. Born in Edinburgh, his home town is now Brora, Scotland.

THE more he tries to correct his mistakes, the more errors Sir Anthony Kershaw, chairman of the Foreign Affairs Committee, commits. Yesterday, in apologising to Tam Dalyell for wrongly saying he leaked Belgrano documents, he mentioned the Guardian instead of the Observer. At a press conference, prior to the Commons statement, he called the Belgrano a battleship — it was a cruiser. And fellow member Peter Thomas referred to President Belgrano, instead of Galtieri. No wonder they're having to reprint a chunk of the committee's report.

John Cunningham

Tory and Labour MPs on the Commons foreign affairs committee split yesterday in their assessment of the British action in sinking the Argentine cruiser, General Belgrano, during the Falklands war. The majority Tory group exonerates the war cabinet, but a minority report by the four Labour MPs says the sinking was unjustified. The Belgrano was sunk by the submarine HMS Conqueror outside the total exclusion zone on May 2, 1982, with the loss of 368 lives. Richard Norton-Taylor reports on the views of the two sets of MPs

Labour report condemns Belgrano sinking and its 'cover-up'

THE order to sink the Belgrano was "a hasty and unjustifiable decision to risk many lives and a possible disaster . . . to ensure the life of an administration which was itself palpably negligent," the Labour members on the Commons foreign affairs committee say.

In their minority report — twice as long and more detailed than the one produced by the Conservative majority — they call on the House of Commons to set up its own inquiry, conducted by MPs, with the right of access to all classified information. They point in particular to questions that remain unanswered about the extent of the knowledge at fleet headquarters at Northwood of Argentine signals to its fleet on the weekend of May 1 and 2 1982 and how efficiently this information was communicated to the war cabinet.

According to available in-

formation "the change to the rules of engagement, and thus the attack on the Belgrano, were authorised partly on the basis of incomplete or incorrect assessments. Rather than acknowledge any shortcomings or inconsistencies, Ministers chose to provide Parliament with less than accurate accounts of events. So their cover-up began," the report says.

The four Labour MPs — Mr Nigel Spearing, Mr Ian Mikardo, Mr Dennis Canavan and Mr Michael Welsh — charge the seven Tory members with obstructing their attempts to pursue what they call "proper parliamentary activities", notably by blocking their attempt to ask Mrs Thatcher and Mr Michael Heseltine, the Defence Secretary, additional questions as more information came to light.

In particular, they say on April 3 this year, the Tory

majority reversed a previous decision to ask Mr Heseltine whether Northwood was aware at the time of Argentine signals, decoded by GCHQ, recalling the Argentine fleet 20 hours before the Belgrano was attacked at about 8 pm London time on May 2, 1982.

The existence of the recall signal — repeated later in the morning of May 2 — and the fact that it had been decoded by GCHQ was acknowledged by Lord Lewin in evidence to the committee, though he said that he had no knowledge of it until May 3 or May 4. The Labour group say "the claimed delay in decoding or forwarding this significant signal" is "both extraordinary and of major significance".

They add: "We do not accept that it is right for ministers to invest the process of gathering and assessing intelligence with the sort of mystique that allows them

arbitrarily to conceal, misuse or distort information on which they base decisions. They point out that Lord Lewin acknowledged in evidence to the committee that the claim by ministers that the Belgrano was part of an Argentine pincer movement was "essentially speculative." They reject the claim by Sir



Sir John Nott — claims false

John Nott, the then Defence Secretary, that his statement to the Commons on May 4, 1982 — when he said that the Belgrano was first sighted on May 2 and was closing on the task force, claims now known to be false — was made in good faith.

There was no justification for a hasty, ill-prepared statement, the report says. News of the sinking of the Belgrano had arrived in London over 36 hours earlier. It is also now known that three separate drafts were made of the statement before it was finally approved by the war cabinet.

The Labour group says that Nott's references in the Commons to the use of force as a last resort were incompatible with Mrs Thatcher's statement in April 1982 that her objective was to restore British administration on the Falklands "at the earliest possible moment." Information had to be suppressed to

hide that incompatibility, it says.

The need to do this, according to the minority report, lay at the root of some otherwise puzzling anomalies — "the Government had committed thousands of men and a large part of the Royal Navy not just to retake the Falklands but also to protect and secure the life of the administration."

The report says that the possibility of a link between the Peruvian peace proposals and the sinking of the Belgrano is still an open question, mainly because of the Government's decision to suppress information. It says the Foreign Office refused to give the committee the full text of the telegram from Washington about discussions early on May 2, 1982, between Mr Alexander Haig, then US Secretary of State, and the then Foreign Secretary, Mr Francis Pym.

Documents which the FO

has refused to release show, the Labour MPs say, "that during those discussions the Secretary of State sounded out what might be HM Government's reactions to giving a few days to one more attempt at negotiation, with a temporary ceasefire for that period, but was told that the war cabinet would not do anything that might lessen their potential for military action."

But even more important, according to the Labour group, was a new set of proposals which was being drawn up by the UN secretary-general, Mr Perez de Cuellar. These proposals were presented to Mr Pym in writing the day the Belgrano was sunk.

Military escalation, it says, as distinct from minimum force, was chosen by the Government as the prime means of achieving its purpose long before it was necessary or could be justified. Leader comment, page 12

Cabinet 'right to protect fleet'

THE WAR cabinet's decision to authorise the sinking of the Belgrano on the evening of May 2, 1982 was militarily justified particularly in light of intelligence assessments available to ministers at the time, says the majority report by the seven Conservatives on the Commons foreign affairs committee.

Even if the Belgrano's course — steadily westwards away from the task force for 11 hours before it was hit — had been notified to ministers during that afternoon, the assessment made then about Argentina's tactical plans, would not have justified a change in the order to attack, the report says.

"The principal question which needs to be resolved is not whether, given all the additional information now available, the Argentine

discourage further questioning about the circumstances of the sinking. "The House remained for too long in ignorance of information which members were perfectly entitled to request and some of which ceased to be of operational significance soon after the end of hostilities."

It would have been preferable, when it had become clear that MPs were concerned about the events of May 1 and 2, 1982, if ministers "had volunteered a comprehensive statement on those events, including much of the material which has been extracted from them so painfully over the last three years."

The Tory group, led by the committee chairman, Sir Anthony Kershaw, MP for Stroud, questioned whether ministers—notably the Defence Secretary, Mr Michael Heseltine—would have been more forthcoming if the Labour MP, Mr Tam Dalyell, had not passed to the committee two documents sent to him by the former Ministry of Defence civil servant, Clive Ponting.



Sir Anthony Kershaw — painful process

A year ago to the day, the committee agreed to hand over the documents to Mr Heseltine—a move which led to Mr Ponting's arrest—in return for extracting a promise from Mr Heseltine that he would give evidence to it.

The Tory group concedes that the purpose of the Government's decision to announce, first a maritime exclusion zone, and then a total exclusion zone around the Falklands, was unclear and ultimately misleading, particularly in view of the "general" warning to Argentina issued on April 23, 1982. But its criticisms end there:

The report says that though there is no doubt that the Peruvian Government and the Argentine junta believed that the US Secretary of State was in close contact with Mr Pym, the then Foreign Secretary, in Washington about the details of a new peace plan on the morning of May 2, 1982, "nothing from British sources suggests that this was in fact the case." The peace plan, in any case, was not in a form acceptable to the British Government.

Third report from the Commons Foreign Affairs Committee, Events Surrounding the Weekend of 1-2 May 1982, Stationery Office, £12.

The report criticises ministers for failing to provide information in an attempt to

Aspects of incompetence

By curious end-of-term chance there was a lot of reporting yesterday on the things top people — civil servants, admirals, ministers — do when they're not thumbing their pay packets. Within a few minutes, we had the Foreign Affairs Committee on the Belgrano and the Public Accounts Committee on Mr Peter Levene. As ever, in such matters, a short unanimous report is better than a long, divided one. Because Foreign Affairs MPs split on party lines, their contribution to the pantheon of Belgranobilia doesn't help anybody much: those who smelt only roses will continue to sniff sweetness: those who smelt a rat will relish the continuing pong. The maverick odour drifting from one camp to another is the Tory majority's exceptional sheepishness about the Total Exclusion Zone around the Falklands. We announced we were going to war by MCC-type rules: then we moved, in a trice, to all-in wrestling. Even Sir Anthony Kershaw doesn't find that very comprehensible or gentlemanly. If only (the Labour minority might add) he'd taken that strand of muddled caddishness further and applied it to subsequent events.

The PAC's unanimous report on Mr Levene, however, suffers from no such complexities. Simply, it puts the boot in. Mr Levene is the £95,000-a-year Accounting Officer for the Defence Procurement Vote. Mr Michael Heseltine summoned him from United Scientific Holdings to turn game-keeper at the MoD. There was a tremendous ruckus. Trying to defuse that row, Mr Levene announced that he'd have no immediate responsibility for contracts involving his former companies. His subordinates would look after USH and allied companies. A pledge to set the PAC snarling. The Accounting Officer, the MPs rightly insist, can't simply wave away the embarrassing bits. This is "a serious break of the principle of personal financial accountability to Parliament."

Indeed it is; and the longer the Levene controversy runs, the worse the Government's behaviour seems. Michael Heseltine had the notion of bringing in the high-powered outsider. He sold it to Mrs Thatcher. And (as so often before, and so often since) they ploughed ahead. But the cost of getting their own way increasingly appears disproportionate. Mr Levene has started work pavilioned in hostility. And the argument shows no sign of stopping. Advocates of Plowden, for example, used

that £95,000 a year to demonstrate how far in arrears Civil Service salaries had become. But the original Heseltine point was that, inside the MoD, paying £40,000 a year less, he didn't have anyone who was equipped to do as good a job. Now, on Plowden lines, it's necessary to give those who weren't good enough a fat salary boost in order to restore the morale they lost when Levene was plucked out of industry.

There is a terrible messiness to ministerial logic in these areas. A continued propensity to decree first and think later. You can't look back upon either the Belgrano cover-up (which even the loyalest Tories complain about) or the Levene episode without wishing that Mrs Thatcher, and Mr Heseltine, were more amenable to advice. But you would then have to question the quality of the advice available to them. We know, in the past four days, that Plowden swept through a glum Cabinet because the Prime Minister and her most senior Civil Servant, Sir Robert Armstrong, wanted it that way. But no sooner was that decision announced than Sir Robert was revealed as the biggest single beneficiary: a 46 per cent man. Of course he didn't advise as he did for personal gain. But his advice (as with GCHQ before) still seems deeply wonky. In private industry, top managers who give lousy advice don't get 46 per cent rises. They get pewter handshakes. But that isn't the Whitehall way (which is why, for us, Plowden is so wildly off-beam). A competent government (trying to recover from a spasm of high incompetence) would spend the summer getting its balance of good advice and measured action right before the next rain of acid reports descends.

Belgrano's sinking splits MPs

By Richard Norton-Taylor

The Commons foreign affairs committee yesterday split on party lines and after a year's work came to diametrically opposed conclusions about whether the sinking of the Argentine cruiser, the General Belgrano, during the Falklands conflict was justified.

The Conservative majority says the war cabinet's decision to authorise the sinking was militarily justified in what it describes as "a primarily military response to the perceived military threat at the time." They pour scorn on allegations that it was an attempt to thwart two separate peace

Leader comment, page 12;
majority and minority re-
ports, page 4

plans being prepared by Peru and the UN secretary-general.

In stark contrast, but on the basis of identical evidence, the Labour minority on the committee concludes that the decision was "hasty and unjustifiable" and was designed "to ensure the life of an administration which was itself palpably negligent." The link between the peace negotiations and the attack on the Belgrano, it says, is still an open question largely because of the suppression of evidence by the Government.

In their majority report the seven Tory Members acknowledge that the purpose of Britain's maritime and total exclusion zones around the Falklands was "unclear and ultimately misleading."

They also criticise ministers, in what Sir Anthony Kershaw, the committee chairman, himself described yesterday as a mild rebuke for excessive caution in revealing information to the Commons. But their criticism of the Government, and any similarity between the

THE GUARDIAN 25 JULY 1985

Belgrano
sinking
divides
MPs

BELGRANO LEAK

Apology to Dalyell

SIR Anthony Kershaw, the chairman of the Commons Foreign Affairs Committee, apologised yesterday on the floor of the House to Mr Tam Dalyell and withdrew allegations that the Labour MP for Linlithgow had leaked documents to the press over the sinking of the Argentine cruiser, the General Belgrano.

Sir Anthony said the majority report on the sinking, issued by six Conservative MPs yesterday stated that there was insufficient direct evidence to support the view that Mr Dalyell had provided documents.

"I have received a letter in which he says he did not leak these documents to the paper concerned, nor did anyone acting for him. The committee accepts what Mr Dalyell has written and I will therefore propose the committee make that clear in a separate report to the Commons."

Belgrano sinking divides MPs

Continued from page one
majority and minority reports,
ends there.

The Tory majority says that once the task force approached the Falklands military action became inevitable; in any event, it says "when presented with entirely unprovoked aggression it is a government's duty to retaliate by military means if the real aggressor — in this case Argentina — refuses voluntarily to withdraw."

The Labour group says that one of the main reasons for the "cover-up" was the Government's public insistence that it was pursuing a policy of minimum force. This claim was incompatible with Mrs Thatcher's declared objective to repossess the Falklands "at the earliest possible moment."

Where there are areas of uncertainty the Tory group gives the Government the benefit of the doubt while the Labour group, led by Mr Ian Mikardo and Mr Nigel Spearing, does no such thing.

Doubts remain over when the war cabinet received Argentine recall signals — decoded by GCHQ — to its fleet before the Belgrano was sunk on May 2, 1982.

A report of the proceedings of the committee shows that the Tory majority reversed its previous decision to question the Defence Secretary, Mr Michael Heseltine, about how much of this crucial information was known at fleet headquarters in Northwood.

It is this information, and diplomatic telegrams the Foreign Office refuses to release, which the Labour group says should be subjected to a full-scale inquiry into the Belgrano affair by Privy Counsellors, as proposed last year by all opposition parties.

Sir Anthony Kershaw said yesterday that the committee had access to all the information it needed, a claim rejected by the Labour group, which claims that "national security was used as a convenient smokescreen to protect the credibility of the Government."

The Tory majority made it clear as soon as the committee inquiry began that they were not going to get involved in an investigation into divisions within the war cabinet; the Labour group maintain that Mr Francis Pym, the then Foreign Secretary, was put in an impossible position — on the issue of adequate political control over military decisions — a point picked up last night by Mr Denis Healey, the shadow foreign secretary.

Mr Healey said last night that the Government now had a clear duty to give a written commentary on the findings of the majority and minority reports.

Argentina resigned to impasse on Falklands

BY ROBERT GRAHAM IN BUENOS AIRES

THE Argentine Government is resigned to the present impasse with Britain over the Falklands.

Officials in the Argentine Foreign Ministry do not dismiss Britain's method of a step-by-step approach to improve relations. But the Argentine Government is unwilling to reciprocate Britain's lifting of the trade embargo, in force since the Falklands conflict in 1982.

Britain lifted the embargo on Argentine imports on July 8. Although the Government here has publicly acknowledged this move to be a positive gesture, the Argentines believe trade relations will not affect the basic problem.

This, they believe, is that Britain is solely concerned with re-establishing normal trade and diplomatic relations without discussing the future of the Falklands Islands. The Argentines insist that their main aim in resuming relations with Britain is to ensure that sovereignty is discussed — even if substantive discussion is left to an indeterminate date in the future.

In replying to Britain's lifting of the trade ban, Argentina offered to restart negotiations

within the next 60 days. The Foreign Ministry feels that such negotiations are most unlikely given Britain's dismissive attitude to this offer. In private, they accept no initiative is likely until after the United Nations General Assembly debate on the Falklands in the autumn.

A further complication is the holding of parliamentary elections here in November. Thus Argentina is operating on the basis that nothing of value can be achieved in resuming talks with Britain before the end of the year.

The main attention here is on seeking to persuade Argentina's allies in Europe to adopt a more positive position of support in advance of the UN debate.

Over the weekend Sr Dante Caputo, the Foreign Minister, met his French opposite number M. Roland Dumas in Bordeaux. However, Britain's lifting of the trade embargo is likely to be sufficient to keep the European Economic Community from openly backing Argentina — and from pushing the UK to make further concessions.

MPs clash over Belgrano report

BY HUGH O'SHAUGHNESSY

CONSERVATIVE and Labour MPs clashed yesterday over the Government's decision during the Falklands campaign to sink the Argentine cruiser, General Belgrano, on May 2, 1982.

At a Press conference in the House of Commons on the publication of a report by the Select Committee on Foreign Affairs on the sinking, the MPs put contradictory views on the rightness of the decision to attack the vessel.

Mr Peter Thomas, a Conservative committee member, said that Labour criticism of the attack was "monstrously irresponsible and inexcusable." While for Labour, Mr Ian Mikardo, said the committee had been misled and lied to and documents and entries in records had been lost and faked.

Mr Denis Healey, Shadow Foreign Secretary, said the Government had a duty to give a written commentary on the findings.

The report concludes, backed by the Conservative majority on the committee, that the attack was "authorised for legitimate military reasons and not out of political design."

The Labour minority view, is that the Government was at fault in not being aware of the threat to the Falklands posed by the Galtieri regime in Argentina, and that it tried to mislead parliament on the sinking and cover up vital facts.



Sir Anthony Kershaw (left), Conservative head of committee investigating the sinking. Ian Mikardo, Labour dissenter.

The attack on the cruiser was authorised partly on the basis of out-dated and incomplete assessments.

The majority report argues that the peace proposals to end the war, tabled by the Peruvian Government, were not known to the War Cabinet when it met on May 2. These proposals were, it adds, in any case not sufficiently well developed to have justified an order not to sink the Argentine vessel.

It therefore absolves the

Government of any suspicion of having ordered the sinking of the Belgrano in order to counter the Peruvian peace plan, as widely alleged.

The committee, chaired by Sir Anthony Kershaw, Conservative MP for Stroud, nevertheless finds that as a result of "the approach to the sinking adopted by ministers, the House remained for too long in ignorance of information which members were perfectly entitled to request and some of which

ceased to be of operational significance soon after the end of hostilities." It adds: "This was not, we believe, the result of a deliberate 'cover-up' but of excessive caution on the part of ministers and their advisers."

The committee criticises the Ministry of Defence's response to its requests for information as being "inadequate in substance and almost certainly intended to discourage further questioning on the matter."

The committee took written and oral evidence from a range of officials, from Mr Michael Heseltine, the Defence Minister, to Mr Alexander Haig, former U.S. Secretary of State.

The minority report prepared by the Labour members of the committee, claims that the Government did mount a cover-up of the events leading to the sinking and calls for a Commons Inquiry "to be conducted by persons with the right of access to all information including security information."

Labour members want the inquiry to seek answers to 30 matters connected with the war starting with the absence of government reaction to warnings about an impending Argentine invasion of the Falklands.

House of Commons Paper 11, Foreign Affairs Committee, Events Surrounding the Week-end of May 1-2, 1982. HMSO. £12.

PARTY SPLIT ON BELGRANO SINKING

By Our Political Staff

The Prime Minister and other members of the Government acted correctly in matters connected with the sinking of the Argentine cruiser General Belgrano during the Falklands conflict, the Commons Select Committee on Foreign Affairs reported yesterday.

But immediately the report was published a new controversy was provoked with the four Labour MPs on the committee claiming its conclusions had been reached only because of the committee's six-man Conservative majority.

The Labour members, led by Mr Nigel Spearing, MP for Newham South, disagreed vehemently with the findings in a separate minority report they called for a further inquiry with wider powers to question Ministers.

They welcomed, however, an apology which the committee made in the Commons and in a special report last night to Mr Tam Dalyell, Labour MP for Linlithgow, for suggesting in the main report that Mr Dalyell leaked documents on the Belgrano affair to the Press.

**Reports—P5; Editorial
comment—P15**

BELGRANO RITUAL

THERE IS NO OBVIOUS JUSTIFICATION for the investigation by the House of Commons Foreign Affairs Committee into the sinking of the Belgrano. Predictably enough, the Tories on the committee have produced a report broadly supportive of the Government, though gently critical of its reluctance at various stages to come clean with information which was in no way damning. Equally predictably, the four Labour MPs in their minority report have produced the same old assertions and rehearsed the familiar anti-Government arguments.

But what may seem boring or inconsequential to the nation is really rather good news for the Government. In particular, the inability of the four Labour MPs to unearth any new information, or even to invent new allegations, is significant. Admittedly these men may not be among Labour's greatest brains, but they must have surely wished to develop and embroider the assertions flung about by Mr TOM DALYELL. As it is, having emphasised the Government's slightly cloak-and-dagger behaviour following the sinking, they can produce nothing more solid than the "open question" as to whether the Belgrano may have been sunk in order to undermine the Peruvian peace initiative. (The Tories in their report naturally dismiss this possibility). The Labour MPs also speculate that the British Government not only knew that the Belgrano had changed course away from the British fleet but that the Argentinians were calling off their fleet.

It would be too early to say that the Belgrano Affair was dead. Who knows what enticing new allegations may yet be dreamt up and given spectacular prominence by certain newspapers? But both these reports tend only to bury old arguments. The British people may be growing tired of this matter, esides, unlike their rulers, they may believe quite bluntly that a navy which has taken part in the invasion of someone else's islands is a perfectly legitimate object of attack.

Belgrano apart, this report by an important committee of the House is a rare example of division on party lines. Select Committees will lose some of their value if that precedent is followed too often. Members of these committees are not called upon to fudge issues. But they diminish their own authority when it is made apparent that the process of enquiry has left unaltered attitudes taken up from the outset.

2Dai

Daily Mail
22.7.85

Falkland first

AS a Falkland Islander, I can assure you that Allen White is not the first 'Kelper' to serve in the British Army since the second world war (Mail, Fall In No. 1)

I enlisted in the Scots Guards, as a regular soldier and served with the 2nd Battalion.

Other Islanders have served in other regiments and also the Royal Air Force, all of us since the second world war.

J Biggs,
Chosinut Grove,
South Croydon,
Surrey.

Daily Mail
23.7.85

Argies still chukka'd

THANKFULLY for the aristocratic sport, the Prince of Wales will not have to hang up his polo stick for good as he was threatening to do if the Argentinians were allowed to play in England next season.

The sport's governing body, the Stewards of the Hurlingham Polo Association, decided over the weekend not to welcome back the 'Argie' professionals who were banned at the outset of the Falklands conflict in 1982.

Their decision will have

pleased the prince, who still feels sensitive about the losses suffered by his regiment, the Welsh Guards (of which he is Colonel and his mother is Colonel-in-Chief) in the Falklands.

Says Major Ronald Ferguson, the prince's polo manager and deputy chairman of the Guards Polo Club: 'It was a unanimous decision to continue the ban for 1986. We discussed the situation and decided nothing had changed since the ban was imposed.'

Labour, Tory members split over question of information

MPs to issue two reports on Belgrano

By James Naughtie, Chief
Political Correspondent

The Commons foreign affairs select committee will split publicly on Wednesday when it issues two reports on the sinking of the General Belgrano which will raise again why MPs were misled over the circumstances surrounding the Argentinian cruiser.

Labour and Conservative MPs expect the majority report — signed by the Tories on the committee — to complain about misleading information but to ascribe ministers' refusal to provide the Commons and the committee with more information to excessive caution.

The minority report by the committee's Labour members is likely to argue that national security cannot justify the Government's refusal to provide more information.

It is expected to call for a new inquiry into the possibility that the sinking was linked to the discussions on a Peruvian peace plan on the weekend of May 1 and 2, 1982.

In particular, the minority report is believed to accuse military personnel at Northwood of failing to inform Lord Lewin, then chief of the defence staff, of an intercepted signal recalling the Argentinian fleet only a few hours before the war cabinet decided at Chequers to alter the Navy's rules of engagement and permit an attack on the Belgrano.

Although the majority report accepts the Government's version of the Belgrano incident, it is believed to be heavily critical of Mr Michael Heseltine, the Defence Secre-

tary, for failing to provide all the information requested by the committee.

It defends the right of MPs to press for more information, after Commons statements on the sinking later shown to have been inaccurate, and criticises the Government for unnecessary caution after the operational reasons for secrecy had disappeared.

There are also questions about the speed with which important information about the Belgrano's change of course was not conveyed to ministers earlier by the Ministry of Defence.

The minority report goes some way to accepting the theory propounded relentlessly by Mr Tam Dalyell, the Labour MP for Linlithgow, that the attack on the Belgrano was directly linked to the discussions about the Peruvian peace plan.

The Labour MPs appear to base their argument on evidence that over the weekend of May 1/2, Mr Alexander Haig, then the US secretary of state, sounded out Mr Francis Pym, then the foreign secretary and who was in Washington, about a possible "stand-off" of forces but was left in no doubt that Mrs Thatcher's Government would not relax its military presence.

The principal point of agreement between the majority and minority reports appears to be on the inaccuracy of some of the accounts given to the Commons by ministers and on the lack of justification for Mr Heseltine's refusal to give the committee all the information they requested.

New moves on Falklands offshore oil drilling areas

FIRSTLAND OIL, the only company to hold an exploration licence on the Falklands Islands, is hoping to be given approval to drill for oil offshore., writes Simon Jones.

It has held discussions with the Falkland Islands government, the Foreign Office and the Department of Energy regarding a possible off-shore licence area. If granted, this would make Firstland the first oil company to drill in UK waters around the islands.

Director Paul Beck says: 'Our informal talks with the relevant bodies have been helpful. We have also been approached by several large US oil companies who are very keen to explore in the area.'

Firstland now plans to buy seismic data gathered off-shore

by US survey companies and to gather its own on the seabed geology south and east of the islands before committing itself to drill a well onshore. This suggests that a structure may have been identified which extends into the sea.

A Foreign Office spokesman confirmed that Firstland was interested in off-shore exploration and that its ideas were 'under study.' Last month, both the Foreign Office and the Department of Energy denied knowledge of interest off-shore or any planned survey activity.

Any off-shore activity would be considered extremely sensitive by Argentina, but this does not appear to deter Beck:

'The oil business is a high risk, high reward one. As far as we are concerned, we are dealing with the UK and Falkland Islands Governments only.'

Firstland has been surveying its area of East Falkland, and Beck is confident of the area's potential: 'Basins off Argentina — notably the Malvinas and Megallanos — have yielded oil.'

'Our knowledge of the area south and east of the islands is sketchy, but there are strong similarities with those basins. Core samples from wells drilled by US geology surveys also suggest excellent potential for oil-bearing rocks.'

'It's one of the last places on

earth where there is the potential to find oil — it cannot be ignored.'

Opinion on the potential around the Falklands is divided. The Shackleton Report of 1982, which surveyed the area between the islands and Argentina, was doubtful of the potential for oil or the logic of producing it.

But other surveys — including one reported commissioned in the 1970s by the UK government from US company Western Geophysical — identified excellent geological potential similar to areas of the North Sea.

There have been persistent reports by well-placed sources — denied by both the Foreign Office and the Department of Energy — of strong interest from international oil companies.

Falklands talks

THE Argentine Foreign Minister, Mr Dante Caputo, arrived in France yesterday for a private visit that will include talks with French officials about the Falklands.
— Reuter.

The Times 19 July 1985

Argentina gives compromise proposals for Falklands

Blinder

Labour members of the Foreign Affairs select committee reckon their damning and comprehensive minority report on the Belgrano sinking is something of a masterpiece. Indeed, they are so worried that its full impact will be lost amid the hefty bulk of the majority report when both are released next week that they have been seeking to have it published commercially. One snag: although interested, publishers are understandably reluctant to accept on trust a document which, because it is still strictly confidential, they cannot see.

Argentina gives compromise proposals for Falklands

By Jonathan Steele

The first signs of the possible compromise on the Falklands Islands which President Alfonsín of Argentina would be ready to strike if Mrs Thatcher loses the next election have emerged in Buenos Aires.

An influential committee headed by a member of Mr Alfonsín's Radical Party has defined for the first time the guarantees which Argentina would give the islanders.

They include dual citizenship, local autonomy, the islands' own currency, and maintenance of English as an official language, all to be enshrined in a treaty guaranteed by three member states of the United Nations. The committee suggests that there could be a 10-year period of joint administration by Britain and Argentina, leading up to the Falklands' incorporation into Argentina as a separate province.

The Argentine proposals were leaked to a rightwing Buenos Aires newspaper, which sought to portray them as a sell-out of Argentina's national interests and its claim to sovereignty. As a result, the

Argentine Foreign Ministry put out a hasty statement confirming the accuracy of the report on the secret document's contents, but saying that it was "customary practice to consult various experts on the most important subjects." This did not mean that the Foreign Ministry had to accept the recommendations.

British officials dealing with the Falklands issue confirm that no such proposals have yet been put by the Alfonsín Government to Whitehall, but they say they "sound like the sort of thing we would expect from Mr Alfonsín's Government if negotiations on sovereignty started."

Although Mrs Thatcher has ruled out any sovereignty negotiations, the Labour Party and the SDP-Liberal Alliance favour negotiations with Argentina on new constitutional arrangements.

These could include leaseback, joint sovereignty, and United Nations trusteeship, and could be combined with the Argentine committee's proposals.

None of the main British opposition parties agrees with Mrs Thatcher's insistence that the Falkland Islanders should

have an effective veto over the islands' future status. The Government has been planning to fix the right to self-determination in a new constitution to be promulgated by Order in Council later this year. Opposition parties say this amounts in practice to a veto.

The Argentine document says that the islanders will be "consulted" on the proposed treaty.

At least in the 10-year transitional period, while Britain remained in joint control, the document says, if there were a military coup in Argentina the treaty would immediately become invalid.

The document was drawn up by Mr Jorge Vanossi, a constitutional lawyer who is a Radical Party member of the Argentine Chamber of Deputies, and four others.

It says that only inhabitants of the islands will have a right to vote in local elections, and Argentina would unconditionally accept the list of islanders which Britain would provide. The list of names would become part of the treaty. Argentinians from the mainland would be free to settle on the islands, buy property, and set up industries.

IT'S MORE than a bike ride away, but there are lots of jobs for Brits in the Falklands, just ask the Overseas Development Association. You could, for instance, go there to teach Spanish, and find that the two-year posting which the ODA is advertising, turns into a job for life when the Argies take over.

John Cunningham

Falklands police probe deaths

THE Falklands Islands' top police officer is in the UK for investigations into two deaths of workers on the airfield construction project.

An inquest opened this week into the death of 24 year old Kevin Durrant, a general operative for Laing Mowlem ARC. He was found dead in the back of a bus last week and his body was flown back to the UK over the weekend.

A postmortem was to be held this week, according to Ken Greenland, the island's Chief Police Officer.

"There are enough marks on the body for us to want to make sure what has happened," he said, "I'm also here because of inquiries into the death of David High.

"We're certain from the evidence already available that Mr High tried to jump the gap between two accommodation ships, fell between them and was drowned," he said. His body was found on June 19.

Mr Durrant's is the fifth death of workers associated with the Falklands Islands contract — yet not one of them was what could be described as a construction site accident in the usual sense.

On March 2, 39 years old Terry Martin, employed by subcontractor Vic Hallam, went missing overboard from the MV England between Cape Town and East Cove. His body was never found.

David Barker, a Kelvin Catering employee, also went missing overboard from the same ship. He was travelling from the Falklands to Cape Town when he disappeared on June 14 last year. Inquiries were carried out by British vice-consular officials in South Africa. He was officially pronounced missing presumed drowned.

Hayden Terry died of head injuries after a fall from a roof on site on July 12 last year. A general operative for the LMA consortium, he "should not have been where he was" according to a consortium spokesman.

Investigations were carried out on the Island and in the UK. The official verdict was accidental death.

Deaths on the Falklands come under the jurisdiction of the Oxfordshire coroner, because bodies are flown back to the military air base at Brize Norton, in Oxfordshire.

Mr Greenland said on Tuesday: "Safety on the work itself has been outstanding. The contractors have put an enormous amount of effort into that side of things.

"A number of incidents have occurred that are drinks related. Because it is a Ministry of Defence contract, LMA staff have been able to obtain drinks from NAAFI stores. I believe this has now been stopped," he added.

AIR FARES TO FALKLANDS REVISED

By Our Port Stanley
Correspondent

A compromise reached on air fares to the Falklands will allow travellers booking at least 28 days in advance to pay an "advance purchase fare" of £625 single (£1,250 return). Since the £400 million airport at Mount Pleasant was opened in May the only rate available for non-Falkland Islanders has been more than £2,000 for a return.

Bookings will be possible right up to flight days at £975 single (£1,950 return). People on business judged important to development can pay £525 single (£1,050 return), which is the fare for Falkland Islanders and close relatives.

The ~~Times~~ 16.7.85
Guardian

FALKLAND ISLANDS GOVERNMENT TRAVELLING TEACHERS

Falkland Islands Government have vacancies for travelling teachers, teaching at primary level on farms and settlements outside Stanley, offering a challenging opportunity to experience the unique life of the Islands. The job would be suitable for newly qualified teachers, or persons of a good level of education, personality being more important than academic qualifications. Applicants should be single.

Successful candidates would be offered a one year contract with return passages. Salary is in the scale £3,624 to £4,608 plus travelling / accommodation allowance.

For further details and application form please write to



**FALKLAND ISLANDS GOVERNMENT
OFFICE,
29 Tufton Street,
London SW1P 3QL.
CLOSING DATE: 31 JULY, 1985**

For a long life

GORDON JEWKES, who takes over as Governor of the Falkland Islands in October, was reassured to learn the other day that his appointment to one of the most bracing climates in the world is likely to confer considerable longevity.

Of the eight men who have held the post since 1946 seven survive. Among those who met Jewkes at a reception of the Falkland Islands committee were 88-year-old Sir Miles Clifford, Governor and C-in-C from 1946-54, and the slightly younger Sir Cosmo Haskard, Governor from 1964-70.

The only casualty on the list is Sir Raynor Arthur, Governor from 1954-57, who died a few years ago in a hunting accident.

Daily Mail
15.7.85

Polo Prince says no to Argentina

THE emotive issue of whether Argentinians will be allowed to play polo in England next season — they were banned at the outset of the Falklands conflict in 1982—will be discussed next Saturday by the sport's governing body, the Stewards of the Hurlingham Polo Association.

Word has reached the Prince of Wales, Colonel-in-Chief of the regiment which suffered the greatest casualties in the war, that there

is a likelihood of the 'Argie' professionals officially being welcomed back here in 1986.

In that eventuality, he has told friends, he will give up the game rather than be seen fraternising with the enemy. At no stage, I can reveal, has Charles approached the HPA in an attempt to influence their momentous decision.

The defection of the Prince would be a major blow to the popularity of the sport in this country — although he has only a four-goal handicap, most of the spectators go to polo in the hopes of seeing him and Diana along with other members of the Royal Family. The Queen herself owns Smith's Lawn at Windsor, which is regarded as the HQ of the game.

Major Ronald Ferguson, the prince's polo manager and deputy chairman of the Guards Polo Club, tells me: 'The Argentinian situation will be

Isabel's idyll

UNREMARKED on a Balearic beach, this busy lady was once President of Argentina. She is Isabel Peron, 53, widow of the dishonest demagogue who bilked his country of billions and has become immortalised through the musical *Evita* based on his first wife Eva, a prostitute turned politician.

Isabel was the daughter of a bank clerk and working as an erotic dancer in the Happyland Cabaret in Panama when Juan Peron, in exile, discovered her. They married in 1961 and returned to power in the South American republic 12 years later. A year later, on her husband's death, she took over.

Her 21-month rule ended in house arrest and charges of grand embezzlement — Peron was reputed to have salted away £300 million in the 50s — and she went into exile in Spain in 1981, living in Madrid where she passes the



A Peron relaxes

time of day playing golf at the exclusive Puerto di Herra club.

In the new mood of forgiveness in Argentina, following the country's return to civilian rule after the toppling of the military regime which prompted the Falklands invasion, Isabel is welcome back in her homeland after a fashion — last year a bomb was discovered on the jumbo on which she was due to travel.



The Royal gaucho: Charles with his former groom Rafael

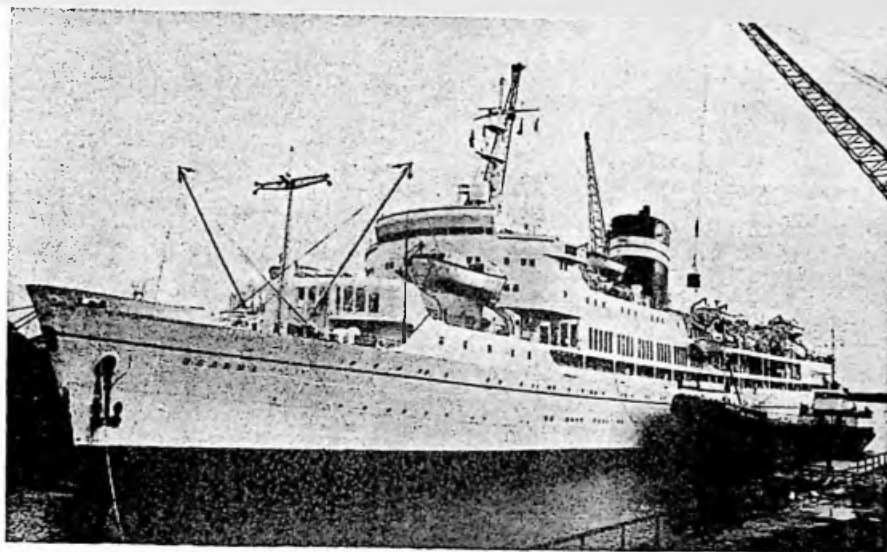
discussed at the HPA's summer meeting—it has been discussed at the same time each year for three years and has been under review since the Falklands war.

Adds a Guards member: 'The Prince's views on continuing the ban stay the same and he doesn't feel anything has happened between the two countries which would make him change his mind.'

Ironically, the Heir to the Throne had an Argentinian polo groom, gaucho Rafael Osvaldo Pineda, lent to him by Lord Vestey, and his present groom is Argentine-born Raoul Carrea, who became a naturalised Briton 12 years ago.

Ships Magazine

15.7.85



R. Bruce Grice

A smart-looking "Uganda" photographed at Southampton last year



Finale for the "Uganda"?

A SAD feature in the shipping press during late-April was a picture of the *Uganda* (16,907 gross tons), rust-streaked and far from her once spick and span self, sailing into Falmouth "for orders" at the end of the Falklands charter for the Ministry of Defence. Whether or not a report still current at the time of writing that she is to become a hotel-ship for Chinese buyers as a prelude to eventual demolition will prove correct, she is now such a very old lady that P. & O. are understood to have said that removing the helipad and repairing the ravages of the South Atlantic would not be cost effective.

Her days as an educational cruise ship would seem to be over and also,

with little hope of a replacement for her, an enterprise which under the house flag of P. & O. associates British India dates back half a century.

Mail on Sunday
14 July 1985

Labour 'sell-out' on Falklands

NEIL KINNOCK will hold talks with Argentina on Falklands sovereignty and will deny islanders a veto on any agreement if he becomes Prime Minister.

This controversial line will appear later in the year when party chiefs meet to lay down foreign policy guidelines for a Labour government.

Daily Mail
15 July 1985

FALL IN, No. 1...

A TEENAGER has become the first Falkland Islander to enlist in the British Army since the second World War.

Now Allan White, 17, who joined the Royal Corps of Transport wants a tour of duty to his homeland.

Britain and Argentina

Better than silence

The British want to talk to Argentina about everything except sovereignty over the Falkland Islands. The Argentines want to talk primarily about sovereignty. So, impasse.

Britain is trying to break the impasse in a roundabout way, rather than trying to reopen the talks between the two countries that collapsed last year. On July 8th it lifted its ban on imports from Argentina, without insisting on anything in return, although it hoped that Argentina's President Raul Alfonsin would reciprocate. Argentina did not. On July 11th its foreign minister, Mr Dante Caputo, proposed, instead, new talks that would include sovereignty.

Britain's gesture has not been wasted. It was also designed to impress Brazil, which was being visited by the foreign secretary, Sir Geoffrey Howe, and the United States, which hates having to choose between Britain and Argentina every time the Falklands come up for international debate. On sovereignty, however, Britain is still not budging: it is "not for discussion", according to an official statement.

A restoration of trade ought to provide

a stimulus to the Argentine economy. Trade was fairly well balanced before the Falklands war. In 1981, Britain's exports to Argentina amounted to £161m and its imports from Argentina amounted to £137m; but Argentina had had surpluses in some previous years.

If Argentina eventually lifts its ban on imports from Britain, other practical measures may follow: a resumption of airline flights between London and Buenos Aires; visits to Falklands cemeteries by Argentine next-of-kin; and an agreement to limit over-fishing by foreign boats in the south Atlantic.

Argentina's defeat has not diminished its belief in the justness of its cause—or its inability to understand British attitudes. The government recently talked about declaring the islands to be an Argentine province. Might the impasse be broken if Britain offered to talk about sovereignty in 1990, after Argentina had proved its democratic credentials by freely electing Mr Alfonsin's successor? Shared sovereignty, much as France and Spain share sovereignty over autonomous Andorra, might be an acceptable compromise.

OPEN DOOR FOR ARGENTINE GOODS TO STAY

By Our Diplomatic
Correspondent

Britain will not reimpose its ban on Argentine imports despite the Alfonsin government's failure to reciprocate the British gesture, Sir Geoffrey Howe, Foreign Secretary, said yesterday.

Lifting the ban was a "sensible step" which Britain considered would be of help in restoring relations between the two countries to normal, he said. He refused to regard the Argentine response, which called for talks on the sovereignty of the Falkland Islands, as "a slap in the face," saying he preferred to think of it as "disappointing."

Argentina invited to reconsider

By Henry Stanhope
Diplomatic Correspondent

Britain has called on Argentina to reconsider its "disappointing" reply to this week's British initiative intended to improve relations between the two countries.

But Sir Geoffrey Howe, the Foreign Secretary, made clear yesterday that there was no question of going back on last Monday's decision to lift the ban on Argentine imports.

Instead of reciprocating directly, the Argentine Government has offered in return to declare a formal end to hostilities over the Falkland Islands on condition that Britain resumes talks within 60 days, with sovereignty over the islands on the agenda.

Yesterday the Foreign Office released a statement by Sir Geoffrey which said: "Our statement of July 8 made absolutely clear that we are not prepared to discuss sovereignty. This has been the Government's position all along, as the Argentine Government well knows. Yet it continues to insist that any practical steps to promote better bilateral relations with Britain, including a formal cessation of hostilities, must be dependent upon a condition which it knows to be unacceptable. This is neither realistic nor constructive."

Sir Geoffrey, interviewed on Radio Four later brushed aside the suggestion that Britain saw the Argentine reply as a "slap in the face".



President Alfonsín: The reply was disappointing.

Round and round the rugged rocks

Megaphone diplomacy rarely gets anyone anywhere: and nor, alas, does the associated diplomacy of unilateral gestures. Earlier this week Britain lifted its ban on Argentine imports and, in a self-consciously earnest pose, waited for some completely voluntary reciprocation from Buenos Aires. None came. Instead, Mr Dante Caputo, the Argentine Foreign Minister, proposed some talks where the sovereignty of the Falklands, among other things, would nestle on the agenda. Yesterday Sir Geoffrey Howe was very, very disappointed indeed. But not surprised. For nothing surprising had happened. Britain's Foreign Secretary has spent his week in Brazil. The Brazilians are one important hinge in Anglo-Argentine relations. Sir Geoffrey wished, therefore, to have something reasonable to say and do on his trip. So he dealt in gestures. Unhappily, gestures won't shift a situation which has become set in concrete as solid as the new runway that serves Port Stanley.

There have been moments in recent years when a rational and enduringly peaceful solution to the Falklands problem might have been secured. One — pre-invasion — was the Ridley negotiated (and Thatcher backed) formula which the House of Commons kicked out. Another came in Switzerland in 1984 as talks were set up, and then junked again amid much misunderstanding. The problem now is that those moments have passed and that there is no pressure on Buenos Aires to seek a fresh opportunity. Senior Alfonsin isn't a democratic new boy any longer. And he has a massive economic crisis on his hands: one that he will either crack or be cracked by. In that struggle — all-absorbing — the Falklands are an irrelevant sideshow. Why bother about them? Why take the slightest risk with a peripheral issue of high and futile emotion? Why let pride — and military prowess — into the act?

Mr Alfonsin and Mr Caputo have no remote thoughts of a further invasion. They want to keep their dangerous generals on the sidelines. If someone offered them a decent deal which lanced the boil of Falklands sovereignty painlessly, and far into the future, they are statesmen enough to take the chance: and, in practical terms, everyone involved would save a great deal of cash and heartache. But they have nothing to gain by rushing. There is a little trade, in prospect, to be sure: a few direct airline flights: a fishing agreement. But tiddler stuff besides the whale of a crisis that could swallow them if they abandon Argentina's long-standing territorial claim. And meanwhile such pressure as exists is all on Britain.

We built the runway: now we have to guard it. That is all money, hundreds of millions year after year. And none of our allies thinks the impasse sensible. Not France or Germany or Italy. Not — for some crucial point in the future — the United States. Whenever the United Nations debates the matter, we're left in glum, defiant isolation. And one day, some day, another British government is going to find the long, boring game entirely unworth the candle.

It is a terrible pity because it is a terrible waste of time and money which — analytically — permits of no happy resolution. Because, too, Mr Alfonsin may be the most promising, reasonable show in Argentina for decades to come. Pity or no, though, we have a stagnant balance where meaningless gestures come to supplant proper diplomacy. We are stuck with sitting this one out: a policy of the inevitable but not, alas, a policy which any of the sitters really thinks will triumph in the end.

LLOYDS LIST 12 JULY 1985

Argentine offer of talks rejected

Argentina snubs UK

The Argentine government has declined to respond in kind to the lifting of trade restrictions by Britain and reiterated its demand for talks on sovereignty over the disputed Falkland Islands.

Argentine offer of talks rejected

By Robert Graham

THE BRITISH Government yesterday poured cold water on Argentina's offer to resume negotiations to restore normal relations.

The offer was in response to Britain's unilateral lifting on Monday of the ban on Argentine imports. This had been in force since the Falklands conflict in 1982.

A long and carefully worded statement from the Argentine Foreign Ministry late on Wednesday offered to resume negotiations with the UK within 60 days, and to begin preparations for this immediately. The statement said the Argentine Government was willing to make a formal declaration ending the state of hostilities to ease the start of negotiations "as soon as the British Government undertakes to begin negotiations on all issues."

In private, British officials recognised that the tone of the Argentine statement showed signs of surprising moderation, but in public, the Foreign Office called it disappointing.

A Foreign Office official pointed out that Argentina had again insisted on direct links between negotiations to restore normal diplomatic and commercial relations and discussions of sovereignty over the Falkland Islands. When he announced the lifting of the import ban, Sir Geoffrey Howe, the Foreign Secretary, repeated that sovereignty was not up for discussion.

The Argentine Government, which appears to have been taken by surprise by Britain's initial move, made clear in its statement that sovereignty over the Falklands lay at the heart of its problems with Britain. It accepted Britain's view that relations could be best restored step by step with confidence-building measures, but said such an approach was unrealistic so long as the issue of sovereignty was ignored.

The Foreign Office said yesterday that it was unrealistic for Argentina to put the issue of sovereignty so prominently when Britain had already made clear its position.

Argentina pledges formal end to hostilities if UK opens talks within 60 days

From a Correspondent, Buenos Aires

Argentina will declare a formal end to hostilities in the South Atlantic if Britain agreed to resume bilateral talks within 60 days the Government said here on Wednesday.

But it insisted that sovereignty over the Falklands Islands be included in any kind of negotiations.

The proposal, read on national television by Señor Dante Caputo the Foreign Minister, follows the British Government's decision on Monday to lift its ban on Argentine imports imposed during the 1982 Falklands conflict.

Argentine statement did not include a reciprocal lifting of restrictions here on British imports and appeared a blunt rejection of Mrs Thatcher's efforts to normalize relations by resolving "practical questions" and avoiding the sovereignty issue.

"We insist that discussing sovereignty is a concrete question *par excellence* because the rest depends on it," Señor Caputo said.

Señor Caputo said the Argentine Government "had not considered it necessary" to declare an end to hostilities in the South Atlantic because such a cessation already had been acknowledged in a *de facto* manner in a United Nations resolution.

"But if this circumstance is the remaining obstacle for initiating negotiations," he said, "the Argentine Government would be willing to declare it as soon as the United Kingdom agrees to hold global negotiations recommended repeatedly by the international community."

Announcing that Argentina "invites" the UK to begin such talks within 60 days, Señor Caputo said Argentina was

willing to make arrangements for these immediately using the good offices of UN Secretary-General, Señor Javier Pérez de Cuéllar, or intermediary countries.

After reading the statement, Señor Caputo made an improvised speech.

He said the move might appear to be a promising development, but in reality it did not represent a drastic change in British policy.

"We cannot accept that the subject of sovereignty be explicitly excluded from a negotiation because if this occurs once, just once, it would establish a precedent of tremendous political consequences.

● The Foreign Office said yesterday it was studying the text of the Argentine statement. Early reports indicated it was a disappointing response to the British initiative (Harry Stanhope writes).

ARGENTINA: A LONG HAUL

ARGENTINA'S RESPONSE to the latest British olive branch (however modest it may or may not appear to be) is predictable but nonetheless highly disappointing. The decision to lift the ban on Argentine imports was a measure of our good faith aimed at improving relations which, of course, have been virtually non-existent since the terrible fighting three years ago. And a year has past since Argentina went out of its way to wreck the talks in Berne with a Foreign Office team which was ready and willing to begin restoring the fullest diplomatic, commercial and cultural ties with Señor ALFONSIN'S Government as well as making a start on settling peripheral bits and pieces.

It may well be that Sir GEOFFREY HOWE lifted the trade embargo this week for tactical reasons—the Falklands issue will inevitably once again come up in the United Nations Assembly in September and Britain will be under attack. More importantly, the decision was announced while he was paying a goodwill visit to Brazil, with whom the pace of bi-lateral relations has quickened (and who might be more inclined to approve landing-rights for Falklands-bound aircraft). But it was a gesture and called for a positive response.

Señor DANTE CAPUTO, the Argentine Foreign Minister, has wasted little time ignoring the British move, refusing to talk about opening trade links, and he has simply invited the Foreign Office to start negotiations on the future of the Falklands within 60 days. He must know this is simply not on. And that any insistence on discussions on Falklands sovereignty at this time is not only unrealistic but also unreasonable. Normalisation of relations after the traumatic events of 1982 is evidently going to be a long business.

Disappointing rebuff to Falklands overture

By DAVID ADAMSON *Diplomatic Correspondent*

ARGENTINA'S apparent rebuff of Britain's gesture in lifting its trade embargo was described by the Foreign Office yesterday as "disappointing."

The full text of a public statement by the Foreign Ministry in Buenos Aires was not received until late yesterday.

It was still being analysed last night, but it is understood to have made no mention of lifting Argentina's ban on British exports.

What it did offer was almost certainly unacceptable to Britain; a formal cessation of hostilities provided Britain agreed to hold talks on the future of the Falkland Islands within 60 days.

No change

While Britain would welcome a formal statement that hostilities have ended, it is not prepared to discuss the islands' sovereignty as the price for it.

Berne talks with Argentina broke down on the sovereignty issue a year ago and Britain has repeatedly made clear, it has not changed its position.

The British gesture on Monday in lifting the ban on Argentine imports, worth £137 million in 1981, was intended as a sweetener that would lead to improved relations at the level of practicalities. The move was not made conditional on Argentina's responding.

The Foreign Office's hope was for a step-by-step approach that would tacitly ignore the sovereignty issue.

Although there could yet be some measure of Argentine reciprocity, Senor Dante Caputo, Argentine Foreign Minister, seemed yesterday to be sticking to a position that has been repeated as often as Britain's.

'Up to Britain'

Sovereignty of the Falklands, South Georgia and the South Sandwich Islands was the "key problem" and must necessarily

be included in an open agenda for talks.

"It is now up to Britain to take the negotiating hand the Argentine Government is holding out," he said.

The Foreign Ministry statement issued late on Wednesday said talks could be arranged either under the auspices of the United Nations Secretary-General or through the good offices of Switzerland and Brazil, the protecting powers that look after British and Argentine interests in the absence of diplomatic relations.

Argentina may not be having much luck with Britain over the Falklands, but, argues WILLIAM D. ROGERS, the former US undersecretary of state for international affairs, its economy is on the up.

Shock treatment that may yet produce results

AN ECONOMIC miracle? In Argentina? A country headed straight for economic self-destruction a few weeks ago, where the value of money was going down so fast that by the end of the year it would have been worth less

than a tenth of its value at the beginning of 1985? Yes, the Alfonsín shock treatment announced last month may quite possibly prove an authentic modern miracle.

The Argentine president imposed: Tight price and wage controls. Both wages and prices had been going up 1,000 per cent a year before the new plan was announced; Deindexation, in a country where everything was indexed to the inflation rate; A new currency pegged to the American dollar. At \$1.25, it replaces the old peso that had been worth a tenth of a cent; A balanced government budget. The deficit had been exploding, paid for by rolling the printing presses.

After announcing the new programme, the government held its breath, and closed the banks. When the banks finally reopened a week later, the lines of waiting customers stretched out for blocks. One high official on his way to the office in the early morning thought that the nation was in a financial panic. He came to realise a

few hours later that the public reaction was wildly enthusiastic. Instead of withdrawing their money, people were renewing deposits and taking dollars out of the mattress to buy the new Argentine austral.

Reserves began to build, watch committees were organised by school districts to monitor prices and bring pressure on retail stores to maintain the freeze. Businessmen joined in the support. Trade union leaders welcomed the possibility that the country might get off the inflation roller coaster. I arrived in Argentina the day banks reopened, intent on running my own private opinion poll. The first stranger I talked to was a down-at-heel car park attendant. He had seen economic reforms come and go. "I believe in this plan," he said. "For the first time, we have a president who wants to lead and a programme that could work. All the people of Argentina feel the same way. Of course, in the end, it depends on God. And God has a lot of things on his mind right now."

I found the same senti-

ments across the spectrum of Argentine life — political figures, businessmen, trade union leaders, bankers. Women were particularly supportive. They concluded that the programme might let them regain control of their household economic destinies.

In short, the shock treatment its first test with flying colours. But it will be difficult to persuade the people that the government really means to balance the budget.

There is a widespread hope, however, that the Alfonsín administration has done its sums and will be able to finance its reduced expenditures with existing and new revenues. It also looks ready to restructure the economy, divesting itself of some of the loss-making public-sector enterprises and offering new and more favourable oil contracts to foreign investors.

Argentina's politics give Alfonsín some running room. His personal popularity has soared since the shock treatment began. The opposition Peronist party is split, and the mighty General Confederation of Labour, histori-

cally Latin America's most militant trade union, now has new leadership committed to democracy and persuaded that democratic institutions and the interest of working people both depend on stopping inflation and starting growth.

Paradoxically, Alfonsín's most serious opposition may be in his own party, the Radicals. The technocrats who stitched the new plan together, and who are responsible for its remarkable initial political acceptance, are not party hacks. The established Radical party leadership, which has grown old playing traditional Argentine politics, distrusts them and their success.

And the programme is in for some rough days ahead. Wage controls and price freezes are difficult enough in the best of circumstances. Capital movements can overwhelm fixed exchange rates. So the technocrats know that they will have to manage a delicate transition and maintain a high level of public confidence at the same time. They also know that that happy day is not yet here when inflationary expecta-

tions are squeezed out of the system, new foreign investment rolls in, growth takes off, jobs multiply and a rigid and uncompetitive economy shakes itself into world-class efficiency.

Yet, it would be a mistake to bet against this miracle. So far, not many Argentines are. There is a widespread sense of cautious hope. A nation, tested by a humiliating military defeat in 1982 and an anguishing lurch from authoritarianism to democracy in 1983, and which, by putting its own former military leaders on public trial, is now coming to terms with the human rights atrocities of the past decade, is facing up to yet another national challenge.

If the miracle comes to pass, the consequences will be felt far beyond Argentina. The cause of democracy in the hemisphere will have received a real lift, and Alfonsín will have proved that fighting inflation and turning an economy inside out, even in the midst of an international debt crisis, is good politics in Latin America.

Howe to rebuff Alfonsin Falkland stand

By Patrick Keatley,
Diplomatic Correspondent

Sir Geoffrey Howe is expected to issue a strongly-worded statement today, rejecting the three-point ultimatum on the future of the Falklands announced by the Alfonsin Government in Argentina yesterday.

The Foreign Secretary will state that Britain will not negotiate against a deadline unilaterally set by another government. Nor will it enter into discussions about the sovereignty of the Falkland Islands.

The Argentine ultimatum came as a rebuff to the gesture of goodwill made by British ministers on Monday this week. That had removed the embargo on Argentine goods entering the British market, which had been imposed at the time of the invasion in the spring of 1982. It holds out the prospect for Argentina to regain annual sales of key products such as beef, maize, and leather goods, worth more than £130 million.

No conditions were attached to the gesture, though Britain would like to see Argentina respond by ending her own counter-embargo. British sales on the Argentine market were running at £161 million at the time the April invasion brought them to a halt three years ago.

The three-point response from Buenos Aires makes no reference to its own boycott, which evidently is to continue indefinitely. The Foreign Minister, Mr Dante Caputo, says that Britain must agree to discuss sovereignty, enter negotiations within 60 days, and Argentina in return would then declare a formal end to hostilities.

Reports from Buenos Aires yesterday indicated that President Alfonsin has his eye on the September session of the UN General Assembly, where Argentina will again table a resolution aimed at showing a strong current of world opinion running in its favour.

Last year the Argentine resolution on the Falklands, demanding that Britain negotiate on sovereignty, got 89 votes, against nine supporting the British line and 54 nations, including the US and many of Britain's EEC partners, abstaining.

The British unilateral gesture on trade this week was timed with the UN deadline in mind. The Foreign Secretary was braced for the predictable rebuff which has now come from Argentina, but is gambling on winning sympathy for Britain in the General Assembly vote.

The tactical thinking in Whitehall is that this may not boost the numbers supporting Britain, but can at least block a possible landslide in Argentina's favour.

Shock treatment, page 15

Daily Mail
12.7.85

Argentina snubs trade peace

ARGENTINA has refused to lift the ban on UK imports despite Britain's good-will gesture of removing restrictions on Argentine goods coming to this country. Instead, Argentina called yesterday for negotiations within 60 days about the sovereignty of the Falklands — a demand rejected in Whitehall.

No change

BY removing her embargo on imports from Argentina, Britain made what was clearly intended to be a major move towards peace.

How did the Argentine Government respond?

In a manner worthy of General Galtieri in his prime: It insists that any talks on resuming normal relations must deal with the one subject — Falklands sovereignty — which it knows we cannot accept.

So it seems to make no difference that Argentina is a democracy: Her rulers seem to be motivated by the same old stupid arrogance which took their bullyboy predecessors into war and disastrous defeat.

Howe looks for trade response by Argentina

By RICHARD HOUSE in Brasilia

THE Foreign Secretary, Sir Geoffrey Howe, yesterday urged Buenos Aires to respond positively to Britain's decision to lift its ban on Argentine imports.

His comment came after he had firmly rejected any discussion on Falklands sovereignty which he described as "unrealistic and unreasonable."

"Normalisation cannot be linked to automatic transfer of sovereignty," he said at a Press conference on the conclusion of talks overshadowed by the South Atlantic question.

Brazil looks after Argentina's interests in London. Sir Geoffrey said Monday's lifting of the trade embargo showed Britain's intention to push ahead with practical co-operation.

Senhor Caputo, Argentine Foreign Minister, had earlier said in Buenos Aires there could be no new discussions with Britain that did not include the sovereignty question.

After two rounds of wide-ranging talks with Brazil's Foreign Minister Olavo Setubal, who has accepted an invitation to visit London, Sir Geoffrey said the pace of bilateral relations had quickened.

He said the R A F's decision to buy Tucano planes was "a tribute to Brazilian technology" and could lead to extensive co-operation with the fast-expanding defence industry here, with Britain providing components.

He had not discussed the issue of landing rights in Brazil for Falkland-bound planes he said, and had reassured Senhor Setubal that the new airport at Mount Pleasant had "no militaristic or offensive characteristics."

Senhor Setubal had called for a new look at the Third World debt problem, with Brazil's own foreign debt standing at \$103 billion (£75 billion).

Sir Geoffrey urged Brazil to conclude a fresh accord with the international Monetary Fund which would have positive effects on trade with Britain.

Earlier he had discussed Britain's foreign loans to Brazil totalling \$10 billion (£7 billion) with the Finance Minister and Central Bank Governor.

Sir Geoffrey also asked why Brazil still refused to sign the Nuclear Non-Proliferation Treaty, raising fears that it had plans to build a weapon. Senhor Setubal refused to accept international controls on nuclear energy programmes which he said were wholly peaceful.

Daily Mail
11.7.85

No deal to Argentina

BRITAIN yesterday rejected Argentina's price for getting back to normal relations.

A demand by Argentine Foreign Minister Dante Caputo that talks on sovereignty over the Falklands were essential for returning to business as usual was rejected by Foreign Secretary Sir Geoffrey Howe as 'unrealistic' during a visit to Brazil. Britain has lifted ban on Argentine imports.

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Consul's file

I HEAR whispers that the Foreign Office is preparing another major step in the process of normalisation of relations with Argentina, three years after Britain regained the Falklands.

Having lifted Britain's trade embargo with Argentina this week the next step will be the resumption of limited diplomatic relations, almost certainly at the consular level.

The best bet is for an announcement some time next month.

ARGENTINA STUDIES INITIATIVE

By CRISTINA BONASEGNA
in Buenos Aires

BRITAIN's removal of an import embargo on Argentina made the front pages of Buenos Aires newspapers yesterday and sparked a series of top-level government meetings.

In its main report, LA RAZON, the pro-government daily, said President Raul Alfonsin discussed the issue with Senor Dante Caputo, Foreign Minister, and Senor Roque Carranza, Defence Minister, on Monday night.

LA RAZON said that, before making an official statement on Britain's Initiative, the Argentine government would consider such issues as a formal cessation of hostilities and the lifting of Britain's 150-mile exclusion zone around the islands.

'Positive' move

Congressmen were to meet Foreign Ministry officials to analyse the move despite yesterday's national holiday.

Representative Frederico Storani, head of the Lower House foreign affairs committee, told the DAILY TELEGRAPH shortly before the meeting: "Every initiative towards improving relations between London and Buenos Aires is positive."

"But there will be no possibility for re-establishing normal relations unless the key issue of sovereignty over the islands is included at least on an open agenda for talks."

The British Foreign Office statement on Monday said the move was aimed at improving bilateral relations but added that the issue of sovereignty over the Falklands was not for discussion.

Baroness Young, Foreign Office Minister, said she hoped Argentina would respond by taking a similar step.

CLARIN, the mass-circulation daily, said yesterday in a two-page report, that the Foreign Ministry had been expecting the announcement for at least two weeks, but the conservative LA NACION said the ministry's silence shared its surprise at Britain's move.

Mostly agriculture

According to official figures in Buenos Aires, Argentine exports to Britain in 1982, before the ban on mutual trade was imposed, totalled £167 million while British imports to Argentina amounted to £250 million.

Traditional Argentine exports to Britain were corned beef, corn, wool and leather. Agricultural products account for about 60 per cent of Argentina's exports of about £6,160 million.

In an effort to increase foreign trade, Argentina is seeking new markets in Asia, Africa and Australia and has recently signed a beef export contract with Egypt.

Argentina's exports to the Soviet Union, mainly grain, account for over 20 per cent of the country's total trade.

Falklands rule still 'principal issue'

Buenos Aires: The Foreign Minister, Mr Dante Caputo, said yesterday that Britain's decision to lift a ban on Argentine imports was "unilateral" and had no bearing on talks to restore normal relations between the two countries.

Mr Caputo, speaking to reporters during the country's Independence Day celebrations, said that any such restoration would be contingent on discussions of the issue of sovereignty over the Falkland Islands.

He added that the ministry would issue a formal response today to the announcement by Britain that it was eliminating prohibitions on imports from Argentina.

British officials called the move a "good faith" measure aimed at improving relations, and said they hoped Argentina would respond by lifting similar restrictions.

The two countries broke off trade and diplomatic relations when Argentina invaded the Falkland Islands in April, 1982. A British task force ejected the Argentines after 74 days of fighting which claimed the lives of 712 Argentine and 255 British combatants.

Mr Caputo called the lifting of the import ban "a unilateral decision of the United Kingdom," and indicated that Argentina would not budge from the long-held position that any negotiations between the two countries must include the Falkland issue. Argentina claims sovereignty over the islands, 250 miles off its southern coast.

"We contend that the issue of sovereignty is what is separating the two countries," he said. "Thus any realistic view of the problem cannot ignore this central point."

Talks last August in Bern on restoring relations collapsed after one day because of Argentine insistence that the Falklands issue be discussed. British maintains that sovereignty over the Falklands is not up for debate.

Argentina has never called a formal end to the 1982 hostilities, despite British insistence, but Mr Caputo said he did not see it as a stumbling block to talks.

"Great Britain initiated hostilities against Egypt in 1956 over the Suez Canal, and this incident ended without a formal cessation of hostilities being demanded there," Mr Caputo said. — AP.

No change on islands

By John Ezard

MR GORDON JEWKES, who is to become governor of the Falklands, said last night that he would follow the policies of Sir Rex Hunt, who is retiring.

Mr Jewkes, aged 53, the Foreign Office's former consul general in Chicago, said: "I am stepping into the same shoes as Sir Rex as regards policy."

He told the Falkland Islands Association in London: "I am convinced of the justice of the stand Britain took in 1982 and of the appropriateness of following that through. If we can find economically viable projects, I don't think there will be any difficulty about matching that with money." Mr Jewkes takes over in October.

Argentina wary on UK trade move

From A Correspondent
Buenos Aires

Argentina seems to have been caught off guard by the British decision this week to lift a ban it imposed on imports from Argentina during 1982.

President Alfonsín discussed the matter with his Foreign Affairs and Defence ministers in a hastily convened meeting on Monday evening, government sources said.

But the President decided to postpone a formal reaction to the British move until after yesterday's Independence Day holiday.

The Foreign Minister, Señor Dante Caputo, said a discussion of sovereignty over the disputed islands was essential to improve relations with Britain.

He said that the Foreign Ministry would release a statement today on Britain's decision to lift the import embargo.

Some analysts viewed the move as part of a British attempt to head off political illwill in the United Nations Committee on Decolonization, which is expected to consider the Falkland Islands question in August.

Other analysts ascribed the lifting of the ban to a canny diplomatic strategy by the British Government aimed at winning landing rights in Brazil for aircraft supplying the Falklands.

But the consensus of most Argentine diplomatic experts is that Monday's announcement was an astute move designed to lure Argentina into normalizing relations between the two countries without discussing the sticky issue of sovereignty over the islands.

Officials said the lifting of the imports embargo will not mean a great deal economically to Argentina. The country's exports to Britain, mostly beef, corn and leather amounted to only \$130 million (£98 million) in 1981. The trade balance between the two countries has usually tipped in Britain's favour.

Furthermore, experts say, some trade between the two countries has continued through intermediaries since the war.

Lifting of Argentina ban welcomed by UK owners

By David Mott

BRITISH shipowners yesterday welcomed the Government's decision to lift the ban on imports from Argentina as the first step in restoring a two-way trade historically worth about £300 million (\$401m) a year.

But they pointed out there would have to be a reciprocal move from Argentina before there was any real benefit to the UK shipping industry.

British ships have been banned from Argentina since the Falklands war in 1982. But this restriction has been circumvented to a limited extent by the use of foreign-flag ships, often in association with overseas owners.

Shipping conferences reported that the latest Government move had brought a flurry of inquiries from would-be importers. But they were told the position would not change until Argentina allowed free passage for British vessels.

The trade ban has been particularly hard on the reefer trade which relies on South America for off-season citrus fruit business as well as meat shipments year-round.

Blue Star said if the latest move led to a more general normalisation of trade it would seek to recapture citrus trade and hope to move into the meat business, particularly to the Middle East.

FT writers analyse the implications of the lifting of the UK trade ban on Argentina

Britain makes a clear gesture of good will

Brazil says it may be able to help

BY ROBERT GRAHAM, LATIN AMERICA EDITOR

THE LIFTING of the British trade embargo against Argentina on Monday is the first unambiguous gesture of good will by Britain since the Falklands conflict in 1982. In making this gesture, which Argentina can easily present as a British concession, the ball is now clearly in Argentina's court to respond.

Until now the various moves made by Britain to remove tensions and restore normal relations could be interpreted by Argentina as solely dictated by necessity.

This was the case for instance with the restoration of financial links. If they had not been restored the position of British creditor banks negotiating Argentina's foreign debt would have been seriously complicated.

Equally the transformation of the 200-mile exclusion zone into a 150-mile protection zone around the islands was aimed at demonstrating to the international community that as for Britain the hostilities were over. There are two principal reasons behind Britain's diplomatic initiative. Firstly, Britain has been searching for ways to restart a dialogue after the abortive talks with Argentina under Swiss aegis in Berné in July 1984. These talks were little more than a dialogue of the deaf and broke down essentially over the vexed issue of sovereignty over the islands. The Government of Mrs Margaret Thatcher remains

SR DANTE CAPUTO,

Argentina's Foreign Minister, said yesterday that a discussion of sovereignty over the Falkland Islands was essential to improved relations with Britain. Reuters reports from Buenos Aires.

He said during Argentina's independence day celebrations the Foreign Ministry would release a statement today on Britain's decision to lift an import embargo on Argentina.

Sr Caputo said that a realistic discussion on UK-Argentine relations could not overlook the question of Falklands' sovereignty.



Howe—a positive move

wedded to the idea of sovereignty being not negotiable, neither now or in the future. The administration of President Paul Alfonsín in Argentina believes that since the cause of the conflict lay over disputed sovereignty, this issue cannot be ignored or brushed to one side for ever.

Purchase of Argentine goods by Britain totalled £136m in 1981, the last full year of trade. Since then Britain has found new sources of supply for such traditional staples as meat, corned beef and wool bought from Argentina. However, importers yesterday insisted that if Argentine prices were competitive then the market could be

re-established. Thus the gesture, apart from its symbolic nature, does offer the prospect of valuable foreign exchange for Argentina in its current economic crisis.

While Britain is genuine about wanting to re-establish a dialogue, it is hard to see how this can be restarted when the Berné formula was allegedly worked out so carefully in advance.

This raises the second motive for the lifting of the trade ban. Pressure has been under discreet pursuance from its European allies, and to a lesser extent from the U.S., to restart talks with Argentina. At last year's UN General Assembly vote on

the Falklands it was made clear that Britain could not rely on blank-cheque support, indefinitely without some sign of progress in resuming normal relations with Argentina, especially as the latter is struggling to consolidate democracy.

"The unilateral ending of the trade ban should head off any European or U.S. impatience with Britain when the Falklands comes up for debate in the autumn at the UN. Thus with very little effort Britain is covering itself diplomatically and at the same time offering Argentina a reasonable justification to itself to make a move.

Although this move was overshadowed by Sir Geoffrey Howe, the Foreign Secretary, as far back as March, it has been done now primarily to coincide with the latter's visit to Brazil—the first to Latin America.

The timing also comes in the wake of the opening of the new airport at Mount Pleasant on the Falklands.

The airport was much opposed by Argentina as an aggressive move but now that it is a fait accompli, it can no longer be such a bone of contention. Finally the timing appears to have been dictated by a feeling that any further delay in an initiative would make an Argentine response difficult in the run up to parliamentary elections in Argentina due in November.

By Andrew Whitely in Brasilia

BRAZIL IS looking to Britain for support in dealing with the International Monetary Fund and its creditors. In return, a senior Brazilian official suggested yesterday, a "may be able to help" improve Anglo-Argentine relations.

In the absence of formal diplomatic relations, Brazil is the "protecting power" for Argentina in its dealings with the UK. While not disguising its basic sympathy for the Argentine position on the Falkland Islands, the Brazilian Government has maintained a low key and even-handed stance on the dispute.

On the second day of an official visit to Brazil, Sir Geoffrey Howe, the British Foreign Secretary, yesterday heard Brazilian officials argue that a recent economic package of spending cuts and tax increases was the furthest the Government of President Jose Sarney felt it could go in striking a deal with the IMF. The IMF is currently weighing up the package prior to the scheduled imminent renewal of negotiations on a new austerity programme and a linked \$1.4bn (£1,040m) standby loan. It had been hoped to have a new Letter of Intent drafted by next Monday.

tain

Britain lifts Argentine trade ban

By Robert Graham

BRITAIN yesterday unilaterally lifted the ban on trade with Argentina, in force since the Falklands conflict in 1982. It is the first significant concession by Britain in order to restore normal relations with Argentina, and comes exactly a year after the tentative Anglo-Argentine talks collapsed in Berne, Switzerland.

The lifting of the ban, which came into effect at midnight, was announced in a Commons written reply by Sir Geoffrey Howe, the Foreign Secretary.

It came as Sir Geoffrey began a two-day visit to Brazil, which has been responsible for looking after Argentina's interests in the UK since diplomatic relations were broken as a result of the conflict.

During his conversations in Brazil Sir Geoffrey is expected to impress on his hosts Britain's desire to renew a dialogue with Argentina and more generally to demonstrate to Latin America that the UK is anxious to put the Falklands conflict behind it.

In his Commons answer Sir Geoffrey stated firmly that "the question of sovereignty over the Falklands Islands is not for discussion." However, he emphasised the Government's willingness to restore normal commercial and economic relations and said the ban was being lifted in this context.

At the Foreign Office last night officials said they hoped the Argentine Government would interpret the move in a positive light. Ever since the talks in Berne last year, the Foreign Office has been searching for ways to restart the dialogue.

The only previous concession of note was the lifting of the ban on financial transactions—essential for British banks dealing with Argentina's foreign debt.

Before the conflict Britain sold £161m worth of goods a year to Argentina and imported £138m. Since then Argentina has allowed in some essential goods on a very selective basis, some spares and even Scotch whisky. Britain, despite the ban, permitted the import of £65,000 worth of Argentine goods last year, according to Department of Trade figures.

Since the conflict Britain has diversified away from Argentina especially in traditional imports such as corned beef and other meat which now come from Brazil. Argentina has drastically pruned its imports because of its austerity programme and shortage of foreign exchange.

Britain lifts ban on Argentine imports

By DAVID ADAMSON Diplomatic Correspondent

BRAITAIN lifted import restrictions against Argentina last night in a gesture which the Government hopes will end the impasse in attempts to restore normal relations between the two countries.

The move has been made without conditions or, according to British officials, prior soundings on whether Argentina will lift a ban on British goods.

Most imports from Argentina were beef and meat products. At one stage up to 30 per cent of Britain's corned beef came from the South American country.

The ending of the ban, in force since the start of the Falklands war in April 1982, coincides with the arrival in Brazil of Sir Geoffrey Howe, Foreign Secretary, on a brief visit. Brazil represents Argentina in London.

It is now roughly a year since attempts to start direct negotiations collapsed in Berne, basically on the issue of sovereignty over the Falklands.

Announcing the British move in the Commons yesterday, Mr Timothy Renton, Under Secretary of State, emphasised that the question of sovereignty was still not for discussion.

'Two-way street'

"In our view, better relations with Argentina can only realistically be achieved by seeking agreement on practical issues," he said.

"The announcement which I am making will enable Argentina to recognise that if trade is to flourish it has to be a two-way street, and so to lift their restrictions on imports from Britain.

"It will also benefit British industry, by restoring access to Argentine raw materials, and employment in the United Kingdom."

British imports from Argentina in 1981, the last full year

Continued on Back P, Col 5

BAN LIFTED

By DAVID ADAMSON

Continued from Page One

before the ban, were worth £137 million. With exports to Argentina at £161 million, the trade balance was in Britain's favour.

The Argentine ban on British goods has been general, but with a few loopholes left for items which are regarded as needed in the national interest. These, for unexplained reasons, include Scotch whiskey.

British officials denied that there had been any pressure from Brazil or other friendly Latin American countries to lift the trade embargo unilaterally. "It was entirely our idea," said an official.

The move should provide more leverage for pressure on Argentina to allow the sovereignty issue to be put on one side for the moment. The next development Britain would like to see following a normalisation of trade would be the restoration of the bilateral Air Services Agreement, denounced by Argentina in June 1982.

Britain still maintains a 150-mile Protection Zone around the Falklands. There have been suggestions that Britain should unilaterally lift it, but the absence of a formal Argentine cessation of hostilities has led to continued caution on this point.

Argentina has not responded to a British offer to return Argentine dead buried on the islands.

Sovereignty claim

There is no indication of Argentina retreating on its sovereignty claim. President Alfonsín was reported this week to be considering, as an alternative to negotiations with Britain, a treaty incorporating the islands as an Argentine province.

The islanders would be consulted on the treaty. Provincial status would, under Argentine constitution, permit "the establishment of a special regime of differentiated provincial autonomy," say the document's authors.

UK ends ban on Argentine goods

From Henry Stanhope
Diplomatic Correspondent

Britain has lifted its ban on imports from Argentina in a surprise "fresh step" towards improving relations between the two countries.

The decision, which took effect at midnight last night, was communicated to Brazil, Argentina's protecting power, by Sir Geoffrey Howe yesterday during his official visit there.

The Government is now hoping Argentina will reciprocate by lifting its restrictions on British goods, enabling trade to flow freely between the two countries for the first time since the Falklands war started in April 1982.

In 1981, the last full year for bilateral trade, Britain exported produce worth £161 million to Buenos Aires and imported £136 million worth in return.

But Lady Young, the Deputy Foreign Secretary, and Mr Timothy Renton, Parliamentary Undersecretary at the Foreign Office, made it clear in announcing the move in Parliament yesterday that sovereignty over the Falklands Islands is still not negotiable, despite the Government's continuing wish to normalize relations in other areas.

A statement explaining the decision also made clear Britain's hope that by easing the pressure on Argentina it will help to make the democratically elected Government of President Alfonsín more secure.

The two ministers said in parliamentary answer: "The International Monetary Fund have stressed the importance of increased trade for the recovery of the Argentine economy and for the resolution of their deep problems. That is important to international financial stability and for the consolidation of Argentine democracy."

But for trade to flourish it had to be a "two-way street".

It was also hoped that British industry would benefit from the restored access to Argentine raw materials. Employment should also receive a boost.

The two countries agreed to remove financial restrictions in September 1982. Since then Britain has made a number of approaches to try to improve relations, but the sovereignty issue has remained the big obstacle.

● Mr Tam Dalyell, Labour MP for Linlithgow, said last night: "Foreign Office ministers are sensible to lift the import ban, which is a step in the right direction (Anthony Bevins writes).

"But the Government are simply deluding themselves if they imagine that a peaceful, long-term solution can be found for the problems of Fortress Falklands or the benefit of the Falkland Islanders without discussing sovereignty.

Renewed trade, page 2

Falklands factor hampers trade

By John Lawless

The removal of Britain's trade embargo with Argentina at midnight last night will not restore business to the level it was at before the Falklands conflict.

Businessmen have maintained close contacts in many cases with their former trading partners in Buenos Aires and elsewhere, but they see the British initiative as little more than a significant diplomatic move which might help in the very long term.

Britain's imports in 1981, the last full year before the embargo came into force, were worth £137 million. With exports worth £161 million, Argentina represented one of Britain's best markets in Latin America.

In the four months up to April, 1982, imports plunged to £58 million, while British exports fell to £37 million.

In the past two years, a minor relaxation of British rules

to allow for personal effects, such as books and even polo ponies to be brought into Britain meant that imports were worth £194,000 and £65,000 respectively.

Argentina has never had a complete ban on British goods going in the other direction. Its reprisal action was designed to allow for the continued imports of what it saw as essential products, such as spare parts for factory machinery.

That kept British exports in 1983 at £4,472,000, but allowed for a slight increase last year to £5,232,000.

However, more British goods than those officially recorded in the trade statistics have been getting in. They have been "laundered" via Miami. The Made in Britain markings on the outside of packing cases were painted out in the early days, but are now left untouched.

Some were even visible last year when Mr Paul Channon, Minister for Trade visited a trans-shipment point while on a visit to Florida.

The lifting of the embargo theoretically enables British businessmen access to Argentina's raw materials. These imports made up the bulk of its previous sales and include meat, maize, wood and leather.

But Argentina's once-substantial corned beef sales have been replaced in British supermarkets by imports from Brazil and Zimbabwe. The long-term contracts under which such business is run will inevitably make it extremely difficult for its brands to win back their markets. Argentine exporters might also have to overcome residual resentment among British consumers.

An opening of its market - should that now happen - will not allow all British products access to Argentina.

Howe carrot for Argentina

By Patrick Keatley
Diplomatic Correspondent

The British Government in a gesture of goodwill, has told Argentina that its exporters can again sell their goods on the British market.

The Foreign Secretary, Sir Geoffrey Howe, worked out the strategy with his senior officials before leaving London on a visit to Brazil, and he broke the news of the British initiative to his Brazilian hosts when he arrived yesterday.

This was a politically important move, as Brazil represents Argentine interests in Britain, and is in close touch with the Alfonsín government.

Britain's holding out a carrot to Argentina which is potentially worth around £140 million a year — the amount earned by Argentina's exports to Britain in the last normal year's trading, 1981. A trade embargo was imposed by both

countries the following year during the Falklands war.

The statement from Westminster makes no demand for reciprocal action by Argentina, although Sir Geoffrey says: "Argentina now has the opportunity to respond to our initiative, and thereby to open the way to further steps towards more normal relations between Britain and Argentina."

Foreign Office officials were saying last night that Britain is sending a signal not only to the Alfonsín administration, but also to members of the European Community, that Britain wishes to see democracy flourish in Argentina, and relations between the two countries restored.

But there is no yielding in Whitehall on the vexed issue of sovereignty, on which the formal statement says: "The twin objectives of our policy are to fulfil our commitments to the Falkland islanders and to restore more normal relations between Britain and Argentina. The question of sover-

eignty over the islands is not for discussion. In our view, better relations can only realistically be achieved by seeking agreement on practical issues."

The continuing failure of Argentina to respond to diplomatic overtures from Britain has led to exasperation in Whitehall, and to irritation and misunderstanding among Britain's partners in Europe.

The main British objective in its latest overture is to regain the sales of machinery, machine tools, and other industrial products to Argentina, which were worth more than £150 million a year when war led to the double cut-off in trade.

Paradoxically, Argentina chose to bend the rules of the 1982 embargo. Its importers have been allowed to bring in "items of national interest" — one of which is Scotch whisky. British sales to Argentina have been running at around £5 million a year, but Argentine sales in Britain have dropped to £100,000.

—Open door for Argentina—

BRITAIN offered Argentina an olive branch yesterday by lifting the import ban imposed at the outbreak of the Falklands War more than three years ago.

President Alfonsin's hard-pressed economy can now resume trade to Britain, which used to total £137 million a year. It could bring back boom times for Argentina's corned beef trade.

Britain's ban ended at midnight.

By **JOHN DICKIE,**
Diplomatic Correspondent

Foreign Secretary Sir Geoffrey Howe is still waiting for a reply to a peace-feeler sent to Buenos Aires in January, in the hope of getting two-way trade started. Argentina still restricts British exports, once worth £161 million.

Now Britain has pressed ahead with a unilateral gesture of good

will, to encourage the return of more normal relations and trade—on the stringent understanding that it is not at the price of selling out the Falkland Islanders.

'The question of sovereignty over the Falkland Islands is not for discussion,' the Commons was told yesterday by junior Foreign Office Minister Tim Renton.

Already, the Foreign Secretary has allowed more visas for Argentine tourists — more than 10,000 in the past year—although it is still

hard for British travellers to get Argentine visas unless they have local relatives or sponsors. There is a readiness in Whitehall to negotiate better air communications between the Falklands and Argentina. A shipping agreement is also a possibility.

About half Britain's imports from Argentina were meat products.

Argentina's ban on British imports excludes Scotch whisky, on the grounds that it is 'essential to the national interest'.

Olive branch

THREE years after the liberation of the Falklands, Argentina is still technically at war with Britain.

Peaceable though he may be, President Alfonsin has not so far revoked the state of belligerency.

Nevertheless, the British Foreign Office has now lifted the ban on imports from Argentina.

This should not be taken as a sign of negotiating weakness. Psychologically, it is always easier for the victor to offer the first olive branch.

That is what we have done. Let us hope that it helps to encourage the restoration of normal relations between our two countries.

Press Notice

Department of Trade and Industry

1 Victoria Street, SW1H 0ET Press Office: 01-215 5995/5060 Ref: 427
Out of hours: 01-215 7877

8 July 1985

IMPORTS FROM ARGENTINA

The Government have announced in Parliament today (Monday 8 July) that, as a further British initiative to restore more normal relations between Britain and Argentina, they have decided to lift, with effect from midnight to-night, the ban on the import of goods exported from Argentina that was imposed on 7 April 1982.

However, certain goods originating in Argentina will remain subject to import licensing arrangements for reasons of public health and safety or Community import surveillance.

At present, it is not intended that any quantitative restrictions operated by the Department of Trade and Industry will apply in respect of imports from Argentina. However, the general restriction on imports from all sources of radioactive materials, and firearms and ammunition will apply to such imports from Argentina.

Imports of certain woven fabrics of jute from Argentina will be restricted; existing Community surveillance licensing arrangements for iron and steel products will also now apply and imports of certain textiles from Argentina will be subject to Community surveillance licensing from 9 July.

ENDS

BRASILIA BOUND

Falklands quest by Howe

By Henry Stanhope, Diplomatic Correspondent

Britain's Falkland diplomacy is likely to figure prominently in talks which Sir Geoffrey Howe, the Foreign Secretary, is having during the next three days in Brazil.

The Government is still awaiting a reply from Buenos Aires to a proposal it put to Argentina last January for repairing Anglo-Argentine re-

lations - and it is hoping that Brazil, as Argentina's protecting power since the Falklands war, might be able to provide an explanation.

Sir Geoffrey, only the second British Secretary to visit the country, will start with a working breakfast today in Rio de Janeiro.

Leading article, page 13

BRASILIA BOUND

Sir Geoffrey Howe today begins an official visit to Brazil - surprisingly only the second ever paid by a British Foreign Secretary. Last year we exported nearly £250m worth of British goods to Brasilia - but imported more than £630m worth of their produce in return. It is the eighth largest economy in the world, yet less than two per cent of its imports come from Britain - a fact that is regretted in Brazil almost as much as it is over here. There are long and historic Anglo-Brazilian connexions which successive governments have failed to exploit. That it remains the biggest source of our tobacco is these days not something to be boast about. But the Ministry of Defence's recent decision to choose the Tucano trainer aircraft for the RAF (to be built by Short Bros in Belfast) was a sign that perhaps things are changing.

Brazil is in a position, both geographical and diplomatic, to qualify her for an important role in our lingering dispute with Argentina. Geographically, Britain will need to establish air links between the Falklands and the South American mainland - particularly in an emergency on the long flight South. Diplomatically, Brazil remains Argentina's protecting power while relations between London and Buenos Aires are fractured - and is thus an important interlocutor. The Government is still awaiting a reply to the proposals it put to President Rauf Alfonsin of Argentina through our own

protecting power, Switzerland, last January. Although Britain is still adamant in its refusal to negotiate over sovereignty of the islands, there are pertinent questions over where we go from here, and Brazilians, who are closest to the Argentines, might be in a position to provide some of the answers.

But this is to look at our relationship with Brazil in the narrowest of senses. As a world power it is currently most famous for its debts - still around £100,000m dollars - and its soaring inflation. A healthy foreign trade surplus last year generated a wave of optimism - and the prospects for this year look almost equally good. But the public sector deficit at home remains alarming.

Still Brazil is clinging to its new-found democracy, despite the death of Tancredo Neves, the president on whom so much seemed to depend. Companies are still willing to invest there, showing confidence that Brazil has the underlying resource base to pull through.

To say that Brazil is the country of tomorrow - and always will be - is a sardonic commentary on a state which is having difficulty in realising its potential. But the arguments for developing a closer Anglo-Brazilian relationship are strong. It is a matter of regret that Sir Geoffrey has to cut short his planned week-long visit in order to return on Wednesday night for Thursday's cabinet on public spending.

Falklands legal shift to free more land

By a Correspondent

The Falkland Islands council has changed its laws to allow greater purchase of land by the government to make more available for farming by young islanders or immigrants.

The Falkland council's chief executive, Mr David Taylor, said the amended legislation "will allow for the acquisition of land for sub-division" after pressure on the government from the elected members.

The bill amends the existing land ordinance to widen the meaning of "public purpose" by stating that land can be obtained by the Falklands government for "any purpose intended to result in a benefit or advantage to the community."

However, an elected councillor, Mr Tony Blake, from West Falkland, opposed the bill on the grounds that it failed to include the words "compulsory purchase" or "sub-division."

He told the house, "it clearly hides our intentions."

He added: "Everyone in the Falklands wants us to be able to purchase land for the purpose of sub-division, and this bill should state clearly that the government may purchase land by compulsory means or the purpose of sub-division."

Mr Taylor, who introduced the bill to the meeting in Port Stanley, admitted later that funds to purchase land from absentee land owners would have to come from the Overseas Development Administration.

Lord Shackleton called for compulsory purchase of land in his economic review of the Falklands, published at the request of the Prime Minister shortly after the 1982 conflict. But Mrs Thatcher said the Government preferred a gradual approach.

Mr Blake reminded the administration of the anger felt in the Falklands at the price which the Falkland Islands Company, a private firm, asked the British Government to pay for 8,000 acres at Mount Pleasant to build the airport.

The Government paid nearly £500,000 for the land which "annoyed us intensely" said Mr Blake.

Almost all land on the Falklands belongs to British-based companies. The Falkland Islands Company, which introduced sheep farming in the 1850s, owns 43 per cent.

Mr Ted Needham, chairman of the Falkland Islands Company, said recently that the Falklands government had not asked his company to sell any of its land.

Get away from it all to the Falklands

By Alan Hamilton

Between the glossy pages devoted to pony trekking in Outer Mongolia and bird-watching in Galapagos Islands, travel brochures will soon be singing to their richer readers the siren song of a new tourist destination - the Falklands.

The Falkland Islands Development Corporation, based in Port Stanley, is going ahead with plans to establish a modest tourist industry which it hopes will attract 1,000 visitors a year and contribute an annual £500,000 to the islands' precarious economy.

By the end of this year the corporation hopes to have completed the first of a chain of 10-roomed mini-hotels on the islands' premier wildlife sites, to insulate European and North American visitors from the

worst rigours of the sometimes-spartan Falklands lifestyle. Mr Simon Armstrong, the corporation's general manager, said in London yesterday: "We aim to offer them ice in their whisky and a hot bath to drink it in."

Holidays will be sold on the attractions of the islands' rich wildlife, including penguin, albatross, elephant seal and the unique Falklands' flightless steamer duck. There are no plans to emphasize, or to offer tours of, the battlefields of the 1982 conflict.

Within the next few days the corporation hopes to be able to announce that the Ministry of Defence has agreed to extend concessionary fares to the Falklands to bona fide tourists. At present these fares are limited to islanders and others on essential business. The cost of return ticket from RAF Brize

Norton to the new airport at Mount Pleasant, at present the only way of getting there, would then be reduced from the normal £2,250 to about £1,050.

Two-week package holidays could then be priced at about £2,000, including return flight, internal air travel and accommodation.

The corporation admits that selling the islands' tourist potential would be much easier if air links could be re-established with South America: exploratory talks are being held with Chilean airlines to examine the political and economic feasibility of a regular link with Chile.

Tourists expecting the occasional relief of a night on the tiles will, however, find that the island capital is still seriously deficient in after-dark amusement.

It was something
Three years after returning from War . . .

Where are our fighters now?

A HUNDRED and thirty men of No 1 Squadron, RAF Wittering, went down to the South Atlantic to fight the Falkland Islands war. Only a handful are still with the squadron on the station. Mike Colton called in to see how they are.



Falkland veterans still with No 1 Squadron at RAF Wittering: Sergeant David Kellaway, Corporal Alan Stuart, Squadron Leader Tony Harper, Squadron Leader Ian Mortimer, Flight Lieutenant Jeff Glover, Corporal Spike Welsh, Chief Technician Geoff Howard and Corporal Keith Jackson. (Photo: T5511/36).

THREE years after the first men began arriving back there are not many veterans still with No 1 Squadron who went to the Falklands with their Harrier jump jets.

Army regiments go on for years, largely with the same personnel. RAF squadrons bear the same number throughout their existence, but there is a regular turnover of officers and men.

Wing Commander Peter Squires, commanding officer of the squadron at the time, now has a desk job with the Ministry of Defence with the rank of group captain.

Squadron Leader Bob Iveson, who was shot down and hid for three days in enemy territory before being rescued, is also with the MoD.

Dispersed

Bomb disposal expert Flight Lieutenant Alan Swan is still at Wittering, now involved in training. He was awarded the Queen's Gallantry Medal not only for nerve-ringing heroics, but for keeping up morale.

His story is told in a new book of Falklands reminiscences, *Above All Courage*, by Max Arthur.

Others remain at Wittering with the conversion unit which is also stationed there, but only eight veterans are still with the squadron. The rest have been dispersed

They came back with souvenirs, now on display at the RAF station, and they came back with memories, which they mostly keep to themselves or hide under a joke.

"Not sleeping in anti-flash gear," said 30-year-old Sergeant David Kellaway, when I asked him what had caused him the most trouble in re-adjusting when he came back.

"I was a bit apprehensive about crowds, but I soon got used to them," said Corporal Alan Stuart (29).

Corporal Spike Welsh (28) reckoned his biggest problem was coping with the new 20p piece, which appeared on the scene while he was away.

Corporal Keith Jackson married five days after he returned, so that was his answer.

Shot down

Chief Technician Geoffrey Howard, a 48-year-old married man, found being warm again something of a problem.

Squadron Leader Ian Mortimer, a 36-year-old pilot, was already on detachment to the Royal Navy when the conflict started. He was shot down over the sea and spent nine hours in his dinghy before being picked up.

In spite of that experience, he said, back in England he picked up exactly where he had left off.

Flight Lieutenant Jeffrey Glover was the only British serviceman taken prisoner by the Argentines after his Harrier came down in the sea on May 21.

He was taken to the mainland and flew back to Wittering on July 10. He broke his left shoulder, collar bone and arm when he ejected from his aircraft, but he is now fit and flying again.

Squadron Leader Tony Harper, a 33-year-old pilot, found simple things like walking round the garden extremely enjoyable when he returned and.

It was something we just had to do

WAS it all worthwhile? Harold Hodgson asked other veterans — one of whom fought his way from the first landing at San Carlos to Port Stanley.

ROYAL Navy chief Ian Taylor gave first aid to some of the casualties from HMS Sheffield and from the container ship, Atlantic Conveyor, when they were sunk.

Ian, whose parents live at Oak Road, Glington, recalls that some of the injuries were horrific.

He served in the aircraft carrier HMS Hermes and sailed with the task force. Most of his time in the Falklands was spent below deck in the galley where he helped to cook for 2,000 men.

During emergencies he was a member of a first aid team.

Although he saw at first hand some of the horrors of war, he still maintains that Britain had to take a stand in the Falklands.

Ian is now serving with a fishery protection squadron from Rosyth in Scotland, as he puts it, "helping to make sure nobody nicks our fish".

He says of the Falklanders: "They want to remain British, don't they? It is up to us to make sure they do so."

He believes there was no alternative to sending the task force and although he would like to see negotiations over the future of the islands, he is not prepared for Britain to surrender sovereignty.

Despite the enormous cost, he is in favour of keeping a garrison in the Falkland as a deterrent.

One of the reasons Ian wants the Falklands to remain British is because the commercial potential of the area. He speaks of the possibility of finding off-shore oil deposits and of establishing a fishing industry there.

Petty Officer Adrian Steel, whose parents live in St Paul's, Peterborough, said: "I would willingly go again."

Adrian, married and now living in Ilchester, Somerset, served in the aircraft carrier Invincible.

He saw little of what action there was because for most of the time he was below decks supplying the weaponry for Invincible's aircraft.

There was air attacks on the aircraft carrier, but according to Adrian nothing serious. "I seldom saw the light of day. We heard what was going on above over the loudspeaker."

Prince Andrew served in Invincible and occasionally Adrian bumped into him but says Mr Steel: "He was just another naval officer really."

He added: "I regret we had to go but I don't regret going if you know what I mean. It was something we had to do. It was definitely worthwhile."

Asked if he believed Britain now ought to negotiate with the Argentines over the sovereignty of the Falklands, Adrian replied: "I don't think the Government would contemplate that. How could they when all those people lost their lives?"

Adrian is now 29 and serving with the naval air squadron at HMS Heron at Yeovilton, Somerset.

Nick Pyn of the Colonies, Harrox Road, Moulton, near Spalding, is another who believes the British action in the Falklands was justified. "You can't allow people to push you around," he said.

Nick was in the Royal Marines and was among the first batch of troops to land on the Falklands at



Ex-Marine Nick Pym



Chef Ian Taylor

San Carlos Bay. He then fought his way across the island until the Argentines surrendered at Port Stanley.

He took part in much bitter fighting, but was not injured.

Nick, now 21, and an insurance salesman, believes that Britain should retain the Falklands. He mentions potential offshore oil deposits and adds: "We should make something of what we fought for and what many died for."

Nick, now discharged from the Army on medical grounds, added: "If the Falkland islanders want to be British, we should let 'em."

MR RICHARD JOHNSON

Lord Shackleton writes:

The death at the age of 39 of Richard Johnson cuts short a career already full of achievement and of great promise for the future. He was educated at Wellington and University College, Oxford, taking his Honours Degree in Chemistry.

After working for eight years for Mobil Oil, in the USA and the UK, he joined the Economist Intelligence Unit as a senior consultant in the energy field. In particular, he played a major role in the Buchan Impact Study which was something of a landmark in assessing the downstream effects of development in North Sea oil on the economy.

It was in 1976 that he joined the Falkland Islands Economic Survey team under my chairmanship, concerned with evaluating potential for offshore oil and gas, and environmental and economic impacts.

A year later he joined Environmental Resources Limited, and when in 1982, in the closing days of the Falklands Islands war, Mrs Thatcher asked me to update my report on the Falkland Islands Richard

Johnson acted as editor and co-ordinator, a role he fulfilled brilliantly and it was completed in little over a month.

While with Environmental Resources, of which he became a director in 1979, he acquired an international reputation for his work on the environmental implications of energy options; recently he had been advising the European Commission on the acid rain issue, the World Bank on energy strategies for Somalia, and he gave evidence at the Sizewell Inquiry on behalf of the CPRE.

Richard Johnson was deeply interested not only in the wise development of resources, but also concerned for the environment. His commitment to conservation reflected his strong sense of social responsibility which led him into social affairs and the Labour Party.

Very hard-working, his interests however were much wider and he contributed much to the fun in life. He liked sport, had been a member of Vincents at Oxford and played cricket for "Lord Gnome's Eleven" (the Private Eye team).

Queen's bravery award for 'Falklands Angel'

By CHARLES LAURENCE

NURSE Barbara Chick, the "Angel of the Falklands" who died rescuing patients from the burning Port Stanley hospital, has been posthumously awarded a Queen's Commendation for Brave Conduct.

The Commendation is one of 18 announced in the LONDON GAZETTE today.

There are also eight Queen's Gallantry Medal awards, including two for firemen from the Dyfed County brigade for their attempts to rescue seamen trapped below the decks of a burning ship.

Miss Chick, 35, of Burford Road, Shirchampton, Avon, was one of eight victims of a fire that destroyed the King Edward Memorial Hospital in Stanley in April last year.

Ignoring orders to get out of the timber building, she went into the blazing geriatric wing four times, each time rescuing a patient. On the fifth time she was overcome by smoke.

Her colleague, Nursing Assistant Mrs Margaret Peck, who joined her in the rescue operation, is also awarded the Queen's Commendation.

Mrs Peck, who as Mrs Reid was at the time married to Mr John Reid, the Falkland Islands development officer, warned Miss Chick not to make the fifth attempt and escaped through a side door of the geriatric wing.

Mr Michael George, Divisional Officer, and Mr Terence Langdon, Fireman, both of the Dyfed brigade, are awarded the Queen's Gallantry Medal for fighting a fire in the ship Pointsman at Milford Haven Docks last June.

The citation describes how they were part of a team wearing breathing apparatus who plunged into the pump room of the ship to look for four seamen missing after an explosion and fire.

Second explosion

Mr Langdon found a casualty lying above the pumps. He managed to pass the injured man through the hatch to Mr George, who carried him to safety. Then, as Mr Langdon took his team back below decks, there was a second explosion which sent Mr George flying 10 feet across the deck.

The citation reads: "Divisional Officer George suffered severe burns to his back. Despite these injuries, and the threat of further explosions, Divisional Officer George assisted injured firemen and ambulancemen to the dock side. He then returned to the pump room to help the injured members of Fireman Langdon's party."

Sinking houseboat

Other awards include a Commendation for Mr Michael Van-Tilburg, a gardener of Baulieu, Hampshire, for rescuing an elderly disabled woman who was trapped in a sinking houseboat, and a Commendation for Mr Ian Hiner, Chief Engineer of the "Sandwader," for his attempts to rescue a man who had fallen into deep water from a dredger.

Awards to the police include a Commendation to Woman Police Sergeant Miss Karen Edmiston, of Surrey Police, for helping to arrest a man armed with a meat cleaver, and a Commendation to Pc Derrick Elliott of the Cayman Islands police for disarming a mentally disturbed man armed with a revolver.

Pcs William Burns and Owen Leleu of the Avon and Somerset force are awarded Commendations for chasing bank robbers while Det. Con. Roger Summerhayes of the Avon and Somerset force is also awarded a Commendation for helping to arrest an armed man driving a hijacked car.

Six Queen's Gallantry Medals and eight Commendations are awarded to officers of the Royal Ulster Constabulary.

Times 2.6.85

DAILY TELEGRAPH 2.7.85

● Normalization continues in the Falklands. Spanish is to be taught again, and the islands' government is advertising in Britain for a teacher. The language has not been taught there since the last teacher, an Argentinian, fled to his homeland early in April, 1982.

Here is the news

THE FALKLAND Islands woke up to a surprise voice yesterday morning when the early news headlines on the British Forces Broadcasting Station were read by Maj. Gen. Peter de la Billiere, Commander of the British Forces on the islands.

The former SAS commander, the most highly decorated soldier in the British Army, took on the unfamiliar role of news reader to celebrate the opening of the new BFBS studios on the islands.

A spirited performance, I hear, but nothing to compare with Alvar Lidell.

Falklanders consider compulsory purchase

By PATRICK WATTS in Port Stanley

NEGOTIATIONS between the Falkland Island government and the Argentine owners of several large islands on West Falklands have broken down.

The Legislative Council might have to consider the possibility of serving a "compulsory purchase order" on the Argentines, Mr David Taylor, Chief Executive, told the legislature.

The Argentine company of John Hamilton Estates owns the islands of Beaver, Weddell and Saunders, which lie to the west of West Falklands, covering an area of 100,000 acres and carrying around 20,000 sheep.

The Hamiltons also own various other unoccupied islands totalling approximately 20,000 acres, but which they refuse to sell or lease to islanders, although not using them.

Mr Taylor said the Falklands government and the trustees of Hamilton Estates, who have an office in the Channel Islands, had not reached a satisfactory mutual agreement on the purchase or lease of Hamilton Estates-owned land in the Falklands.

A majority of councillors expressed their dissatisfaction at the speed at which land was being made available for subdivision in the Falklands.

Mr Taylor told the council-



lors: "We ought to look to considering the possibility of compulsory purchase at the end of this year if we feel there is insufficient purchase at the end of this year if we feel there is insufficient land coming forward on a willing buyer willing seller basis. It would be of a political, economic and social advantage for the Falklands."

Asked if he could specify the numbers of people wanting to buy their own farmland, the chief executive said: "There are a considerable number of islanders and immigrants who would be very interested in buying subdivisions at the right price."

The islands' largest land owners and absentee owner, the Falkland Islands Company, which owns approximately 43 per cent. of all farmland, has repeatedly opposed suggestions that it should make some of its vast acreages available for subdivision.

Unfair to the Falklanders

Sir,—John Ezard's interesting article (Guardian, June 26) lists several options for the future of the Falklands. Falkland Councillors over a 20-year period have discussed and rejected them all, he writes, and so "with no fresh options in the diplomatic larder at present" one is left with the status quo or a very short lease-back combined with a bail-out.

I am glad that Mr Ezard raises the options' questions. Recently the South Atlantic Council has produced an Occasional Paper outlining a number of options. We would argue that the islanders' list, as outlined by Mr Ezard, is neither fully researched nor exhaustive.

The SAC fears that opting for the status quo leaves the problem with Argentina unsolved, involves heavy costs, both financial and diplomatic, and leaves the way open to future conflict. Lease-back, one should remember, was acceptable to many islanders in the past. Linked to a "bail-out" (compensation) it might still appeal to islanders. Compensation could, perhaps, be paid to the islanders who stay on under any, new regime.

There are other options and the Council has outlined some — an Antarctic option, resort to the International Court and transfer of sovereignty with a treaty of guarantees for islanders, and so on. Argentina, which has a federal constitution, could grant virtual autonomy to the islands. Lawyers and politicians in Buenos Aires have examined these issues. There is also the suggestion that provision could be made for any treaty to lapse should the military seize power again.

Britain's arrangements for her sovereign and leased territories in Hong Kong have been the subject of careful scrutiny in Argentina. The obstacles to progress at present, as Ezard suggests, are that Mrs Thatcher has not put choices to the islanders, that there has been no referendum and that her Government refuses to discuss sovereignty.

One islander told Ezard that John Stanley had no right to speak to Parliament on their behalf — "No one asks us . . . I don't think it's fair on the British taxpayer. You've got to think ahead." It does not seem fair on the islanders either.—Yours sincerely,

Alain M. Low.
The City University,
London EC 1.

Daily Mail
1.7.85

Real service

WHEN my wife and I attended the service in St Paul's Cathedral to commemorate those lost in the Falklands conflict, it was not the Queen, nor the Members of Parliament, nor the Archbishop who gave us comfort.

It was the London taxi driver who picked us up in the City. On the way to St Paul's, I talked to him about our son, who was lost on HMS Ardent.

The fare was £2.80, but the driver refused to accept a penny. I left the taxi with a

lump in my throat, and thought the driver displayed more sensitivity and feeling for our loss than anyone else we met during the rest of the day.

T. J. ROBERTS,
Maes Padarn,
Llanberis, Gwynedd.

Ships

monthly

July, 1985

95p

The *SS Uganda* Story

Mini Cruises from UK
Ports

To Sea No More

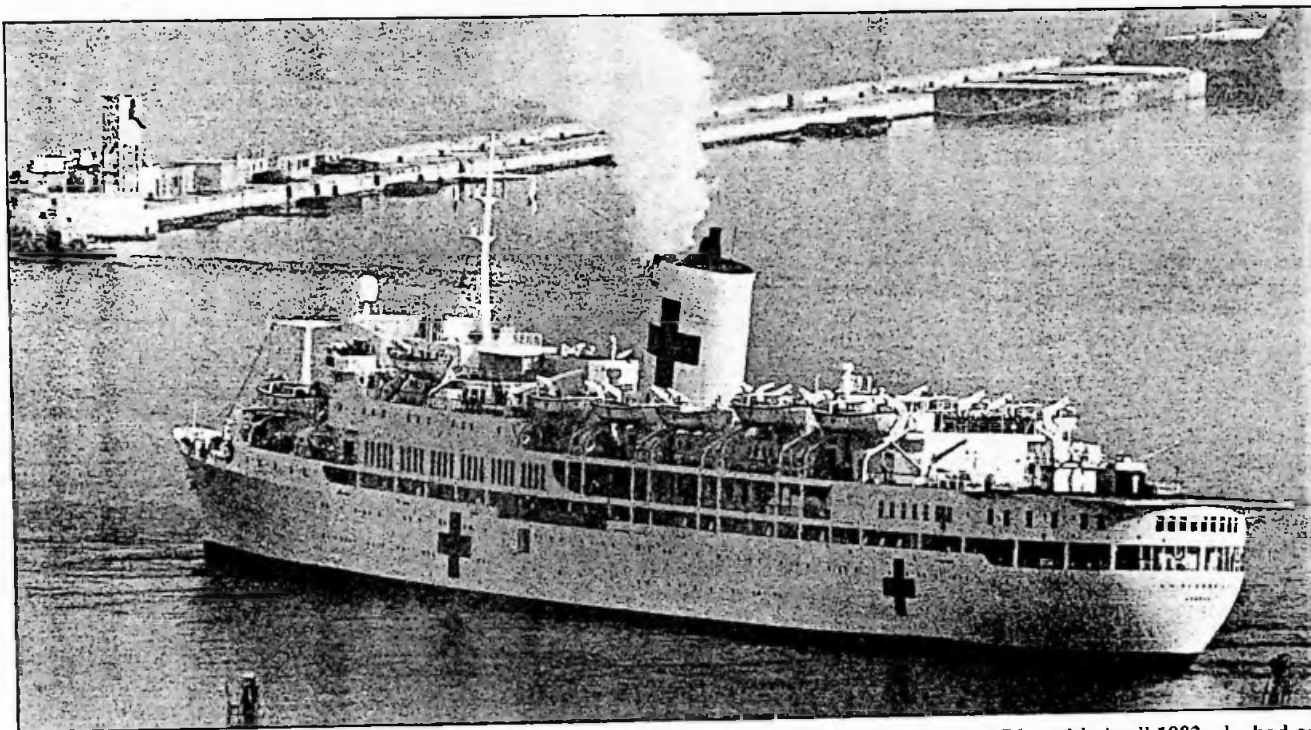
Naval Review

European Ferry
Commentary



—Frontispiece — Escorted by a flotilla of tugs and small craft Uganda returned to a warm welcome at Southampton on 9th August, 1982 at the end of her service as a hospital ship in the South Atlantic. Her hospital ship red crosses had been painted out but a large red cross banner was draped over the side when the 'Mothier Hen' came home again. (R. Bruce Grice)





The ss “Uganda” Story

by Neil McCart

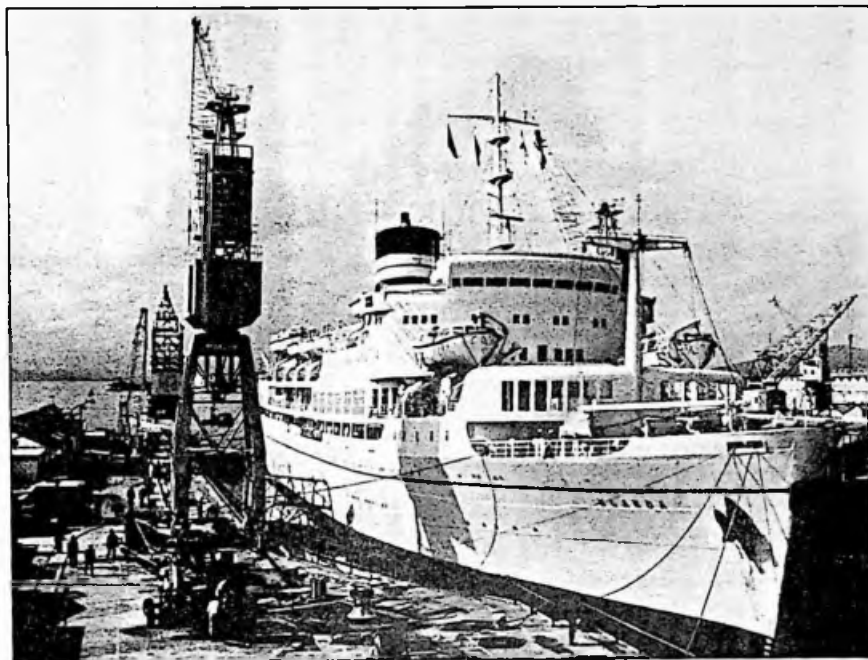
Part Three — Falklands Hospital Ship and Troop Transport

Uganda sailing from Gibraltar on 19th April, 1982 after undergoing conversion in the naval dockyard into a hospital ship for use in the South Atlantic during the Falklands War. In accordance with the Geneva Convention the ship was painted white with red crosses on her hull, funnel and deck. (Robert Ho)

As *Uganda* set sail on cruise 276 on 4th April 1982, she had on board 315 cabin passengers and 940 children on a trip organised by the Incorporated Association of Preparatory Schools. They were all looking forward to a 13-night cruise to Venice, Gyathion, Alexandria, Antalya, Rhodes and two ports in Italy. However, two days previously, in a massive air and sea operation Argentina had invaded and captured the Falkland Islands. In a House of Commons debate on Saturday, 3rd April, the Prime Minister, Margaret Thatcher, gave a pledge that the islands would be liberated and the first units of a huge task force would sail on the following Monday.

The P&O liner *Canberra* and the ro-ro cargo ship *Elk* were requisitioned early in the following week, but it seemed that *Uganda* would be unaffected. Then, on 10th April, when the ship was at Alexandria, notice was received that she too was to be requisitioned for government service. The Department of Trade ordered that she should ‘proceed immediately to Naples, there disembark its passengers, and then proceed to Gibraltar.’ So *Uganda* arrived in Naples on 13th April, to finish the cruise four days earlier than had been planned. If the children aboard were disappointed, they certainly showed no signs of it as they entered Naples harbour. All the television newsreels and the newspapers were full of pictures of hundreds of schoolchildren and the cabin passengers packing the decks and singing a rousing chorus of ‘Rule Britannia’.

It soon became clear that *Uganda* was to be converted at Gibraltar naval dockyard for service as a hospital ship. This came as quite a surprise, because it had always been understood that the Royal Yacht *Britannia* would take on this role in an emergency. There were a few protests, including one from an MP who suggested that the Royal Yacht should take on *Uganda*’s educational cruise role, but these were soon forgotten as work went ahead to assemble the task force. In fact, the MoD had considered the use of *Britannia* as a hospital ship, but this was a campaign which was to be fought 8,000 miles from home, and about half that distance from a base. Therefore they had to find a ship which could be self sufficient for a considerable period of time. In addition to meeting this requirement, *Uganda*’s accommodation lent itself to much easier conversion and made the ship an ideal choice.



Left — *Uganda* in dry-dock at Gibraltar at the start of the conversion to a hospital ship — 16th April, 1982. Dockyard staff worked round the clock to complete the conversion in three days. (Robert Ho)

Right — 'Mother Hen' and one of her 'chickens' refuelling at sea from a Royal Fleet Auxiliary tanker during the Falklands War. (P&O)

Right, below — Profile of *Uganda* as a hospital ship complete with helicopter deck aft. (Drawn by Duncan Haws)

In order to assist a speedy job in Gibraltar, two senior dockyard officials were flown from the colony to Naples in order to familiarise themselves with the ship. *Uganda* arrived in Gibraltar on Friday, 16th April, into a naval dockyard which was facing the axe as a result of the MoD's expenditure cuts. However, this did not deter the hundreds of dockyard workers who were prepared to work round the clock to ensure that *Uganda* sailed for the South Atlantic as quickly as possible. Work started immediately to build a helicopter platform on the students' games deck aft, to construct a gantry to enable the ship to replenish at sea (RAS), to fit a satellite communications antenna, and, of course, to build her wards and operating theatres. The smoking room, shorn of its luxuries and decorations, became the intensive care ward and the students' verandah became the operating theatre. The spacious students' common room on the promenade deck aft became Seaview Ward, which was the largest ward in the ship and for the care of patients out of intensive care. Two supplementary water distillers were fitted on the after sports deck and these became known as Niagara and Kariba.

In accordance with the Geneva Convention the ship was painted white overall, obliterating the blue band around her hull. Eight large red crosses were painted on her, two on each side of the hull, one facing forward on the bridge superstructure, and one on the upper deck which was visible from the air. Her distinctive BI funnel was also painted white, with a large red cross on either side. There was to be no mistaking what *Uganda*'s role was in the campaign. Meanwhile, a team of 135 medical staff, including 12 doctors and operating theatre staff together with 40 members of the Queen Alexandra's Royal Nursing Service, left Portsmouth to join the ship. Large quantities of medical supplies as well as extra beds were also sent.

On the morning of Monday, 19th April *Uganda* left Gibraltar bound for the South Atlantic. Escorted out of harbour by an RAF launch, she looked very smart in her new 'nurses uniform' and there is no doubt that everyone involved had put in an enormous amount of hard work to get her ready for sea in just 65 hours. She was a week behind the main task force, but that did not matter as they had a long wait ahead of them at Ascension Island, and *Uganda* was to go directly to the battle zone.

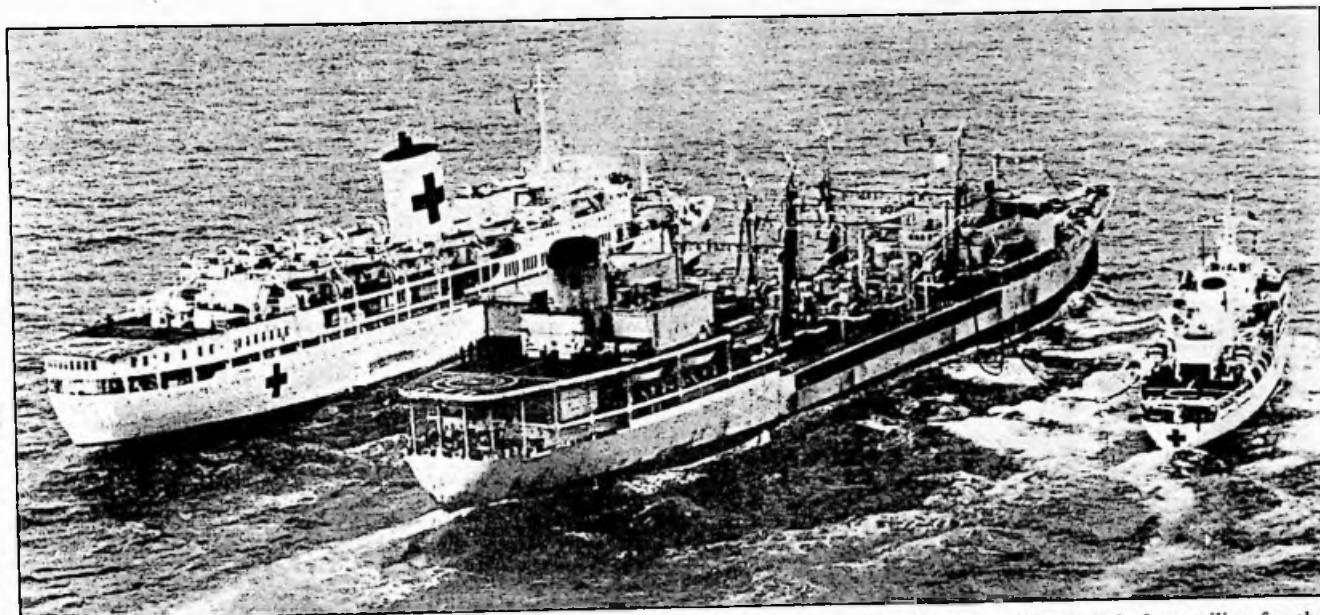
Soon after *Uganda* left Gibraltar, her commander, Captain Brian Biddick, fell ill. An emergency operation was performed on board, and he was then repatriated from Freetown by an RAF medical flight to the hospital at Wroughton but, sadly, he died on 12th May. Captain Biddick had joined British India in 1951 and had been involved with educational cruising since 1967. *Uganda*'s deputy captain, J. G. Clark, now took command and his ship was in position to take her first casualties from HMS *Sheffield*. *Uganda* had been designated a 60-mile square area of South Atlantic and when she was needed, she sped down to a similar area known as the 'Red Cross Box' just off the Falklands where she could pick up casualties.

Mother Hen and Her Chickens

Working closely with *Uganda* were the converted survey ships HMS *Hecla*, HMS *Hydra* and HMS *Herald*. It was not long before *Uganda* became affectionately known as a 'Naval Ocean-going Surgical Hospital' or 'Nosh', a skit on the well known, long running TV series 'MASH'. To the 3,500grt former survey ships she became known as 'mother hen' and they became her 'chickens'.

On Friday, 21st May the landings to re-occupy the Falkland Islands began at San Carlos, and British forces soon established a bridgehead. However, the Argentinian air force started its series of bombing raids on the Task Force ships anchored in San Carlos Water. On 24th May *Uganda* left her box and arrived in Middle Bay, near the northern entrance to Falkland Sound, to receive more casualties. While she was in this position two Argentinian aircraft flew over her, but they left her alone. On 28th May the Parachute Regiment set out to retake Goose Green and *Uganda* sailed to and fro between 'the box' and Middle Bay, taking on casualties, both British and Argentinian, and transferring those that were well enough to her 'chicks' for passage through Montevideo. Again Argentinian aircraft flew over her, apparently just 'looking'. This time, however, the Argentinians claimed that *Uganda* had been present during operations in Falkland Sound, implying that the hospital ship had taken part in them. This serious charge was soon denied in London; it was totally without foundation and it can only have been part of Argentina's strange propaganda war. The next two days saw *Uganda* anchored in

SHIPS MONTHLY



Grantham Sound, 11 miles north west of Goose Green, where casualties from both sides arrived by helicopter. It must have been a welcome sight for her ship's company to see the land so close. By Monday, 31st May she had 132 casualties on board and the medical staff were extremely busy, but morale on board remained high.

At one stage not only was *Uganda* co-ordinating the movements of the four British hospital and ambulance ships, but also of the three Argentinian hospital ships *Bahia Paraiso*, *Almirante Irizar*, and *Puerto Deseado*. At the peak of the campaign, *Uganda* took on 159 wounded in four hours, and the crew assisted the naval medical and nursing staff. During the campaign she treated 730 casualties, 150 of them being Argentinian prisoners, and she made four rendezvous with the Argentine hospital ships.

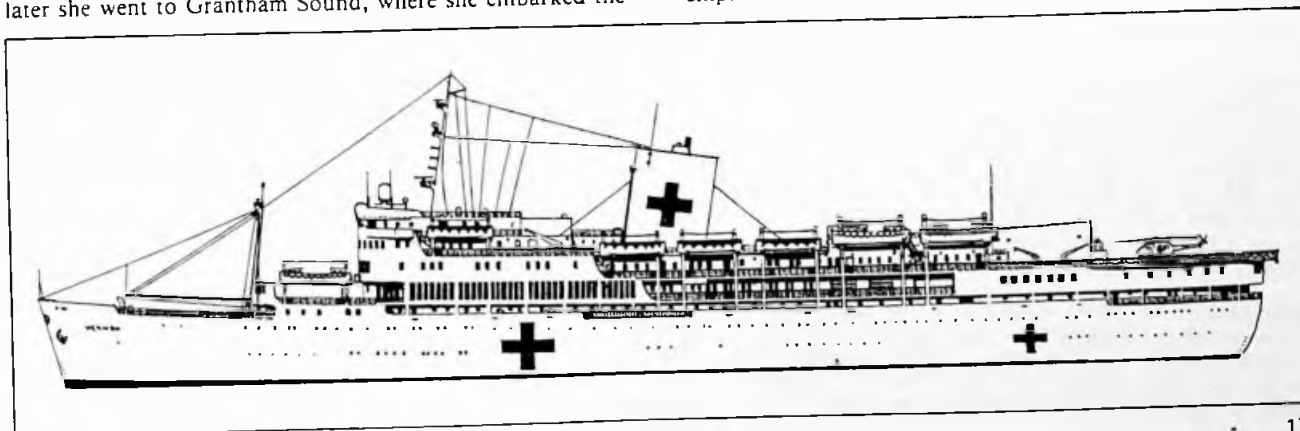
Fortunately, however, on 14 June, the Argentine garrison in Port Stanley surrendered, and the intake of new casualties was drastically reduced. There were still casualties from accidents, booby traps and mine clearance, but the main effort now was to continue the treatment of those already on board. By 10th July her role as a hospital ship was over, and the crew threw a party on board for 92 Falkland children. It was much appreciated by the children, and much more in keeping with her peacetime role. On Tuesday, 13th July, *Uganda* was de-registered as a hospital ship. The following day the red crosses were painted out, and her funnel was painted buff. Two days later she went to Grantham Sound, where she embarked the

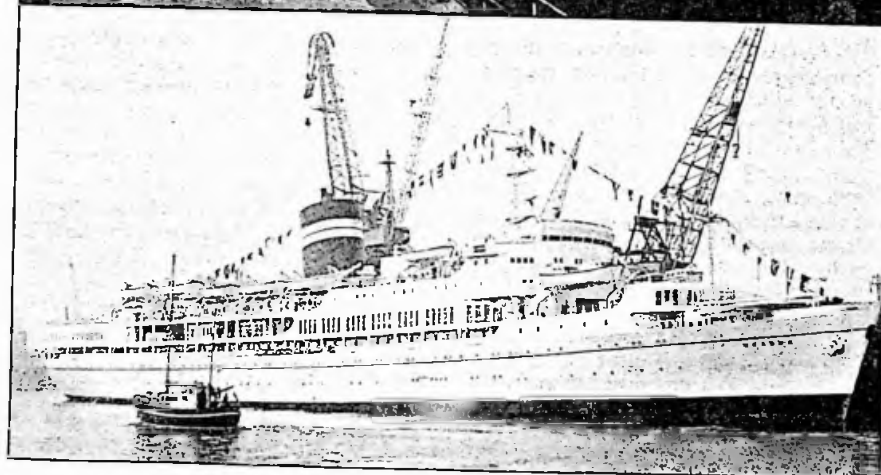
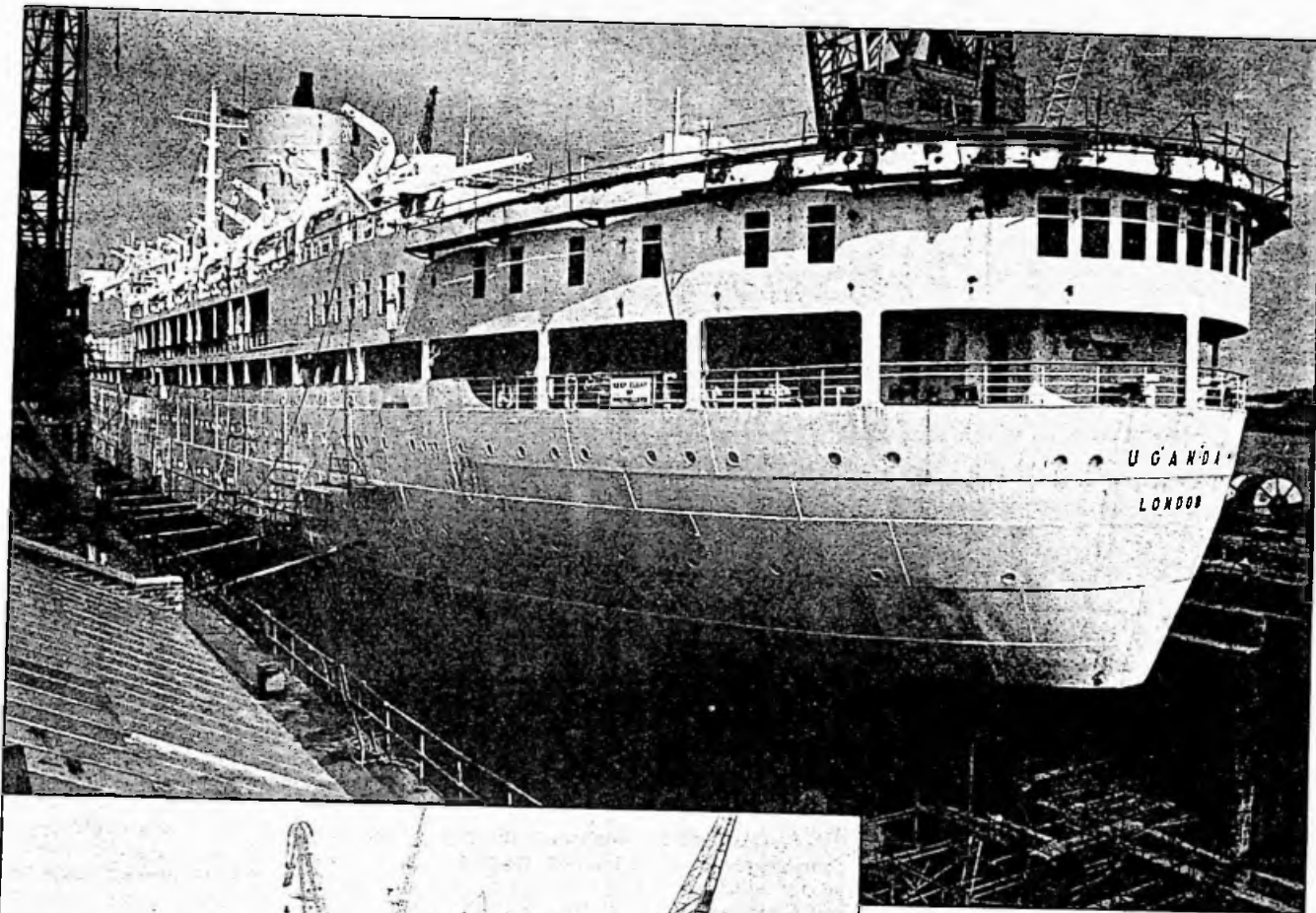
Gurkha regiments and their equipment, before sailing for the UK on 18th July.

Uganda arrived at Southampton on Monday 9th August, 1982, 113 days after she had sailed from Gibraltar to join the Task Force. By this time the country had got used to one ship after another being given a rapturous welcome home. But this did not detract from *Uganda's* welcome and, once again, the flotillas of yachts, launches, tugs and fire tenders turned out to pay their respects. Hundreds of people packed onto Southampton's 105 berth, and, once again, the banners draped over the dockside warehouses proclaimed a welcome. *Uganda* had travelled 26,150 miles, and consumed 4,700 tons of fuel. There had been 1,063 helicopter landings on her flight deck, and 3,111 personnel had been transferred to or from the ship. 212,343 meals had been served on board, which included the use of 17½ tons of potatoes and 40,000lb of meat. Most important of all, she had successfully completed her mission of mercy.

Back to Cruising

Now she was berthed once again in Southampton's Western Docks, and just forward of her was *Canberra*, undergoing her post-Falklands refit. *Uganda* too would now have to be refitted and made ready to resume her former role, so shortly after she arrived home, she sailed north to Smiths Ship-repairers in North Shields to be converted back into a cruise ship. She was due to sail on the first of her regular educational





Above — In dry-dock at Smith's Dock, North Shields after her return from service as a hospital ship — 22nd August, 1982. (Alan Sparrow)

Left — Dressed overall at North Shields on 18th September, 1982 after the completion of work to convert Uganda back into a cruise ship. (R. S. Branch)

Opposite — In the King George V dry-dock at Southampton on 14th January, 1983 shortly before sailing for the South Atlantic again — this time on charter to the Ministry of Defence as a troop transport operating between Ascension Island and the Falklands. (R. Bruce Grice)

and discovery cruises on 25th September, and there was an enormous amount of work to be done. During this period all traces of her military service were eradicated. The helicopter pad, RAS mast and pipelines and all military electrical equipment were removed. Damage to shell and superstructure plating was repaired, her hull was gritblasted and painted, and the starboard hatch was reduced back to its original size. A total of 15,000ft of the wooden decking was renewed, as well as extensive areas of composition deck. In the students' common room the linings, ceilings and floor were renewed, and in the smoking room the pictures and tusks were rehung, and the wood panelling was polished. All the other public rooms and dormitories were completely refurbished, as were the passenger cabins. Down below in the boiler and engine rooms Lloyds surveys were carried out to brickwork and turbines. The entire refit was completed to schedule and by Saturday, 18th September, 1982 *Uganda* was once again in tip-

top condition and ready to commence her winter cruise season.

She left Smith's yard on 18th September, on a two-day trip to Southampton. On board were 470 schoolchildren from Coventry, who were guests of P&O for the mini-cruise. With them was Mr Eddie Weaver, the Mayor of Coventry. He was no stranger to P&O, having served in the *Ranpura* during the Second World War. The children left the ship when she arrived at Southampton, their trip having been a resounding success. *Uganda's* crew then had a busy week as the final touches were made to get her ready to sail on her first cruise on 25th September.

P&O had given *Uganda's* return to cruising plenty of publicity, with full page advertisements in the national press proclaiming, 'Back where we were (before other duties called).' The company was worried about the effect her withdrawal from cruising had had on bookings for the discov-

ery cruises and they were concerned that many regular passengers might have gone to other shipping lines. There was not the same problem over educational cruises, as no-one else offered an alternative. However, her first cruise to the Mediterranean was fully booked, with 300 cabin passengers and 870 schoolchildren, and a full brochure of 1983 cruises had been published so it appeared that everything was back to normal. But it then became clear that *Uganda's* future was, once more, far from certain. The ship had been requisitioned during the peak selling season, and the schools needed more time to plan their cruises than cabin passengers. It was obvious that the early half of 1983 was going to be very difficult, with schools' bookings down. It was hoped that government compensation might cover these losses. On 20th November, 1982 the government rescue came, but not in the form of compensation.

Although the Falklands campaign was over, a large garrison would have to be stationed on the islands, particularly in view of the fact that Argentina refused to acknowledge the end of hostilities. The airport at Stanley was not big enough to cope with the wide-bodied aircraft needed to convey troops, so the answer was troopships. In October, 1982 the MoD had chartered the *Cunard Countess* for six months, but there was an urgent need to acquire a ship for a longer term. So P&O decided to charter *Uganda* to the Government for two years, starting on 16th January, 1983. By the time this period was over it was believed that a large new airport would have been built in the Falklands, and so it became almost certain that *Uganda* was embarking on the final years of her long career. Her last cruise ended at Malta on 2nd January, 1983, and she then sailed for Southampton for conversion to a troop transport.

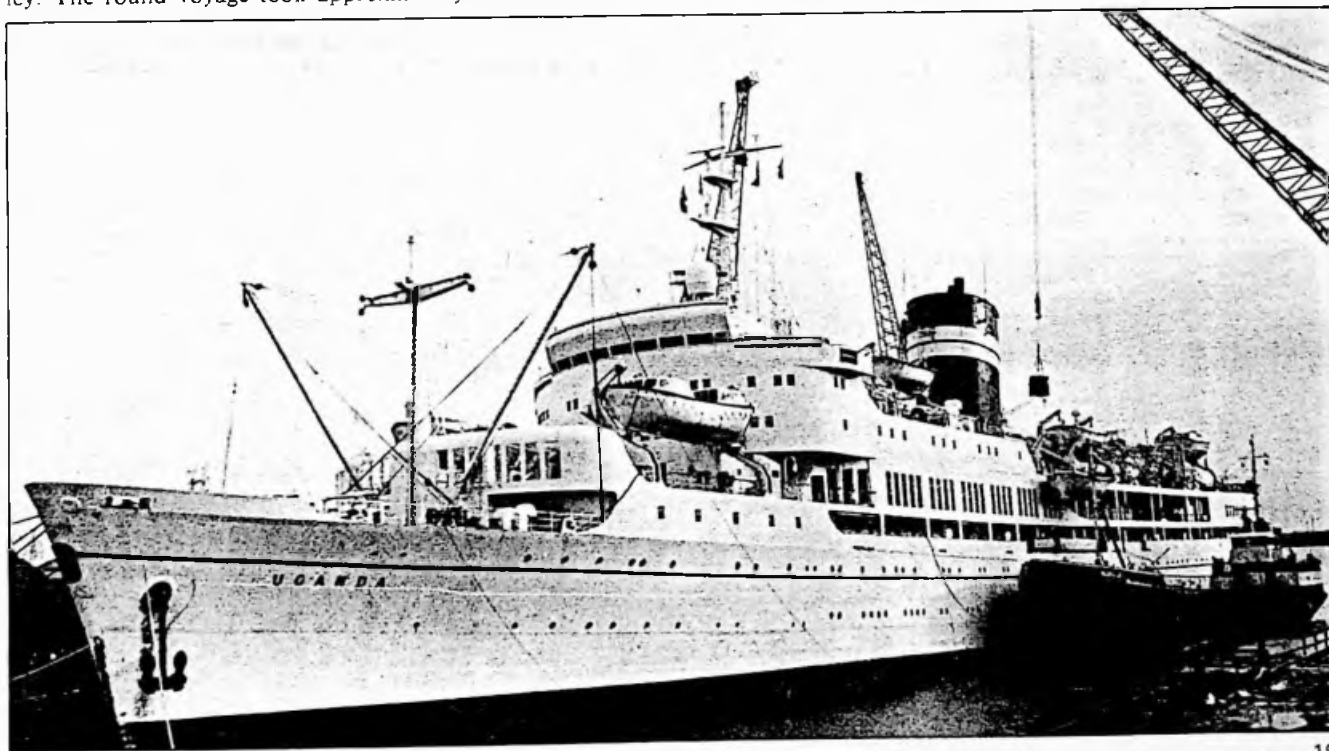
The work this time was carried out by Vosper Thornycroft and it included fitting a helicopter landing deck once more in the same place that it had been only five months before. The Asian members of the ship's company were paid off and replaced by a full British crew. On 14th January, 1983 she sailed for Ascension and then the Falkland Islands, her role being to transport troops between Ascension and Port Stanley. The round voyage took approximately three weeks de-

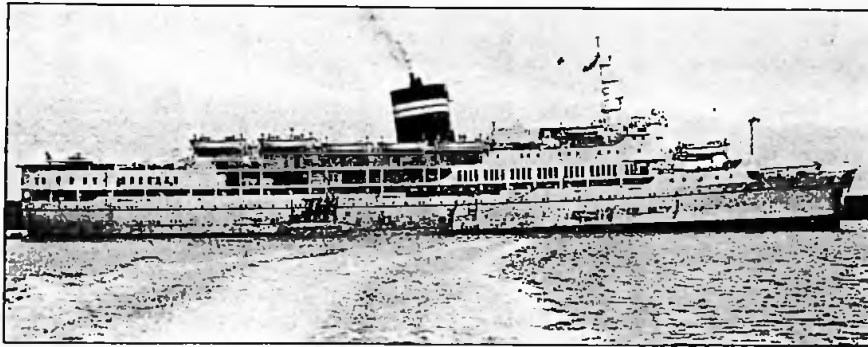
pending on the weather conditions. By this time *Uganda* was the last ship to wear the colours and fly the houseflag of the once great British India line, for another famous name, *Dwarka*, (4,851 grt) had been withdrawn from service in 1982. As the months passed, *Uganda's* once immaculate white livery became dirty and rust-streaked, for not only was she operating in the stormy waters of the South Atlantic, but she was unable to go alongside or to receive any dockyard maintenance.

Troop Transport

Although *Uganda* had accommodation for approximately 1,200 passengers, her average complement was 650, with 850 passengers being considered a heavy load. Cabins were allocated according to rank, with those on the boat deck being the most sought after. The cost of a one way trip to the Falkland Islands was about £400, and this included the air fare between Brize Norton and Ascension Island. There was a permanent military staff aboard whose duties included organising troop movements and discipline. The troops were accommodated in the old school dormitories and the forward music room and smoking room were used by officers and civilian passengers. Initially the MoD charter was for two years to December, 1984, but this was extended to April, 1985 and, with the new Falkland Islands airport to open in May 1985, it was clear that *Uganda's* days were numbered.

Uganda underwent a refit in Falmouth's Queen Elizabeth drydock in late November, 1983. She had made eleven round voyages between Ascension and Port Stanley and the long periods at sea with only a minimum amount of maintenance had taken their toll. She was showing a lot of overside rust to her once immaculate white hull. The refit cost some £600,000 and work continued on the ship day and night for the twelve days she was in dock. It included the renewal of pipework, the overhaul of her machinery and refurbishment of her accommodation. A portion of her port tailshaft was replaced, and the large windows forward of the promenade deck swimming pool were plated in (they were being continually broken by the heavy seas of the South Atlantic). On 7th December, 1983, with the work completed, *Uganda* sailed once more for





Left — Uganda moored in Port William, Falklands Islands, May, 1983, during her charter as a troop transport. A small landing craft is berthed alongside. During her stint as a transport Uganda carried over 15,000 troops. (Ron Murphy)

Below — Arriving back at Falmouth at the end of her charter to the Ministry of Defence on 25th April, 1985. After destoring Uganda was towed to a lay-up mooring in the river Fal while her future was determined. (Tony Atkinson)

Ascension Island and the South Atlantic.

Uganda's career as a troop transport came to an end just over 16 months later. She left Port Stanley for the last time on Thursday, 4th April, 1985, bound for Ascension and then Falmouth where her contract to the MoD was due to end later that month. Shortly before she arrived in the UK the first RAF passenger aircraft landed on the new runway at Mount Pleasant, drastically reducing the flight time between Ascension and the Falklands. Once again air transport had made troopships redundant.

Uganda arrived in Falmouth on the evening of Thursday, 25th April, 1985. She had been at sea without going alongside for nearly 500 days, and once again her hull and superstructure were red with rust. Crowds had gathered at Pendennis Point to greet her and the four Falmouth tugs *St Piran*, *St Gluvias*, *St Budoc* and *St Eval* went out into Falmouth Bay to greet her. At just after 7pm, with the four tugs in attendance, she entered the Carrick Roads before being manoeuvred alongside the County Wharf shortly after 8pm. The next few days were spent destoring and many of her works of art and artifacts were removed by P&O for safekeeping. On Saturday, 27th April, two days after her arrival, the MoD finally handed her back to P&O, three years after she had first been requisitioned as a hospital ship.

On Tuesday, 30th April, with destoring completed, *Uganda* was moved from County Wharf to the Cross Roads Buoy in Carrick Roads. Four days later she was towed to a lay-up mooring in the river Fal, and as these final lines are written she remains there, her future still undecided. Lady Hall, who named the *Uganda* in January, 1952, has said 'My very precious ship has brought happiness to a great many people — schoolchildren etc, and I think I would rather she went to the breakers than be sold for a possibly sordid life.' There are many people who would echo her sentiments. ⚓

SS UGANDA Technical Data

	As Registered	After 1968 Refit
Gross Tonnage:	14,429.58	16,907
Net Tonnage:	8,034.05	8,827
Deadweight:	9,630	5,707 tonnes
Length Overall:	540ft	As registered
Length BP:	505ft	As registered
Breadth Moulded:	71ft	As registered
Draught:	27ft 5½in	25ft 3in

Passenger Accommodation

167 first class	304 one class
133 tourist class	passengers; 944
(24 interchangeable with first class)	students in 43 dormitories

Ship's Company	287	366
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Main Propulsion Machinery

Boilers:	Three Babcock & Wilcox watertube boilers, oil-fired, working pressure 450psi, superheated to 750°F. Total heating surface 21,117sq ft	
Main Engines:	Twin screw; two sets Parsons single reduction geared turbines. 12,300shp	
Service Speed:	16½ knots	14½ knots

Capacities

General Cargo:	425,000cu ft	Not Applicable
Insulated Cargo:	25,000cu ft	Not Applicable
Oil Fuel:	1,700 tons	As registered
Fresh Water:	850 tons	As registered





THIRD SUPPLEMENT TO
The London Gazette
 of Monday, 1st July 1985

Published by Authority

Registered as a Newspaper

TUESDAY, 2ND JULY 1985

CENTRAL CHANCERY OF
 THE ORDERS OF KNIGHTHOOD

St. James's Palace, London S.W.1

2nd July 1985

The QUEEN has been graciously pleased to approve the following awards of the Queen's Gallantry Medal and for the publication in the *London Gazette* of the names of those shown below as having received an expression of Commendation for Brave Conduct:

Awarded the Queen's Gallantry Medal

David Edward CASSELLS, Constable, Royal Ulster Constabulary.

Peter John SHEPHERD, Constable, Royal Ulster Constabulary.

For gallantry in Northern Ireland.

Michael Henry GEORGE, Divisional Officer III, Dyfed County Fire Brigade.

Terence Edward LANGDON, Fireman, Dyfed County Fire Brigade.

On 15th June 1984 Divisional Officer George and Fireman Langdon were amongst a number of fireman called to deal with a fire on board the motor vessel 'Pointsman' berthed at Milford Haven Docks.

Knowing that an explosion and fire had occurred, and that four persons were reported missing in the pump room, Fireman Langdon took charge of a breathing apparatus team and descended to the lower level of the pump room. He discovered a casualty lying above the pumps. Ignoring the fire in the pump room Fireman Langdon, together with one of his team, lifted the injured man on to a

vertical ladder in order that he might be rescued by firemen on an upper level. The injured man was subsequently taken to the main deck level where Divisional Officer George, who was supervising the incident, took the man in his arms and carried him out of the pump room while Fireman Langdon led his team back to the lower level of the pump room in order to search for further casualties.

Shortly afterwards a second explosion occurred, and Divisional Officer George was thrown by the blast some 9-10 feet across the main deck. He suffered severe burns to his back. Despite these injuries, and the threat of further explosions, Divisional Officer George assisted injured firemen and ambulance men to the dock side. He then returned to the pump room to help the injured members of Fireman Langdon's party. He lifted two firemen out of the pump room over the raised border of the ship's hatch to safety. He remained in charge until, after a third explosion, he was satisfied that the incident was fully in hand and all the injured firemen had been taken to hospital.

Fireman Langdon had reached, alone, the third lower level of the pump room, the area of greatest penetration and risk, when the second explosion occurred. When he recovered from the initial shock of the blast he realised that he had been cut off from the remainder of his team, who might also be injured, above him. Despite severe injuries to his arms and legs Fireman Langdon climbed two ladders to make his own way on to the main deck.

Divisional Officer George and Fireman Langdon displayed outstanding devotion to duty, a complete disregard for personal safety and bravery of a high order throughout the rescue attempt.

Norman McBRIDE, Detective Constable, Royal Ulster Constabulary.

Nigel Hugh THOMPSON, Detective Constable, Royal Ulster Constabulary.

For gallantry in Northern Ireland.

Paul McCULLOUGH, Constable, Royal Ulster Constabulary.

For gallantry in Northern Ireland.

Peter John MOWBRAY, Constable, Royal Ulster Constabulary.

For gallantry in Northern Ireland.

Queen's Commendation for Brave Conduct

Gerard ALLEN, Detective Constable, Royal Ulster Constabulary.

Thelma Mary, Mrs. BOWDEN, Woman Detective Constable, Royal Ulster Constabulary.

Sharon, Mrs. KANE, Woman Detective Constable, Royal Ulster Constabulary.

Noel Cecil THOMPSON, Detective Constable, Royal Ulster Constabulary.

For gallantry in Northern Ireland.

William Martin BURNS, Constable, Avon and Somerset Constabulary.

Owen Reginald LELEU, Constable, Avon and Somerset Constabulary.

For services in pursuing and attempting to impede the escape of two dangerous men who had committed a bank robbery.

Miss Barbara Marian CHICK (Deceased), State Enrolled Nurse, King Edward Memorial Hospital, Stanley, Falkland Islands.

Eleanor Margaret, Mrs. PECK, Nursing Assistant, King Edward Memorial Hospital, Stanley, Falkland Islands.

For services leading to the rescue of patients trapped by a severe fire at King Edward Memorial Hospital, Falkland Islands.

Miss Kareen Susan EDMISTON, Sergeant, Surrey Constabulary.

For services leading to the detention of a violent man who was armed with a meat cleaver.

Derrick ELLIOTT, Constable, Royal Cayman Islands Police Force.

For services leading to the arrest of a mentally disturbed man who was armed with a loaded revolver.

Ian David HINER, Chief Engineer, MV "Sandwader", South Coast Shipping and Company Ltd.

For services in attempting to rescue a man, who, in dark and dangerous circumstances, had fallen from a dredger into deep water.

David HUDSON, Sergeant, Ulster Defence Regiment.

For gallantry in Northern Ireland.

Mervyn REYNOLDS, Constable, Royal Ulster Constabulary.

For gallantry in Northern Ireland.

Roy Alexander Oliver ROULSTON, Constable, Royal Ulster Constabulary.

For gallantry in Northern Ireland.

Percival SCOTT, Constable, Royal Ulster Constabulary.

For gallantry in Northern Ireland.

Charles Harold Patrick SIMMONS, Sergeant, Royal Ulster Constabulary.

For gallantry in Northern Ireland.

Roger Paul SUMMERHAYES, Detective Constable, Avon and Somerset Constabulary.

For services leading to the arrest of the armed driver of a hijacked vehicle following a high speed car chase.

Michael Robin VAN-TILBURG, Gardener, Beaulieu, Hampshire.

For services in rescuing an elderly disabled woman who was trapped in a sinking houseboat.

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Artist brushes up on Falklands visit

Back in the Falklands with his sketch pad and camera has been artist David Cobb, who might be adding RAMC and SAS subjects to his growing portfolio.

There is no obligation on either side but it will be surprising in view of his track record if something permanent doesn't emerge from his latest travels.



DAVID COBB: return

"Then in 1982 I was sent by the Royal Navy to the Falklands and the Army took me over", says the man who served in motor torpedo boats in World War 2

"I saw the principal settlements and walked quite a lot. This is my first return to the Islands since then.

He is also working on a book which will include 48 of his paintings, many more drawings each with a caption in his own words — "plus a bit of biography". It should

SOLDIER used full-colour detail (26 March 1984) from his painting of the battle for Goose Green, commissioned by The Parachute Regiment

Based in the New Forest, Cobb was first captivated by the Falklands in the first days of Task Force preparation, studying the conversion of merchant ships.



Oh brother, what a surprise!

When a Royal Navy helicopter dropped in on the 1st Battalion Royal Welch Fusiliers at Goose Green in the Falklands out stepped a surprise for Corporal Ian Blair — his twin brother!

When the commanding officer of the frigate *HMS Danae* heard that Petty Officer Andrew Blair had a brother serving with the Royal Welch, he decided to give the catering accountant a few days off when a flying mission would allow a visit on an opportunity basis.

So Andrew got used to bugle calls instead of the bosun's pipe, together with an unexpected meeting with Ian, serving with the drums platoon. The pair were last together at Christmas at Tern Hill, Shropshire, the UK base for the battalion.

Andrew is five minutes older than Ian and though it may seem strange for twins to serve in different services, it is appropriate that the elder of the 27-year-olds should opt for the Senior

IAN AND ANDREW BLAIR together

Service.

Andrew has served in *Danae* for 18 months and visited Crete, Gibraltar and other Mediterranean places before tasting the different weather of the South Atlantic.

Both signed on in 1974. "I always wanted to join the Royal Welch", says Ian, who has served in Canada among his many postings.

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Endurance disturbs the peace

HMS ENDURANCE shattered the Antarctic peace by detonating 2,500lb of high explosive in the interests of science.

The ice ship, now on her way home from her longest-ever patrol in the Antarctic, was involved in a seismic survey designed to reveal the nature of the earth's crust below the sea surface just to the north west of Anvers Island.

For the Endurance, it was an exercise which involved most of the ship's company:

- The bridge fought with local currents — and the ship's disinclination for five knots — to keep station with the Royal Research Ship Discovery;
- Weapons engineers supervised the atomic clock and various recording instruments;
- The Marine Engineering department was closed up to observe the effects of shock waves on their machinery;
- Chefs in the galley provided hot food and drink for the demolitions team, who in icy

conditions primed, fitted, fired and dispatched 59 different-sized charges through a specially improvised device on the quarter deck.

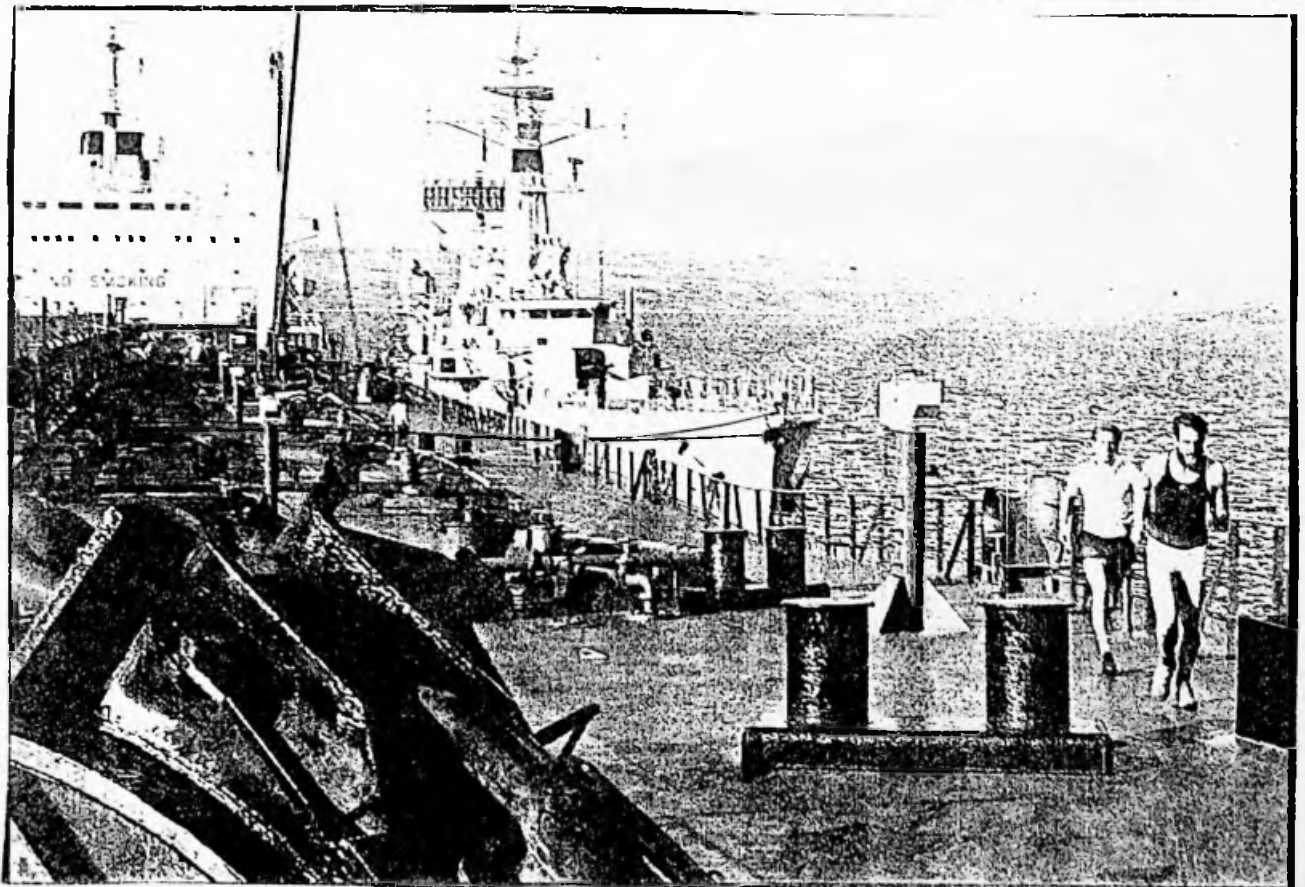
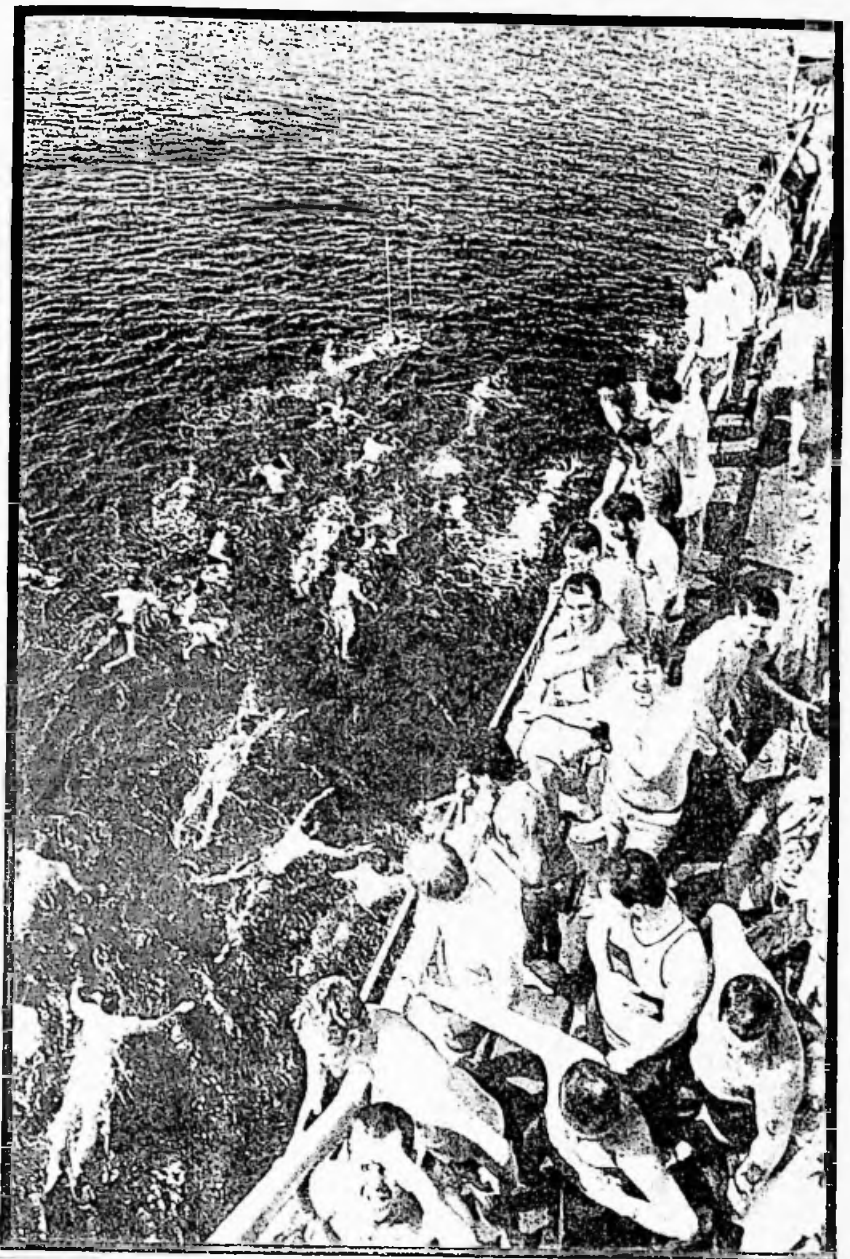
● And the remainder of the ship's company attended the Sunday church service and were probably most responsible for the complete success of an experiment which will contribute to an understanding of the continental drift theory!

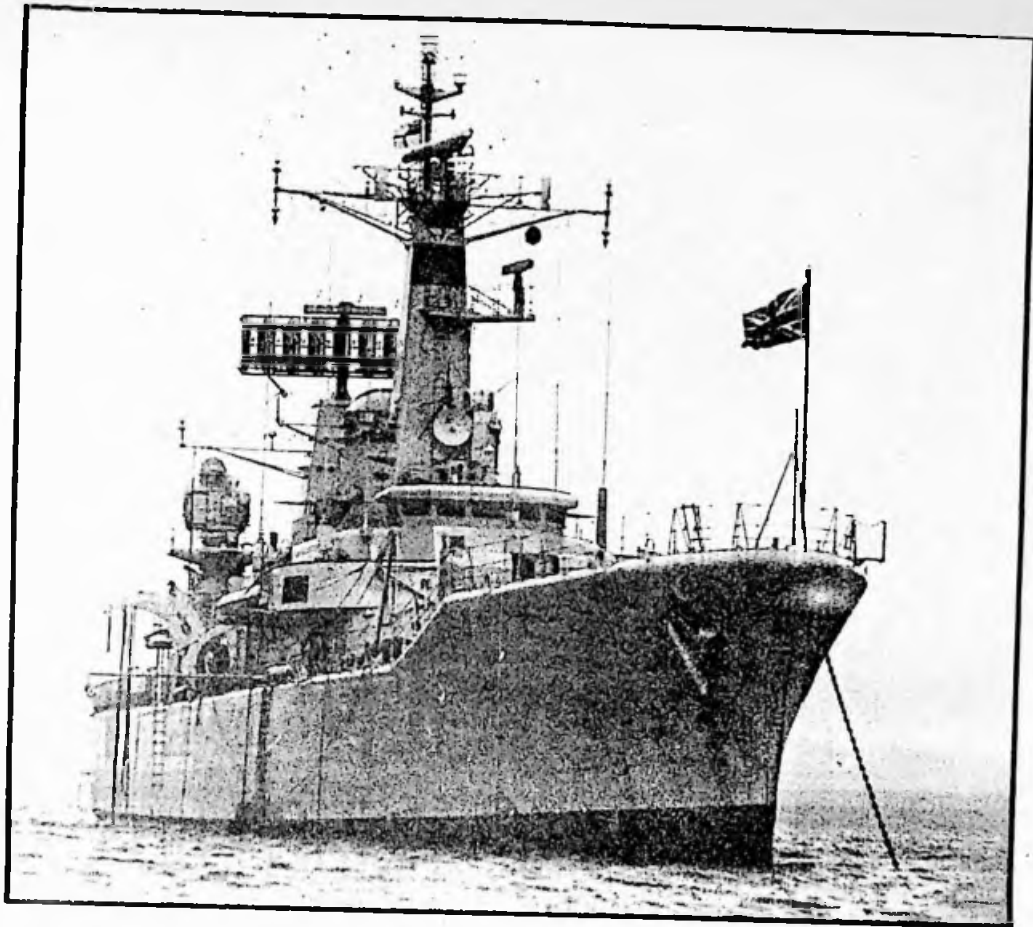


Right — With cold weather to come, there was a big response to "hands to bathe" on the way South. In 2,000 fathoms of water, your feet definitely shouldn't touch the bottom!

Navy News
July 1985

No Smoking, says the sign, but there's nothing to stop you having a quick puff round the deck. POs Gleave and Bradshaw use the tanker Scottish Eagle's wide open spaces for a quick jog while HMS Diomedea takes on fuel.





Above — HMS Diomedé at anchor in the lee of Saunders Island, West Falkland.

Diomedé's star turns

Right — Flight deck entertainment on HMS Diomedé after the Sunday barbecue. POMEM Paddy MacMillan (left) accompanies AB(EW) Dino Dennison and AB(EW) Kenny McMillan during a sing-song. Later in the deployment Paddy was snapped up as a performer by the travelling CSE Show, and soon found himself singing to audiences of hundreds of soldiers. Dino and Kenny turned to busking on Task Force ships to raise money for charity.



Return of the Dart

A SEA DART boost motor recovered in the Falkland Islands has been presented to Capt. Jock Slater, Captain of HMS Dryad. It was fired from his ship, HMS Exeter, during the war, achieving the highest and farthest Sea Dart engagement of the campaign.

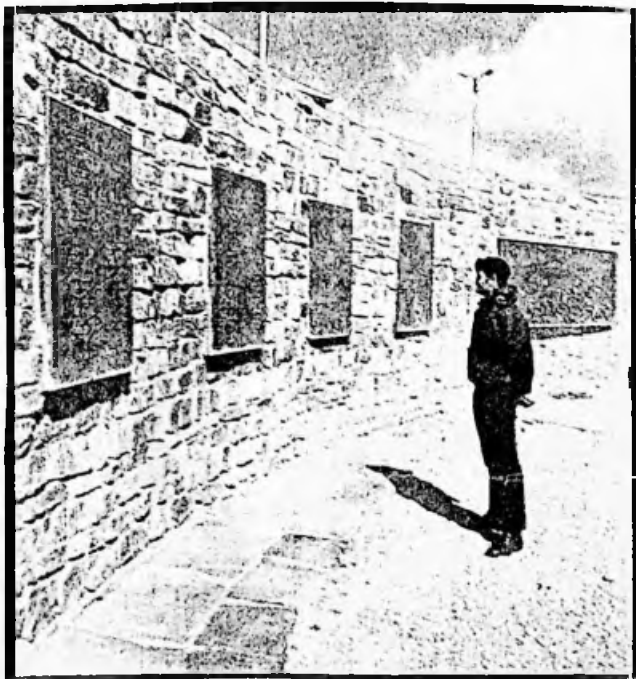
Discovered by some officers from HMS Illustrious, it subsequently became a trophy at the RAF base in San Carlos Water, from where it was rescued by HMS Liverpool.

Beat that . . .

- HMS DIOMEDE'S judo club coach, PO John Thacker, has written to the Guinness Book of Records to claim the title of "The Most Southerly Judo Club in the World."
- Just to prove the point, the ship's judo players went through their paces at Grytviken, South Georgia. Club members are MEM(M)s Woolley and Rose, PO(S) Reeve, and ABs Clifton, Brown, Tickle and Singh.

Well met . . .

- SIR REX HUNT, the Civil Commissioner, and Lady Mavis Hunt, bumped into an old friend when they visited HMS Diomedé in Port Stanley.
- They last met LACMN Bob Nadin, then serving in HMS Endurance, during a visit to South Georgia several years ago. Flying around the islands together, they got to know each other quite well — and shared a few traumatic moments when the Wasp helicopter in which they were travelling met with an unfortunate accident in St Andrew's Bay.
- Sir Rex and Lady Hunt were greeted on board by the commanding officer of the Diomedé, Cdr. Ian Forbes, and later visited the mess decks to meet members of the ship's company.



A sailor's view of the South

WHEN LS(EW) Bob Whitlock of HMS Diomedé found himself on his way to the South Atlantic for a stint on Falklands patrol he decided to record the experience on film.

As he explained in a letter to Navy News: "I have tried to keep it within a spectrum of life of the Diomedé cruising down to the Falklands, and some of the events that have happened to us down here.

"The most interesting event for me was the visit to the HMS Coventry memorial on Pebble Island, as I was a member of the Coventry's ship's company. It was quite a moving experience for us all.

DIOMEDE PLAQUE

"We hope to go back again to place an HMS Diomedé plaque there.

"I don't know what to call the overall story built up by the slides, but something like 'Falklands Force' might be apt — if you haven't already used it."

Bob's pictures are so good that Navy News is happy to oblige . . .

A friend remembered

Left — The war memorial at Stanley holds memories for many Servicemen. AB(EW) Holmyard of HMS Diomedé remembers a school friend who died in the conflict.

The Falklands—Another way forward?

GEORGE FOULKES, MP, United Kingdom

Three British MPs undertake a personal mission to consult with leading Argentine politicians in a controversial attempt to promote renewed intergovernmental negotiations on the future of the Falkland Islands.

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In February of this year Members of the British Parliament and the Argentine Congress, together with the Falkland Islands government representative in Britain and other observers, met informally at the University of Maryland in the United States to discuss the dispute over the islands. Organized under the auspices of the Centre for International Development at the university, and facilitated by a panel of members and associates of the centre, notably John Burton and Ed Azar, it was the third such meeting to be held. The previous ones, held in September 1983 and April 1984, were largely exploratory and were not attended by serving Members of the Argentine Congress.

The February meeting, termed Maryland III, did attract high-ranking Argentine politicians. It was not simply another chance for Parliamentarians from the United Kingdom and Argentina to meet and re-establish communication and a degree of confidence, invaluable as that is; significant progress was made, pointing the way in which those present felt negotiations could move in the event of exchanges at a governmental level. The final declaration, agreed by both sides, was submitted by the Parliamentarians to their respective governments for consideration, and I shall return to its contents later on.

The United Kingdom Parliamentarians, whom I led, included Robert Harvey, Conservative Member for Clwyd South West, who is a Member of the Commons Select Committee on Foreign Affairs, and Bruce George, Labour Member for Walsall South, who is a Member of the Select Committee on Defence. The value of the meeting can, I think, be judged by the fact that we set out representing a fair cross-section of parliamentary opinion on the Falklands issue, and returned, if not totally united, at least with a consensus as to the need for negotiations and the way such negotiations should proceed.

South Atlantic Council

The Members were sponsored by the South Atlantic Council. The Council, formed in February 1984, includes among its members politicians, academics, retired diplomats, churchmen, industrialists and others and has been at the forefront of attempts to bring forward a solution. Mindful of the need to ensure the long-term security and prosperity of the islands, of the dangers resulting from the militarization of the South Atlantic, of the dangers prolonging the dispute and of the enormous military and financial burden and of the benefits, economic and political, of negotiations with a democratic regime, the Council has three objectives:

- (a) to put the dispute on the political agenda and to promote discussions of options for stable solutions and of possible moves for negotiations;
- (b) to open and maintain informal contacts with in-



The British Members at the Maryland conference: (left to right) Mr Bruce George, Mr George Foulkes and Mr Robert Harvey.

- dividuals and groups in Argentina committed to the peaceful resolution of the conflict;
- (c) to arrange informal international discussions in which views can be exchanged.

The Maryland meeting was another opportunity for the South Atlantic Council to promote its objectives. Previously, in June 1984, it had sent a delegation consisting of Cyril Townsend (Conservative), Lord Kennet (Social Democratic Party) and myself to Buenos Aires. There we had meetings with Congressmen, trade union leaders, businessmen, academics, human rights activists and a number of government officials. We discussed long-term options for the islands, short-term confidence-building measures and simultaneous measures which could usefully be undertaken by the two governments. Most importantly, however, we established a friendly relationship with all whom we met, and detected a strong desire to restore good relations with the U.K.

Some of those whom we had met in Buenos Aires attended the meeting in Maryland. Among them were: Senator Julio Amoedo, Chairman of the Senate Inter-Parliamentary Committee; Deputy Frederico Storani, Chairman of the Foreign Affairs Committee of the Lower House, and Juan Casella, former Minister of Labour in the Alfonsin government and currently Governor of Buenos Aires province. The latter two, both Radicals, clearly enjoyed good access to Senor Alfonsin and his cabinet. Senator Adolfo Gass, whom we had met in Buenos Aires and on a number of occasions since the Maryland meeting, was due to attend, but was prevented from doing so by his key role in the ratification by the Argentine Senate of the treaty resolving the dispute between Argentina and Chile over the Beagle Islands.

Thus, although Robert Harvey and Bruce George had not met the Members of the Argentine parliamentary

delegation, my visit to Buenos Aires and a series of meetings with Argentinian Parliamentarians which the South Atlantic Council had organized provided a basis of friendliness and mutual trust on which the meeting built.

In the absence of diplomatic relations between the two countries, or even of direct contact at an official level, Parliamentarians are to my mind fulfilling many of the tasks and duties which the governments of the U.K. and Argentina should be carrying out. When official negotiations do take place, for surely they will, the governments of both sides will be able to build on the confidence established by the series of meetings and on the practical proposals which have evolved as a result.

Basic proposals

The meetings in Maryland, in full session and in private, lasted three days. Proposals submitted by each side were carefully studied in private and discussed. We emerged with a tightly argued and worded declaration, agreed by all, and drafted with the assistance of John Burton, important excerpts of which I quote below.

2. It was noted that there could not be progress on transition to peaceful relations until there was agreement in principle to discuss all aspects of the future of the islands. Furthermore it was recognized that there could not be the beginning of either transition or the final stage of negotiations in the absence of an overall agreement between Great Britain and the Argentine to terminate any condition of hostility, to remove restrictions of movements outside territorial waters and to re-establish diplomatic relations.
3. . . . This interdependence of stages which seems to have defeated previous official attempts to break the deadlock [is] best dealt with by a prior informal understanding . . . which implied:
 - (i) good faith in discussing at an official level all matters relating to the return to peaceful relations,
 - (ii) good faith in commencing discussions simultaneously but separately on all aspects of the Falklands/Malvinas Islands.
5. The meeting considered a large number of possible options and decided that only some warranted further discussion and consideration. These included shared sovereignty, the transfer of sovereignty with treaty guarantees and forms of leaseback. There was agreement on the importance of the preservation of the way of life and respect for the wishes of the islanders.
9. It was generally agreed that guarantees, if necessary by other nations and international organizations, of any future of the islands would be helpful; but that the main security had to be established in the gradual build-up of confidence among the parties concerned.
10. The participants expressed the view that in a complex matter of this kind, official discussions should not be attempted unless and until there is established a set of agreed principles and propositions that create a relevant context for negotiation, and that this might best be achieved by informal discussion between persons with access to, but not part of, government.

To anyone who has followed the dispute over the islands, a number of points stand out from this declaration.

Islanders' interests

Foremost perhaps are the sections relating to the islanders—that their wishes must be respected and that they will influence the pace of implementing any proposals agreed by the U.K. and Argentine governments. To many this is self-evident and not in dispute, but its acceptance by the Argentine delegation was a sign of a new realism among the Argentine hierarchy. Time and time again it emerged that when Argentina talks about sovereignty it means something different from what we think it means. What it is concerned about is titular sovereignty, the flag, the colour on the map. Such sovereignty need not mean a change in the way of the life of the islanders.

Indeed, such views have now been put on a number of occasions by Senor Alfonsin and his Foreign Minister, Dante Caputo. Speaking in a Brass Tacks programme transmitted in December of last year, Dante Caputo said: "Ours is a federal system and our provinces have their own constitutions, elect their own governors, have their own educational systems, all the features of fully autonomous regions. In that sense I believe that it is entirely acceptable that the inhabitants of the islands should decide forms of administration, forms of education, even forms of social organization best suited to their interests. But this must not be confused with the issue of sovereignty."

And again this was stressed very recently by President Alfonsin when he reiterated his policy of the peaceful resolution of the conflict, respecting the resolutions of the United Nations General Assembly and "the due respect for the interests of the present inhabitants, interests which we are absolutely willing to safeguard".

This is not the intransigent, inflexible Argentine government which the authorities in Whitehall seek to portray. And yet when asked about the references to the islanders' wishes by Robert Harvey on our return to the U.K., Foreign and Commonwealth Secretary Sir Geoffrey Howe was wholly negative. According to Sir Geoffrey, such references merely clouded a transfer of sovereignty which the U.K. government remained opposed to and unwilling to discuss. Sir Geoffrey went on: "It is not enough to speak of islander attitudes merely reflecting the pace of transition; they do not wish to become incorporated in Argentina and the government has made it absolutely clear that the Argentines must acknowledge the Falkland Islanders' right to self-determination—to their right to live in peace and security under a government of their own choosing." Although there is undoubtedly an enormous amount of work to be done, it is a shame that Sir Geoffrey does not recognize the road down which the Argentinians have committed themselves—a peaceful solution based on a transfer of sovereignty after a fairly long period coupled with a respect for the islanders' wishes and way of life.

The position currently being pursued by the Argentine government is of course indistinguishable from that adopted by successive British governments from 1967 onwards. It is a position which as anyone who has read the Franks Report will know was considered necessary and acceptable in order to reach a peaceful solution to the dispute, guarantee the interests of the islanders and ensure their economic survival.* Nothing

* *The Franks Commission reported in January 1983 on the British government's handling of the events leading up to the April 1982 Argentine invasion. It noted that from 1965 onwards British governments remained willing to negotiate about sovereignty and a peaceful resolution acceptable to both Parliament and the islanders. Argentina pressed continually for sovereignty and the islanders resisted changes to their relationship with Britain.*

has changed to alter this view—except the present Argentine government.

Resuming negotiations

The other crucial point to emerge from the Maryland meeting was a general agreement among those present on the way negotiations should proceed. A consensus had already emerged from previous meetings and during our trip to Buenos Aires that there should be immediate, simultaneous, unilateral declarations. We believe that the U.K. should lift the 150-mile protection zone which still exists around the islands at the same time as the Argentinians declare a formal end to hostilities. We made the recommendation to the Commons Select Committee on Foreign Affairs on our return from Buenos Aires, and it formed part of the steps which it advocated the government take in its report published in October 1984. Unfortunately, the U.K. government has since declared itself unwilling to engage in such simultaneous declarations, stating only that it would greatly welcome a formal ending of hostilities.

The participants in Maryland believed they found a way to begin negotiations—the commitment to discuss all aspects of the islands' future to be implemented by two sets of parallel negotiations. One set would be devoted to normalization of relations, the other to sovereignty and the future of the islands—in other words, an open agenda which would enable immediate discussions devoted to the restoration of diplomatic relations, a fisheries agreement, the ending of restrictions on movement, the restoration of civilian air flights and a whole range of other normalization measures.

The government has found this unacceptable. According to Sir Geoffrey, the government will not accept

any arrangement which does not make clear that sovereignty is not open for discussion. As long as the government persists in its belief that a solution to the Falklands dispute can be obtained without discussion of the islands' future or its sovereignty, the good work initiated by Parliamentarians of both countries will be in vain.

The government is, I believe, in the process of deceiving the islanders. It is deceiving them into believing that the current status quo can be maintained. That in the face of losing the support of our friends and allies, and of placing an intolerable burden on our military and financial commitments, the U.K. will continue pursuing its current position indefinitely. Many islanders I have talked to realize that such a future is not only unrealistic but insecure. As importantly, they recognize that the economic survival of the islands depends on links with Argentina and other mainland countries. Air links between the islands and the mainland were recognized as essential by both the Shackleton Report on the economic development of the islands and the recent select committee report.

A government committed to the islanders' welfare should recognize this, as it was recognized in Maryland.

It is somewhat ironic that a government which has shown the farsightedness to discuss the sovereignty of Hong Kong with China, and the sovereignty of Gibraltar with newly democratic Spain, is so blinkered when it comes to democratic Argentina. Nevertheless, some of us shall continue as Parliamentarians to meet our colleagues from Argentina whenever possible, in the hope that discussions at an official level will follow, which will be able to build on the foundations we have laid.

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The new constitution and the future of the Falkland Islands

HON. L. G. BLAKE, OBE, MLC, Falkland Islands

The January 1984 edition of *The Parliamentarian* carried a short report summarizing the constitutional progress of the Falkland Islands from the beginning of settlement in 1833 to the present day. In this report, I described some of the proposals we had put forward for a new constitution, to take into account the effect of the Argentine invasion and our present needs, and to allow for the advance of the democratic process within the islands in the future. These proposals, with agreed additions by the British government, were put together in a new constitution. The document was accepted by the Legislative Council of the Islands in January 1985 and taken to the Privy Council earlier this year, where it was approved under an Order in Council and is now to be laid before the British Parliament. The present legislature is due to end its term of office in September/October this year, when elections will be held to produce a new Legislative Council. These elections will take place under interim arrangements, which take full account of the changes in the constitution and which will come into effect on completion of these elections.

The production of this new constitution has been a long and at times a difficult and wearisome business, but I believe that the new document reflects the wishes of the islanders, as we put them forward, even though it has led to the partial divorce of South Georgia and the Dependencies.



Hon. L. G. Blake, MLC (left), talks to the commander of the British forces in the Falklands (centre), Secretary of State for Defence Rt Hon. Michael Heseltine, MP (second from right), and then Civil Commissioner Sir Rex Hunt (right) in the Falklands in January 1984.

Mr Blake has been a Member of the Falkland Islands Legislative Council since 1964. He chaired the Select Committee on whose recommendations the islands' new constitution is based.

The main points of the constitution are:

- a chapter on the protection of individual human rights including the right of self determination;
- an increase from six to eight Members in the Legislative Council;
- three Members of the Legislative Council elected by their fellows to the Executive Council;
- no nominated Members on either the Executive or Legislative Councils;
- the two *ex officio* Members of the Executive and Legislative Councils to be non-voting;
- a simplification of the constituencies, and the ability of some public officers to stand for election.

There are other minor changes which will be put into force by local legislation which will cover the control of ballot papers, the manner of voting and the method for the production of the electoral roll.

As well as the amendments included in the new constitution, we now have a single document. Previously our constitution was set out in: three sets of letters patent, four Orders in Council, eight amending orders, six sets of Royal Instructions and nineteen sets of statutory instruments.

The three main areas of change are: the composition of councils, the Bill of Rights and the status of dependencies.

The Composition of Executive and Legislative Councils

The changes in the composition of the Legislative and Executive Councils are interrelated and have been made to produce what we believe will be a unified and democratic government.

The Executive Council, prior to reform, had two Members elected from the legislature by their fellows, two *ex officio* Members and two unofficial Members nominated by the Governor. All Members had equal status and all Members had a vote. We have now abolished the unofficial nominated Members, removed the right to vote of the two *ex officio* Members and increased to three the voting Members from the legislature. These changes are perhaps the most significant move forward of any of the amendments in the new constitution, in that these lay down the framework for cabinet government. They also allow for further progress as and when we want it. Without reference back to the protecting power, the United Kingdom, we can designate one of the Members elected from the legislature as the Senior Member, and apportion departmental responsibilities to those Members in the executive Council from the legislature.

With three Members of the legislature going to the Executive Council, it was found necessary to increase the number of elected seats in the Legislative Council to ensure that a majority of Members in the Legislative Council were not part of the executive. In this way we hope to improve the system of checks and balances. The Members in Executive Council make the policy decisions, being answerable to their peers in the legislature

in public debate and through the legislature to the public at large.

One of the steps we will need to take in the future, the change from a council served by all part-time Members to one with a mixture of part-time and full-time Members, will perhaps prove to be the most difficult. In such a small population as ours, everyone is fully employed. There is little room for an individual to give up his occupation to devote all his time to politics. There is little chance of retaining the right to return to a post after an absence of four or more years in government, unless the individual is either self-employed or very wealthy. If after a period of say four years in government one is likely to be made redundant by the electorate, and with a poor chance of finding a similar job to that vacated to go into politics, there is little attraction to the participation in the senior posts in government. This would be to the electors' disadvantage and the community's loss. However, if the present workload of government increases very much more, it is going to become necessary to solve this problem. The problem could be easily overcome with cash compensation, but with a very limited budget it would not add up to much.

South Georgia and the Dependencies

With the promulgation of separate constitutions for South Georgia and for the Falkland Islands, the control and administration of South Georgia and the Dependencies will no longer be in the hands of our government. The Dependencies have been administered by the Falkland Islands government since the Order in Council of 1908 and there is a strong emotional tie between us and we are loath to see this bond severed. The definition of the Dependencies in their new constitution, they will now be known as South Georgia and South Sandwich Islands, are the islands which lie between the fiftieth and sixtieth parallels of south latitude and between the twentieth and fiftieth degrees of west longitude. There is no resident human population and those who do visit the area are usually members of the British Antarctic Survey, doing scientific studies there.

The Commissioner for South Georgia and South Sandwich Islands will be the Governor of the Falkland Islands and under the new constitution will be required to consult the Executive Council of the Falkland Islands on any matters regarding those islands which might affect the Falkland Islands. How this clause is implemented will show just what degree of practical separation there will be between the Falklands and South Georgia.

Human rights and self-determination

The inclusion in the constitution of a chapter on individual human rights is not unusual and would not normally raise outside comment. It is proper that these fundamental rights are included in our constitution. What has caused major comment from sections of the British Parliament is the inclusion in that chapter of a section of the International Covenant on Civil and Political Rights of the General Assembly of the United Nations which deals with the right of self-determination. I find it hard to understand why the inclusion of this section should cause such concern. Britain is a party to this international covenant. Successive British governments have stated that no solution to the sovereignty question would be imposed on the people of the Falklands against their wishes.

Rt Hon. Michael Stewart, then Foreign and Commonwealth Secretary, stated in Parliament in 1968 that the islands' wishes were paramount with regard to any settlement of sovereignty with Argentina, and every

succeeding government has subscribed to the same statement in varying forms. From that time until the invasion of the Falklands in 1982, each Foreign Minister has been compelled by Parliament to agree that any settlement of the sovereignty dispute must be agreed to by the islands. Is it that some Members of the British Parliament would like to impose a settlement on the islanders, or do they object to having set out so openly our rights that it will make it difficult to fudge the issue?

And what is the issue, what is the sovereignty dispute? At its simplest it is a claim by both Britain and Argentina to sovereignty over the Falkland Islands, it has its origins in an earlier dispute between Britain and Spain on the same subject, and is now complicated by the fact that these islands are our home.

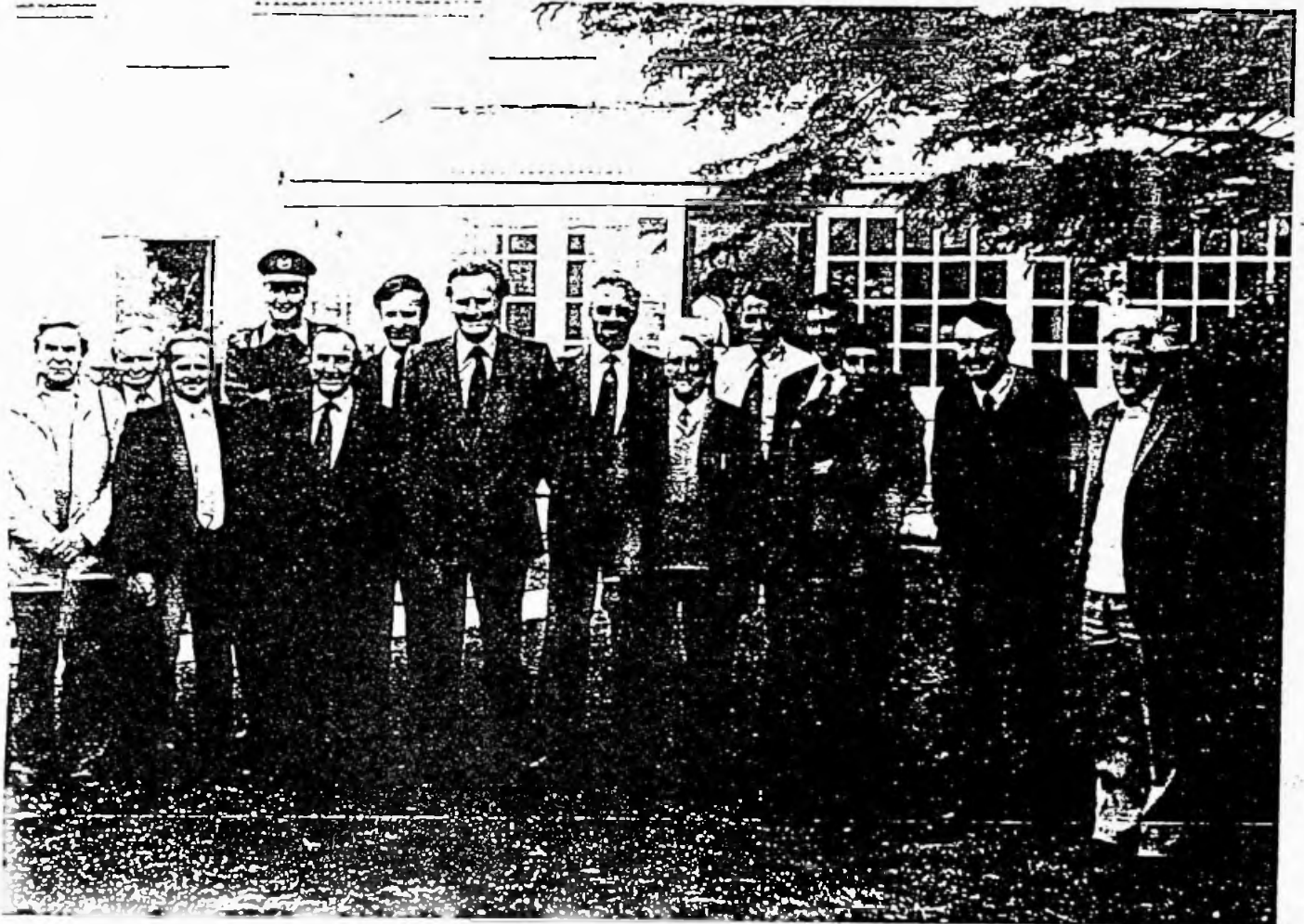
After Britain and Spain left the islands unoccupied, the government of the United Provinces of South America (the forerunner of the Argentine) sent a small group to settle at the old Spanish settlement. This group was in the charge of Louis Vernet, and having settled in began to harass the American sealers who were operating in these waters. This brought the U.S. corvette *Lexington* to the islands under Commander Duncan, who proceeded to destroy the Argentine settlement and ship out most of the settlers. This group was replaced by a second party from Argentina, a large part of which were felons serving long-term punishment. This second attempt failed when a number of the felons murdered the Argentine Governor. This was December 1832. It was only a matter of days later that the sloop *Clio* arrived to lay claim to the islands on behalf of Britain. Thus began the dispute.

The difficulty in finding a settlement has always been the insistence by Argentina that Britain must first hand over the sovereignty of the islands and then the two parties could decide what to do about the islands and its people. Even today when Argentine President Alfonsín calls for negotiations to settle the sovereignty dispute, he qualifies his statements by adding that the negotiations would be about the method and timing of the transfer of sovereignty. Is it surprising therefore that we should continue to make it known that we do not wish to be handed over to Argentina? It is these wishes we seek to protect, and while the Argentine attitude continues to be totally inflexible, our feelings will not likely change. It will only be possible to start negotiations when Argentina accepts that a transfer of sovereignty over the islands to Argentina is not a basis for negotiations acceptable to us.

However, should Britain and Argentina through informed contact and the diplomatic process find a solution to the dispute in the fullness of time, it would be naive of us in the islands to believe that if we present an intransigent attitude our wishes would prevail. We would quickly discover that our constitution could be changed by another Order in Council and the British Parliament would have its way. These would be more drastic measures than I would expect to be used. There is always room for persuasion, the use of the carrot and stick as used on the donkey. If there is to be a settlement, there will have to be a lot of give on both sides and at present both sides seem reluctant to bend at all, except possibly outwards.

The future of the Falklands

What is to be the future of these islands, given the splendid constitution and the dispute with the Argentine? Fortunately, because the dispute has been in existence for as long as we have lived here, our economic planning has ignored major trade with the Argentine. The volume of trade between here and the South



U.K. Defence Secretary Heseltine with island Councillors and senior administrators.

PETER KING PHOTO

American mainland has always been minimal. As both the Falklands and Argentina are exporters of raw wool there would be little advantage to us to ship our wool to Argentina. Our imports were groceries, manufactured goods, machinery and oil. The quality of the Argentine products tends to be rather low and the prices comparatively high. Oil would be cheaper, but even this is only a small part of our costs. Even during the wooing period there was little trade between our two countries.

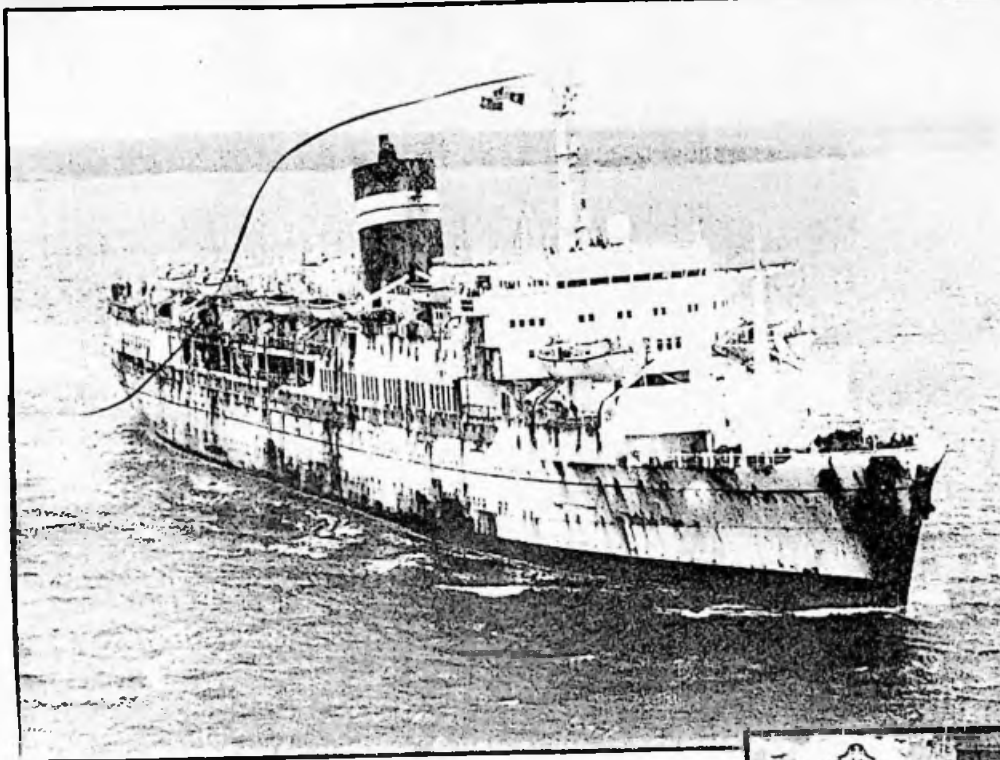
If our isolation from South America continues there will be little effect on our development. We are fortunate in having an abundance of land which allows room for the expansion of our main industry, agriculture. With the opening of the new international-standard airport at Mount Pleasant, our communications will be better than they have ever been. Our unspoiled wildlife and unpolluted atmosphere are bound to become more and more attractive to the discerning tourist. The inshore fisheries after the exploratory phase look to be well worthwhile exploiting, with good yields of high value crustaceans. And with modern technology there is considerable scope for enhancing the value of our wool by processing some of it locally. These are the areas where immediate progress is being made. If the exploitation of Antarctica gets under way, we are perfectly situated as the forward base area. It could be argued that a nation going into Antarctica would build its base there, but ours is the better climate, our harbours are ice free and we have the facilities for shore installations.

The one area which is being adversely affected by our

dispute with Argentina is the sea. The uncontrolled fishing of the waters in this area is not only a threat to these islands and its wildlife but to the world at large. The whales have been destroyed. The krill, which was the food of the whale, is being harvested and once the processing is perfected, could be destroyed also. The krill is not only whale food but an important part in the food chain of the whole area and its uncontrolled exploitation threatens not only the South Atlantic but the whole of Antarctica as well.

We also have evidence that the fish stocks in this area are being fished in excess of the maximum sustainable yield now. The number of trawlers operating in these waters has increased by more than a quarter since last season. The best estimate of the United Nations Food and Agriculture Organization of the maximum yield of squid for these waters was 3,000 tonnes as year. Last year the Spanish fleet alone collected nearly 20,000 tonnes and the Spanish fleet represents about ten per cent of the known tonnage of ships fishing in these waters. If this level of fishing continues, then our waters will be as barren as the North Atlantic and a protein source, which if properly farmed could be of benefit to the world, will have been destroyed. Unless we can find an internationally acceptable system of control over these waters, then there will be little left to control in 25 years. The size and number of vessels is increasing year by year and the catch level is escalating rapidly.

I believe the Falklands will continue to survive as we are, but the South Atlantic may not.



Uganda shows her scars

SHOWING the ravages of life in the South Atlantic, as Uganda flies a paying-off pennant as she leaves the Falkland on April 4 carrying troops to Ascension Island.

After a career as a liner and a schools cruise ship, the Uganda was chartered two years ago by the Ministry of Defence as a troop carrier — and has since shuttled more than 15,000 soldiers between the Falklands and Ascension.

She was handed back to P & O at Falmouth.

Prince opens new airport

LIEUT. the Prince Andrew officially opened the new £250m. Falkland Islands' airport at Mount Pleasant on May 12. Prince Andrew is a Lynx helicopter pilot serving on board HMS Brazen, which has been visiting the East Coast of America on her way home from duty in the South Atlantic.

The airport, constructed in less than two years, heralds a new link between the islands and the outside world.

Regular jet flights from the United Kingdom will progressively replace the expensive

flight-refuelled Hercules airbridge which has operated between Ascension Island and the Falklands since June 1982.

Prince Andrew also unveiled a plaque at the site of the new King Edward Memorial Hospital which will replace the hospital destroyed by fire a year ago, laid a wreath at Blue Beach Cemetery, San Carlos, visited a new school hostel in Stanley and commissioned the islands' first wool mill.

Guests at the airport opening included the Defence Secretary, Mr. Michael Heseltine, who flew in on the first 19-hour flight from RAF Brize Norton.



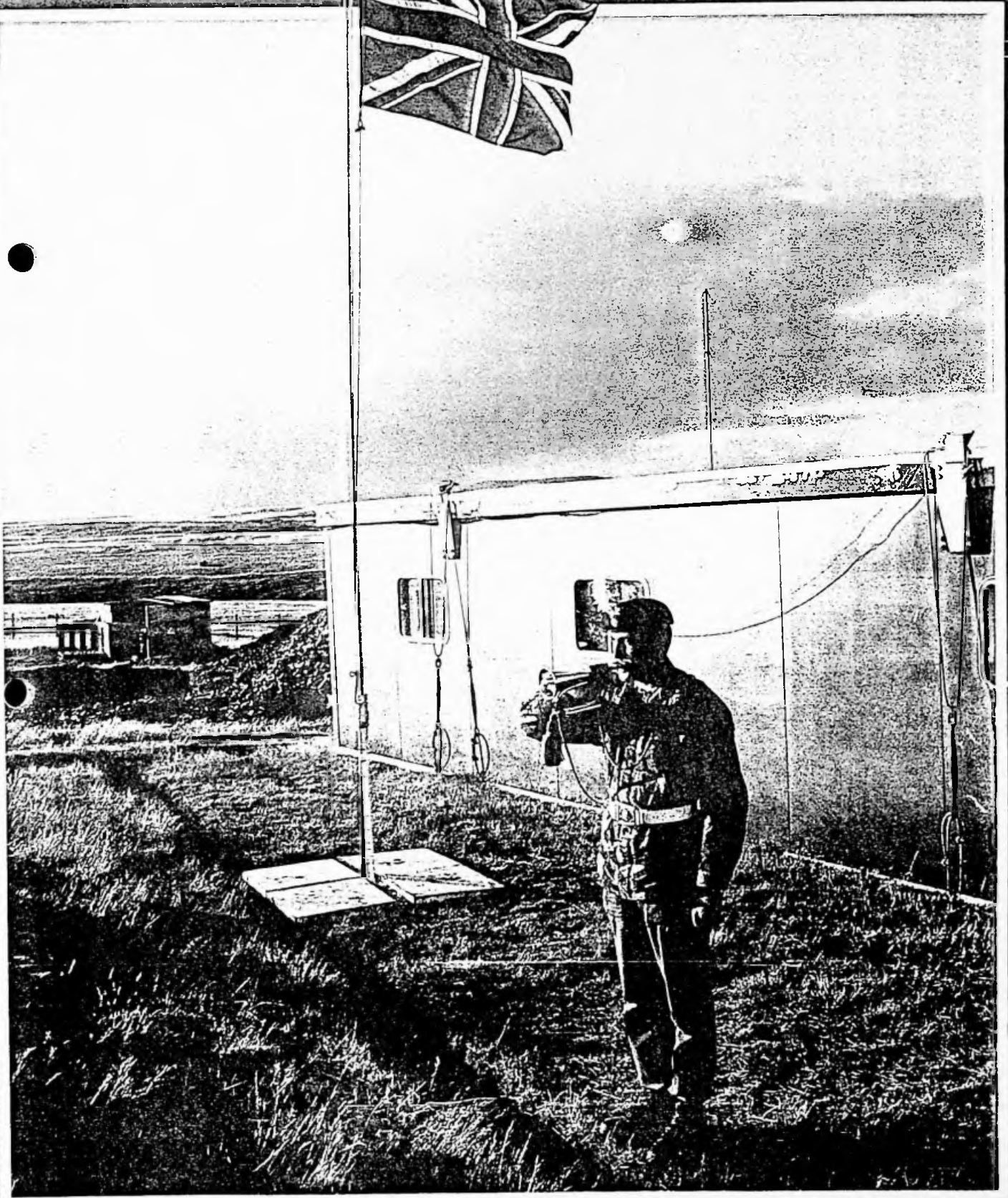
Ready for take-off!

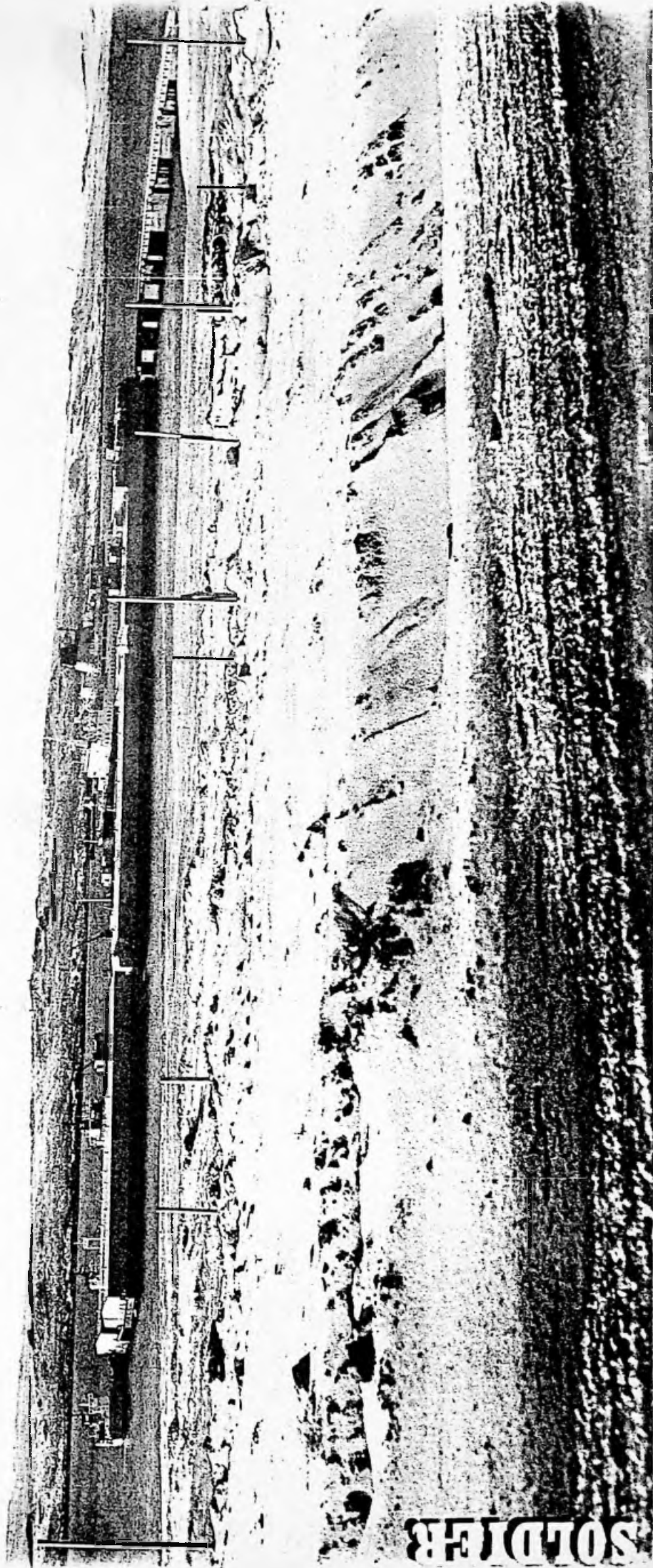
COMMANDING officers of the Falkland Islands protection vessels are all aviators. From left to right are Lieut. R. C. Hawkins (HMS Guardian), Lieut.-Cdr. A. G. P. Davies (HMS Protector) and Lieut.-Cdr. C. F. F. Watkins (HMS Sentinel).

It is rumoured that their big boss, Capt. C. P. Lawrence, Senior Naval Officer Falkland Islands, a direction officer, regards aviators as little more than a blip on the screen, and that their immediate boss, Cdr. A. W. Walwright, a submariner, does not regard aviators at all (especially those wearing submarine sweaters)!

THE MAGAZINE OF THE BRITISH ARMY • 35 PENCE • 1 JULY 1985

SOLDIER





SOLDIER

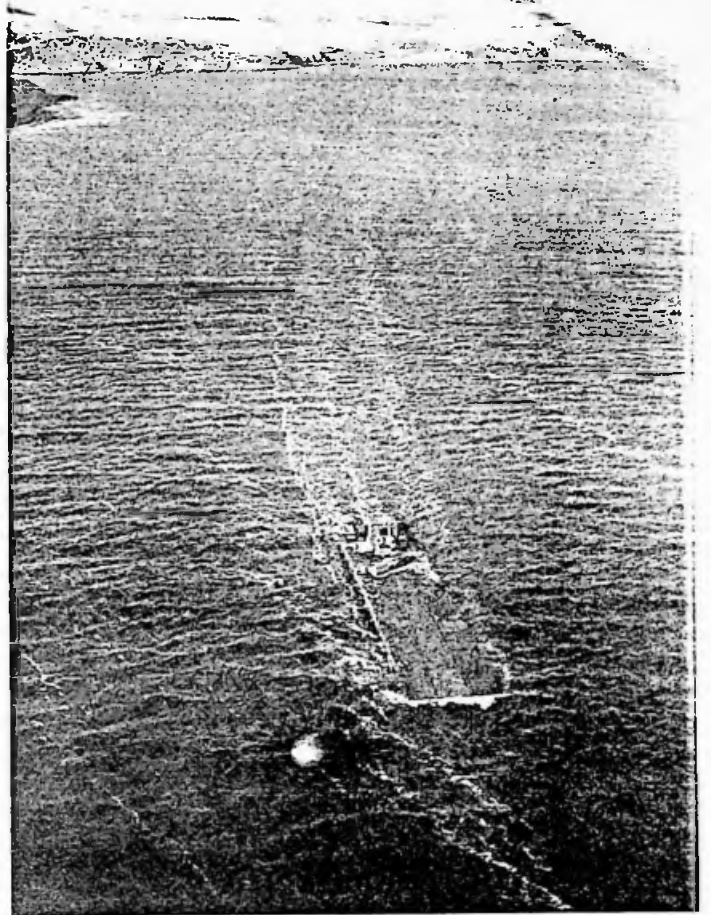
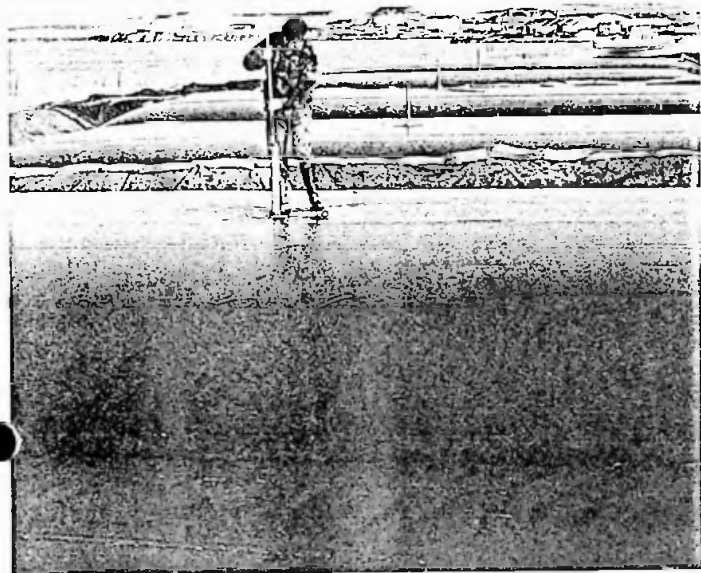


Members of 73 (FI) Port Squadron RCT help to unload containers from the Lincolnbrook (1,599 tons) onto FIPASS - Falkland Intermediate Port and Storage System. See page 36.

FALKLANDS NOW.

An interesting collection of Paul Harris photographs. (Clockwise: Panoramic view of Darwin, regular air support; Private Mark Perrin, RAOC, BRFL, 6th Battalion, taking fuel readings; Goose Green; Mainland of the (1st) Airborne Squadron and ploughing through wind-whipped waves near Port San Carlos; Camouflaged Bunker 3/59; (A) Battery, RA, members; Company RWI find a novel way of toasting bread.





FALKLANDS:

Royal Welch Take N. H. High Street

Sho



WV soldiers south west of Stanley, Galtair Sergeant Richard (Ringo) leads a patrol of 12 soldiers, and
two other soldiers, March 1982.

WORKING IN A UNIQUE ENVIRONMENT

SINCE the Falkland Islands shot to prominence just over three years ago, it has become common practice to tell Britons mentally locating the Colony that the two large and 200 smaller islands total a land area nearly the size of Wales.

Not quite true. The Falkland Islands total something like 4,700 square miles — compared with 8,006 for Wales.

And who could do better to knock down half a story than 1st Battalion The Royal Welch Fusiliers, currently the infantrymen playing their part in ensuring the Islands stay free, and the first men of the Principality in large numbers to reside in the Falklands since the 1st Battalion Welsh Guards played their part in ousting the Argentines.

Should any intruders manage to evade the sea and air barrier mounted by the Royal Navy and the Royal Air Force then they would have to contend with the Royal Welch — the old 23rd Foot, as fiercely proud of their heritage as any Line regiment.

Eight thousand miles from home, they read of more senior regiments enjoying Tercentenary events — and know their turn is due in four years. They will celebrate well, cheekily asking more senior brethren how many have survived amalgamation over the years.

They are as they were, which for them is enough and anyway in the Falklands they have more pressing business to attend to ... making sure they do their bit in ensuring the Islands are adequately defended.

Since the men of the Task Force returned home — leaving behind, sadly, those who couldn't — battalions have come and gone from the lands which, from the air, have an apt disruptive pattern look about them. In three years the role hasn't changed, but conditions most certainly have and the Royal Welch will be the first battalion to fly home in wide-bodied jets.

The Fusiliers live in Portakabin bases, have better telephonic communication — though calls home are costly if made regularly — and generally have more creature comforts than were available, for example, when 1st Battalion Queen's Own Highlanders were on the Islands immediately after the fighting.

All of which is relative as far as infantrymen on the Falklands for the first time are concerned, for the weather is still unpredictable as ever and when we toured the locations Royal Welch were tasting the first snow of the South Atlantic



Above: Royal Air Force Chinook helps men of D Company move one of their BV vehicles and trailer at the end of a deployment. Below: Fusilier Richard Church of X Platoon and Sergeant Carl Rowlands demonstrate for SOLDIER the new 'bivvy'

Editor Peter Howard and photographer Paul Haley continue their Falklands reportage



winter.

The Royal Welch can take the biting winds and horizontal rain, sleet and snow, particularly as they have the aid of new windproof combat kit and new 'bivvy' bags, currently only on issue in the Falklands.

Their patch is virtually the whole of West and East Falkland; their company locations widespread and changing. By the time you read this, Battalion Headquarters will have moved from Goose Green — a name now famous throughout the world, thanks to 2nd Battalion The Parachute Regiment.

The Royal Welch Commanding Officer, Lieutenant Colonel Tim Porter is enjoying the tour and the challenge: "The men can get around the Islands, and meet the Islanders — which helps them appreciate why we are here. The training is superb.

"We work very closely with the other Services in a way which is unique. The live firing opportunities are probably only equalled

in Western Canada.

"I knew before we came we would get a welcome from the local population, but what did surprise me was the warmth of the welcome. A platoon can drop in on a settlement — and they will be given a meal. Tremendous. In return we do what we can to help.

"However, you must remember that our last Northern Ireland tour was in 1981, so for a large percentage of our soldiers it is their first time away from home ... and we are a heck of a long way from home.

"The mail service is excellent considering the distance, but phone calls at £1.50p a minute are dear. I wouldn't pretend there haven't been some cases of home-sickness, but they have been quickly overcome."

Though having his battalion widespread poses some obvious problems, the benefits push such thoughts to the back of Colonel

Porter's mind.

"We are infantrymen. We enjoy getting out and about and for my men patrolling is a form of R&R — they get to see the wild life some Servicemen can only read about," he says, adding "I believe the young Fusilier, or the young NCO who is determined to get on will tell himself he is having an enjoyable time and will realise he is getting value out of the tour."

Not born in Wales himself, Colonel Porter is a Cornishman, most of whose relatives were in the Navy! He has been with the regiment for 23 years — having joined the Royal Welch for 48 hours initially after an encounter on a rugby field. "I had a most smashing time," he recalled.

When he joined, the Battalion was made up mainly of North Wallians. Now he reckons the accent is 60-40 in favour of natives of South Wales ... and though

Continued page 32

'Tour' is fine-tuning boys' experience

there is a good deal of friendly banter in messes and clubs on the North-South 'divide', woe betide any outsider who may care to be indiscreet!

The Battalion is now over half way through the tour, and looking forward to returning to Tern Hill, Shropshire, the former RAF station which the men hardly got chance to know before moving to the South Atlantic.

They left behind about 350 families, mostly in Tern Hill, which is about 30 minutes from Wrexham, and closer to 'home' than they have been for some time.

Obviously, the men miss home and families. In the Falklands, young Fusiliers had few words about the posting but one corporal summed up the realistic feeling: "You know what you are joining. There are good postings, and some not so good — you have to take what comes."

Funnily enough, talk to the Companies in turn and they will all tell you THEY have the best location — because they have a special task, because they are away from Stanley, because they are virtually 'independent' ... or whatever.

A Company, for example, rotate a series of four tasks. Week one: guard duties, fire picquet, night duties; week two: local training with their own range near to hand; week three: platoon sized patrols of settlements, and on week four: out and about based on huts for full-time military training.

Company Commander Major Martin Davies says: "We have plenty to do, and we live in a unique tri-Service environment, working with the Royal Air Force and Royal Navy in a close-knit way on a



Lt Col Tim Porter: superb training

regular basis. We get on well with them and the Merchant Navy and the civilians.

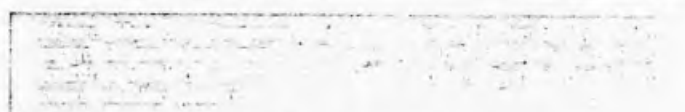
"We've organised impromptu barbecues, mended fences and even helped slaughter some sheep. We've flown at night in Chinooks. That is quite something and I can't speak too highly of the crews who fly them. This tour is tremendous experience."

Security, obviously, prevents great detail but in general wherever men of The Royal Welch Fusiliers are (not forgetting those in South Georgia) at any given time they have to be ready to move quickly.

They are kept busy and active and when we were there the Battalion had started to move through a live firing routine on West Falkland.

And there is nothing like being exposed to the worst of the Falklands weather to teach a young infantryman very quickly the art of keeping warm and dry.

As Company Sergeant Major David Malcolm Gittings ('Mac') told his friends and with 20 years'



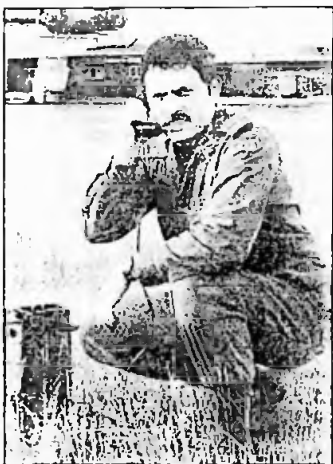
service) put it: "It wouldn't be true to say the boys are enjoying it — they are very far from home and conditions are not easy, but despite this they are doing well ... and all that is asked of them. You

can't ask for more.

"They will be glad to get home, but I like to think in a few years' time they will look back on this as quite an experience and know they've done a worthwhile job."

The French (Comedical) Connection

THE melodic Welsh voices are strong in the Falklands just now — which is not surprising with 1st Battalion The Royal Welch Fusiliers in residence.



Dan Beaudoin

What does make an Englishman's ear sit up sharply is hearing French on the Battalion airwaves! There is a simple explanation — two French Canadian officers serving with the Battalion.

At one location is Captain Dan Beaudoin, a 29-year-old officer of the Royal 22nd Regiment (the famous 'Van Doos') currently on exchange from the Canadian Armed Forces and acting as the Royal Welch air movements officer — or 'Buzzard'.

At another location is 30-year-old Captain André la France, ex-Royal 22nd but now firmly British Army since October last year when he decided on a change of Armed Forces because he felt he could widen his military knowledge,

and face another challenge.

"As my old regiment is allied with the Royal Welch and I knew three or four officers from their exchange days — this battalion seemed to be the obvious one to join," says André, whose wife Barbara is a sister at a Shrewsbury Hospital.

"Down here in the Falklands I'm making the most of an ideal opportunity, especially with the tri-Service environment,"

Dan joined the Royal Welch at Tern Hill, Shropshire last November for his two-year exchange. His wife Marjolains — they have a son Mathieu, 28 months — knew of the Falklands posting and had planned a mid-tour break at home in Canada ... "but she is enjoying England so much I don't think

she will go home now, and she couldn't speak a word of English on arrival," said Dan.

He, too, is enjoying his British Army experience in the Falklands, "I'm kept very busy and it is an important task," says the man from Montreal, who served with the 3rd Battalion of his regiment.



André La France

Photographer Paul Haley revisits

DARWIN

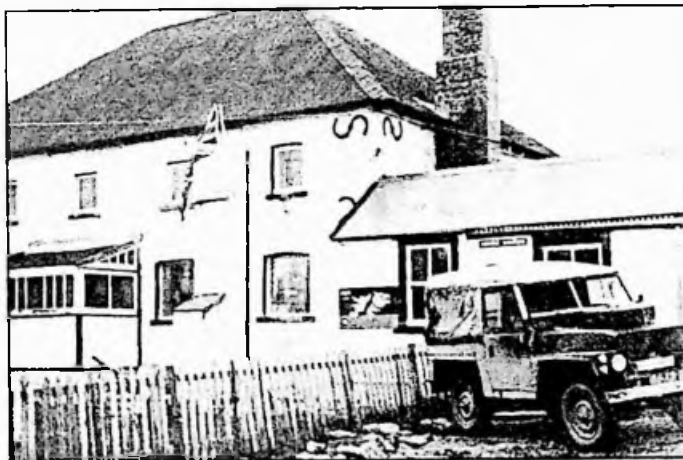
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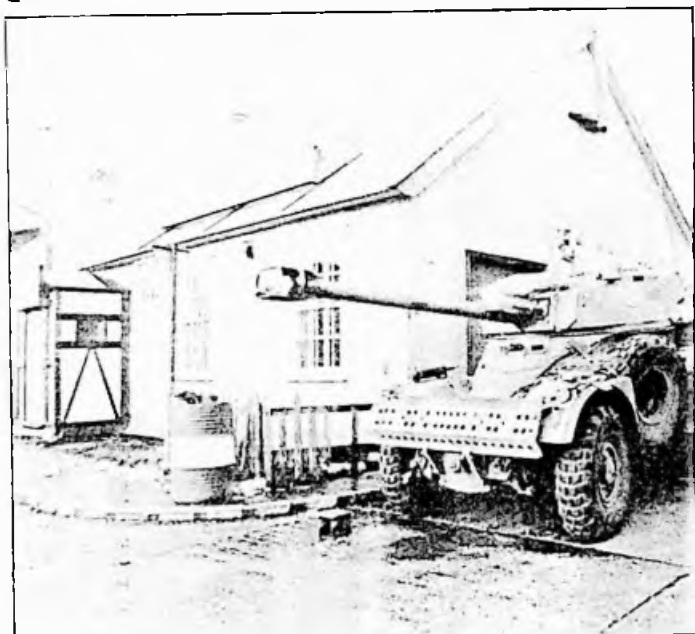
The Argentines killed at Goose Green and elsewhere now rest in a neat cemetery near Darwin



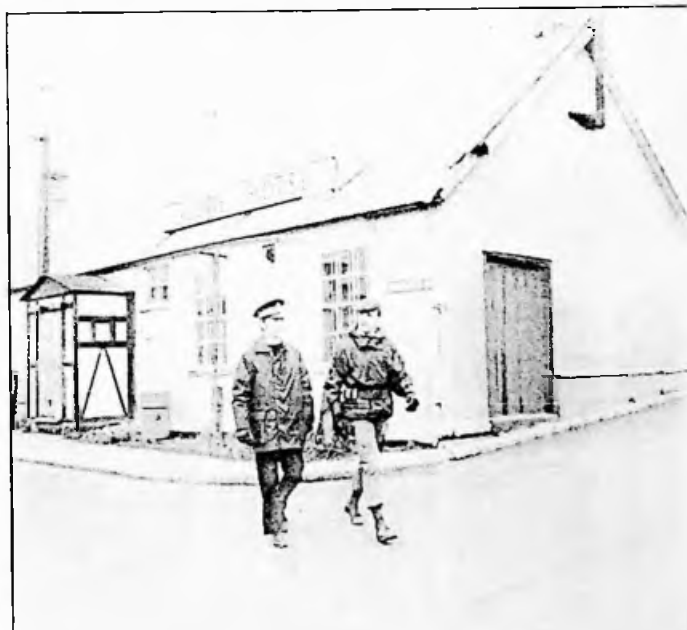
160 Provost Company RMP with sole Falklands policeman Anton Armstrong — and the war damaged police building in Stanley



The policemen — military and civilian, now have a watertight roof over their heads again...



Argentine Panhards outside Stanley's Globe Hotel



PC Dave Morris, Falkland Island Police and Corporal Sean Feerick, RMP now patrol the cleaned-up area

FALKLANDS — THEN AND NOW

DARWIN

1982



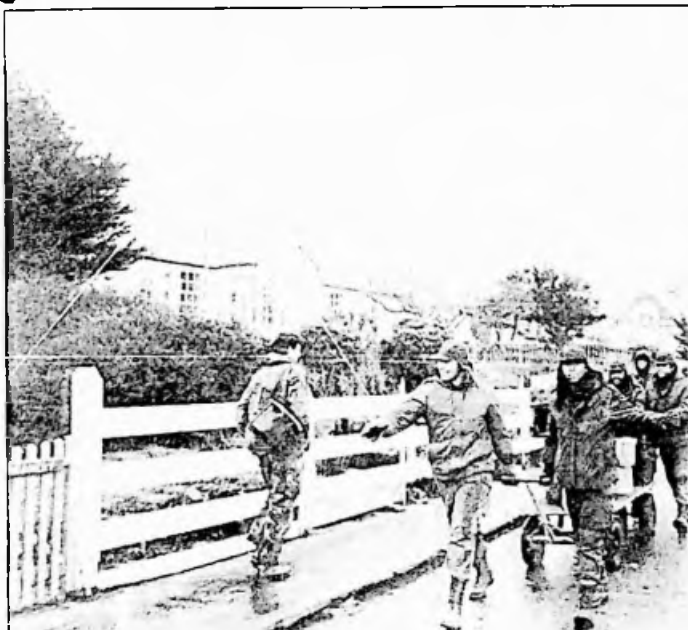
Argentines killed in the battle for Darwin and Goose Green being given temporary burial



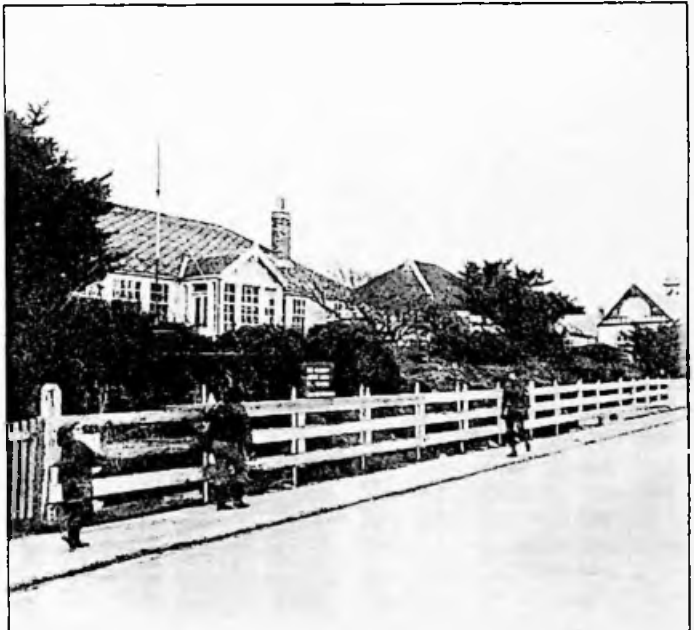
Argentine prisoners being relieved of their arms near the Falkland Island Company HQ in Stanley



The same area now ... restored to something like the peaceful existence it knew pre-war



These Argentine soldiers in Stanley seemed pleased the war was over



Much quieter now — the Deanery coffee mornings are in action again

FIPASS removes 'bottleneck'



Sergeant Trev Waller: three times in the Falklands

SERGEANT Trev Waller, Royal Corps of Transport, is now in his third spell of duty in the Falklands. He is a port operator, a specialist, and therefore one of the men who can find himself heading for the South Atlantic more often than those serving in other corps.

He was involved in the conflict, was there from May to October 1983, and is now back again in the environment he has got to know so well.

He is also one of the best men you could wish to meet when it comes to talking about the changing Falklands scene and what it means to men like him.

"There has been one heck of an improvement," says the man who recalls only too vividly the days after the conflict when Stanley harbour resembled Southampton or Liverpool in the early 1950s, with ships queuing up for attention.

Yet there was one big difference. Southampton and Liverpool could cope. Stanley couldn't... because it wasn't designed for such traffic. It can now, thanks to FIPASS in short or, Falkland Intermediate

Port operators notice the big difference

Port and Storage System for the initiated.

In simple terms, a dock system, made up of six 91.5 metre by 27.5 metre Lloyds class 100 A1 flat top barges. Two lines of three barges are moored each side of the six mooring dolphins which are piled and anchored into the rock of the sea bed.

The port can handle vessels up to 300 metres long, with their own cargo handling gear, on roll on-roll off vessels with stern or bow doors.

There are mess and catering facilities, an office area, and warehouses. All mod cons.

The men of 73 (Falkland Islands) Port Squadron RCT don't actually live on top of the job at FIPASS, though they eat some meals there. Trev Waller and his colleagues are accommodated at Navy Point, across the harbour from the old public jetty in Stanley, in one of the first Portakabin camps to be erected.

They like living there, because, as Sergeant Waller says: "You do feel you can get away from work.

We now enjoy regular hours.

"When I came down here on my first peace-time tour, it took four weeks working with Mexeflotes to discharge a vessel, and we worked from first light to dusk."

That was when the wind didn't whip up the harbour waves with such force that nothing moved to or from ships.

FIPASS has changed all that. So much so that when we visited, only three vessels were alongside — Keren (the former St Edmund) serving as an accommodation ship and preparing for her last passenger carrying journey to Ascension and then home; Lincolnbrook, off-loading containers and the tug Oil Mariner, being loaded with 'gash' for dumping at sea.

Lincolnbrook was slightly late in, having encountered some very rough and damaging weather since leaving Ridham in the United Kingdom six weeks earlier with containers, 42 full of rations, 22 with NAAFI stores, and the rest a mixed bag of fuel and lubricants and stores for RN and RAF

personnel, plus some destined for civilian contractors.

When ships arrive, the port operators have 10 days in which to turn them round — "and we like to do it in seven if we can," says Officer Commanding Major Don Bowcock. Since October 1982, the Squadron has handled over 200,000 tons, over 54,000 since April last year when FIPASS opened.

"The port operator likes nothing more than ships queuing up," stresses Major Bowcock. "Most of our men are Marchwood based and are there, or in Belize, or here. They are down in the Falklands to do a professional job; and FIPASS means we can do it more efficiently. Ships cost money.

"It is far easier now than it was two years ago, since when conditions have improved so much.

"Living conditions are quite good at Navy Point and we jealously guard this, and enjoy mixing with Royal Navy and Royal Air Force personnel.

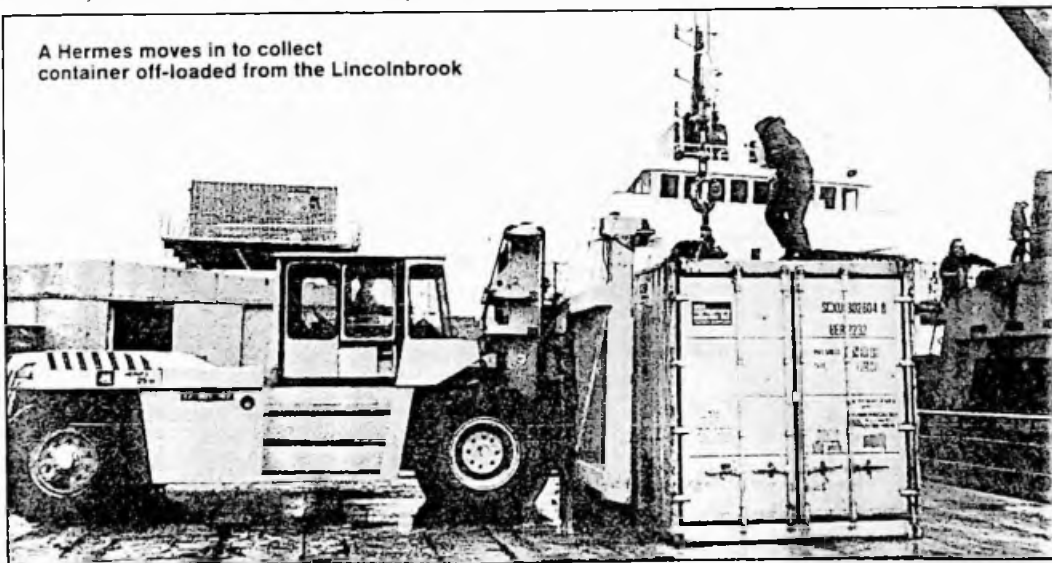
"We work hard, and there is now much more to be enjoyed in our spare time compared with the early post-conflict days. Inter-unit sports competitions, a first class multi-gym at Navy Point and an R&R house at Green Patch in 'Camp' (away from Stanley) where we can enjoy fishing and walking.

"Ships go to South Georgia — and any of our men who want to go there can usually do so," says the man who volunteered for the Falklands "because I'm a died-in-the-wool port operator. I have thoroughly enjoyed it, it has been exactly what I thought it would be."

Watching the men beavering away with their special cargo-handling equipment, safety helmets glistening with the mix of Falklands rain and sun, it all seems so different from the days of too much equipment funnelling into a little space on the slipway by the Falkland Islands Company HQ.

It is very different now.

A Hermes moves in to collect container off-loaded from the Lincolnbrook



Very Important Posties

CAPTAIN Howard Hughes, Royal Engineers, has one of the most important jobs on the Falkland Islands — and there is no doubt he and a team of seven men and a woman are the most popular among other Army units.

They make up the Falkland Islands Postal & Courier Detachment, Royal Engineers ... better known as the 'posties'.

For this small but dedicated band, there is an almost Pony Express attitude to their work. The mail must get through. And it does.

As any old soldier knows, you can tolerate being wet, you can understand and suffer long hours of work and even go hungry and manage to keep cheerful.

Yet go without mail for any length of time — and morale dips.

Says Captain Hughes: "We believe mail is more important here than anything else — even rations. With many troops living in outstations, isolated and often in difficult conditions, it is vital for morale that they receive their mail regularly."

So the detachment, whose work is geared to aircraft arrivals and departures, works some very odd hours indeed. "We don't mind this — every minute can be vital," says Captain Hughes.

On average, 10,000 lbs of airmail reaches the Islands every week and heading for the United Kingdom or Germany homes are 16,000 'bluies' (the free airmail letters). That's a lot of letter writing.

Sorting time — cleared with incredible speed

"People are so far away from home — which explains the prodigious letter writing by everyone here," Captain Hughes pointed out.

The posties watch the arrivals of aircraft with almost boyish enthusiasm. They took us to RAF Stanley to watch an incoming Hercules, battling through winds gusting across the runway ... everyone hoping the pilot could get down instead of diverting to the new Mount Pleasant Airport 30 miles away. He did. Lots of praise for yet another example of fine flying.

At least there is now the alternative of Mount Pleasant, but had the Herc gone there the mail would have had to return by road — with a possible two-hour delay before sorting could begin.

It is possible that in future the



Bags arrive from UK — over 10,000 lbs of mail each week

posties will move to the Mount Pleasant area, where the bulk of the garrison will eventually be stationed. In the meantime they are hoping to open a small Mount Pleasant 'sub office', with a small counter to deal with stamps, postal orders — and mail on the spot, brought by the new wide-bodied jet service.

At present, mail posted by relatives in UK goes to 'head office' in Mill Hill, London, then by lorry to Brize Norton. In January the detachment in the Falklands started a test letter system, sending a proforma questionnaire to head postmasters throughout the UK asking them to return the completed forms so a check could be made on timings. Here is a sample:

To UK from UK in days

Glasgow	6	4
Taunton	3	3
Reading	3	5
Carlisle	3	5
Abergavenny	4	5

Civilian postmasters are co-operating well with the scheme, the extra work of which at the Stanley end is proof of how seriously the posties take their task. Incidentally, though they work closely with opposite numbers of Royal Navy and Royal Air Force each service has its own despatch system.

Watching the Army team swing into action when the mail arrives is quite something, letters, packets and parcels being cleared with incredible speed into the sacks identifying each unit. Mail likely to travel over water is now given an inner plastic bag — "one sack of mail went into the sea once. Not funny," says Captain Hughes.

In three hours a 5,000 lb load will have been taken from aircraft to the Field Post Office and be ready for onward despatch. Those in Stanley should receive their mail within three and a half hours; those in 'camp' as soon as it can be airlifted or driven to them.

Transit times have steadily improved, the average letter taking three to four days from UK and those from BFPO origins can be quicker (not passing through the civilian net) but we came across one delighted customer who had two letters from Woking which each took just two days!

Not so happily placed are the men 800 miles away on South Georgia, though it is hoped to get mail to them every 10 days. If a ship is not heading in their direction, every effort is made by the RAF to drop mail.

Perhaps the best tribute to the posties work lies in watching either eyes light up or jaws sink when a man arrives with mail at a mess, club, or even an observation post. If a man has a letter in his hand, that's a good time to leave him alone ...



REDEPLOYMENT MEANS CLEAN-UP!

Bombardier Paul Gleadle of 58 (AD) Battery gives his BV a wash in sea water to remove the mud. The follow-up action is a good rinse in fresh water — then the BV is serviced



Gunners enjoyed the challenge

BY THE time you read this, men of 58 (Air Defence) Battery, Royal Artillery, will be back in their West German base at Dortmund — or enjoying a well earned leave after their second tour of duty in the Falklands.

For the men manning the Rapier sites on vital hills for the second time around, it has meant seeing a vast improvement in conditions — even though this has still meant an arduous time. 'Home' in their dug-outs is confined but remarkably comfortable in the circumstances which is just as well with six long days of vigilance broken by a day-off at base... a day which usually means taking your pals' washing with you!

The Battery has been involved in considerable redeployment — and I believe we have had the most challenging tour since the end of the conflict," says the Officer Commanding, Major Morton ("Mort") Burdick.

"Conditions down here have improved immeasurably, and men have enjoyed the tour because they have been kept so busy," says the man who wore two hats — the second being that of camp commandant with men sporting 10 different cap badges, not forgetting Royal Navy and Royal Air Force.

"A truly magnificent major's command, with a spirit of co-operation which makes this place really unique," said Major Burdick, who has also had considerable dealings with the civilian population.

Settlement inhabitants went to him if they had a complaint — a rare event. One grumble concerned alleged damage to a fence by a BV (over-snow tracked vehicle). It was sorted out.

"In some ways we have had less contact with the locals compared with the first tour, when we didn't have our own camp away from the settlement, but some of the men — like BV drivers — have plenty of contact and relationships are good," said Major Burdick.

"Some of the men have managed to renew friendships struck up in 1982, and this is all to the good."

Up on one of the sites, we spoke to men manning a Rapier.

Lance Bombardier Stephen Goddard was on his third tour in the Falklands. "When I first came

we didn't have full electricity — we do now. In fact, we had absolutely nothing. It is much better now."

Number one of this site, Sergeant Steve Eccles showed us round the site and their warm, well camouflaged 'digs' with two bedrooms, living room and kitchen.

Two of his team were sleeping soundly. The rest were eagerly awaiting the arrival of BFBS personality John 'Knocker' Bennett, taking part in a sponsored run around the hill-top sites to raise funds for sharing between local and Battery charities.

Sgt Eccles was awaiting a helicopter lift down to camp. "After six days you welcome the chance of a break from this confined environment and look forward to a shower."

He was also acting as mail-carrier, and laundry runner for the men keeping a close watch on equipment — and the skies around.

Redeployment has also meant hard work for the Battery in cleaning up the sites vacated in favour of others, removing timber, 'wriggly tin', barbed wire and all the other trappings of a well-established site.

"We are intent on leaving the sites looking as they were established, to help the local farmers as much as we can," said Major Burdick.

Which is a good note on which to end any tour.



The effectiveness of the Rapier camouflage is underlined by the presence of an 'Eric', a familiar term of endearment for the civilian helicopters operating in the Falklands

DAIRY FARMER INSPIRED NEW AUTHOR

WAR STORIES have nearly always made a good read as any station or high street bookstall will easily testify. Most world-wide skirmishes, major or minor, have always guaranteed a crop of gripping, first-hand eye witness chronicles.

The Falklands conflict has been no exception, paper backs rolling off the presses within weeks of its end 8,000 miles to the south of London.

One of the latest I-was-there offerings spread over 80,000 words is by 32-year-old Royal Artillery Major — then Captain — Hugh McManners who took part in the first military operations as part of the re-taking of the Falklands.

His role: leader of a five-man commando team working alongside the SAS and SBS with responsibility for directing concentrated naval gunfire on to inland enemy positions.

His book: *Falklands Commando* with 238 pages and 61 actuality photographs is published by William Kimber, London (see review below).

The account is detailed and, wisely, he has painstakingly checked his recollections and taken much advice — “I have not, however, always followed it” — from many sources backed by encouragement from his father, Canon John McManners, the Regius Professor of Ecclesiastical History, Oxford.

Putting the introduction last, as all budding authors learn, Captain McManners penned the preface — his personalised contribution to the world's war literature at the Staff College Camberley from a second floor room overlooking the cricket square.

Now, he is working in a staff job in the Ministry of Defence in a department dealing with policy on soldiers' pay and allowances.

REVIEWS

***Falklands Commando* by Captain (now Major) Hugh McManners, Royal Artillery. (William Kimber, London. £9.95).**

The author has worked hard to produce an interesting account of a Falkland veteran's personal experience and the events leading up to his segment of the war.

Actuality pictures of that short-lived war do their best to serve the basics surrounding the chronological plot though the text does suggest there may

On 2 April, 1982, Captain McManners, a member of 148 Commando Forward Observation Battery — he was with them for four years — went down to Cornwall on two weeks' Easter leave having “conspired” to get there on the ruse of recce work for prospective parachute DZs.

On 21 May, 1982, he was cautiously setting boot in the hostile Falklands during the Fanning Head sequence.

In Cornwall, he had spent the day “tramping the wet tussocks and sand dunes near Perranporth”. At Fanning Head he was finding the going tough among “large tussocks of grass and strange waist-high seaweed and lettuce plants.”

Just over two years after, young McManners, an MA who was Mentioned in Despatches for his part in the Falklands, had written and published his book compiled from a standard HMSO exercise book!

“I hadn't intended to write a book but was encouraged to do so by a Cornish dairy farmer, Mr Roger Opie, who was interested in the diaries at a time when everyone was talking about the Falklands and I wasn't,” said the modest Major McManners.

“The thing that sets my book aside from all others written on the Falklands campaign is that they, with the exception of Surgeon

become inaccuracies sprinkled amongst it such as a reference to British Pumas; those in the theatre belonged to the Argentinians.

The book in first person singular and plural narration strives to give detail in bright form and deserves a place among others compiled in similar vein

***No Picnic*, by Julian Thompson (Leo Cooper in association with Secker & Warburg, London, £12.95).**

Among the books emerging after the conflict this is perhaps



Maj Hugh McManners

Commander Rick Jolley, were written by journalists. My father who is a historian encouraged me to write the book which took me ten months to finish before I arrived at Camberley.”

“I have always been interested in writing and always hoped I might burst into print somewhere and I was pleasantly surprised when this book was accepted,” said Major McManners who was brought up in Australia and Tasmania and was educated there and at Magdalen College School, Oxford.

He said the memories were carefully collated in an A4-size exercise book and diary because bits of paper were not allowed to be carried on personnel. Once written, the notes were left in HMS Intrepid for safe-keeping. He was often separated from his rapidly formulating text by 100 miles of water and land.

In the Army since 1972, passing through Sandhurst and then commissioned into the Royal Artillery, Major McManners has also served with the United Nations peace-keeping force in Cyprus immediately after the 1974 Turkish invasion.

In 1975 the Army sponsored him to read Geography at St Edmund Hall, Oxford University, where he also gained a boxing Blue, Half-Blues for modern pentathlon — and his first degree, a BA.

the most eagerly awaited — by Major General Julian Thompson, Royal Marines — then a Brigadier commanding 3 Commando Brigade.

He has a fascinating story to recount and does so extremely well, refusing to bewilder the non-military mind with acronyms that mean nothing to the vast majority of the population, yet avoiding even a hint of talking down to people.

Understandably, the author is proud of his marines and doesn't hide his pleasure of having the brigade enlarged

FALKLANDS BOOKS

Now he is also a Fellow of The Royal Geographical Society.

Looking back on the Falklands and the attitudes it has left him with, Major McManners says: “Such things are pretty awful things to happen and some people have since been wondering if it was all worthwhile. Things like the cost of the airfield.

“People tend to forget what happened during the fighting. It has made me a lot more realistic about it all and probably a lot more clear in what I think about in advance. You need to have your motivation worked out well in advance before you get into any situation.”

Major McManners said he hoped the royalties from sales would help in the restoration of a partly-renovated 17th-century farm house on Cornwall's north coast.

The Falklands had been a doubly worrying time for him and his father. Not only did he think that he would come out of it unscathed but his younger brother, Captain Peter McManners, now 27, a troop commander of 9 Para Squadron, RE, was serving there also, having sailed south on the QE 2 before transfer to the Canberra at South Georgia.

William Kimber, the publishers have been so impressed with the Falklands Commando work that they have asked Major McManners to write a second book with military theme — yet to be decided.

Meanwhile, the author will doubtless be getting more inspiration when he can indulge his weekend and holiday hobbies of walking, cross-country running and “mucking about in gardens and small boats.”

Happier times than those he remembers in the icy waters and heather-clad soil of a world 8,000 miles away.

with paras. As he says: “Although fierce rivalry exists between the wearers of the green and red berets there is also a good deal of mutual respect.”

A good book, and one — because of the author's background — military historians will value in years to come. Thompson was called “Man of the Match” after the conflict by Major General Jeremy Moore, Commander Land Forces. Carrying the tribute a stage further, he is a good match reporter as well! — PMH.

Argentina's deposed military rulers open their defence

From Douglas Tweedale, Buenos Aires

Argentina's former military rulers go to court today to try to refute charges that they are guilty of hundreds of counts of murder, kidnapping and torture in an illegal war against left wing subversion in the late 1970s.

The defence attorney for the former president, General Jorge Videla, one of the nine junta members accused in this unprecedented human rights trial, will be the first to present his final arguments before the six-man tribunal.

During the next three weeks, attorneys for each of the other eight defendants will follow suit in order of the seriousness of the charges. General Videla, who has refused to recognize the right of a civilian court to try him, is required to appear but is not expected to speak.

The proceedings will resume with the public galleries empty and, probably, in a different mood than in the past. The court ruled to bar the public from hearings after people in the upper-level galleries erupted in wild applause on September 18, when the federal prosecutor requested life imprisonment for five of the nine former commanders. Journalists and special guests will still be able to attend the hearings.

Courtroom discipline has

been one of the casualties of five months of exhausting near-daily sessions of public testimony, during which more than 840 witnesses appeared before the tribunal.

When the public hearings began in April, the six judges enforced a level of sobriety and discipline that may have seemed lax by British standards but was nonetheless respectful and solemn. But the tension and length of the daily sessions soon took its toll.

The non-smoking regulation was dropped first for the 22 defence attorneys who sit at a large table behind the bar, then for the reporters in the wings of the courtroom, and eventually the judges themselves were seen to be loosening their neckties and lighting up at their massive oak bench.

These informalities have not, however, distracted any of the participants from the task at hand, and beginning today the nine teams of defence attorneys must try to refute the seemingly overwhelming evidence already presented.

The prosecution has provided massive circumstantial proof of hundreds of cases of kidnappings, murders and tortures committed by security forces against left wing terrorists.

What junta is accused of

First junta (ruled from 3/76 to 3/81)

● **General Jorge Videla** (President and Army Commander): 83 counts murder, 504 illegal detention (kidnapping), 254 torture, 94 larceny, 180 falsification of public documents, 4 usurpation of private property, 23 forced servitude, 1 extortion, 2 kidnapping for ransom, 1 withholding of documents, 7 kidnapping of a minor, 7 torture followed by death. (Life imprisonment requested.)

● **Admiral Emilio Massera** (Navy Commander): 83 counts murder, 523 illegal detention, 267 torture, 102 larceny, 201 falsification of public documents, 4 usurpation of private property, 23 forced servitude, 1 extortion, 2 kidnapping for ransom, 1 withholding document, 11 kidnapping of minor, 7 torture followed by death. (Life.)

● **Brigadier Orlando Agosti** (Air Force Commander): 88 counts murder, 581 counts illegal detention, 278 torture, 110 larceny, 234 falsification of public documents, 6 usurpation of private property, 27 forced servitude, 1 extortion, 2 kidnapping for ransom, 1 withholding document, 11 kidnapping of minors, 7 torture followed by death. (Life.)

Second junta (3/81 to 12/81)

● **General Roberto Viola** (President and Army Commander): 5 counts murder, 152 illegal detention, 49 torture, 17 larceny, 105

falsification of public documents, 1 usurpation of private property, 32 forced servitude, 1 kidnapping of minor. (Life.)

● **Admiral Armando Lambruschini** (Navy Commander): 5 counts murder, 117 illegal detention, 35 torture, 8 larceny, 96 falsification of public documents, 1 usurpation of private property, 32 forced servitude, 1 kidnapping of minor. (Life.)

● **Brigadier Omar Graffigna** (Air Force): 34 counts illegal detention, 15 counts torture, 67 falsification of public documents, 1 usurpation of private property, 18 forced servitude, 172 concealment of a crime. (15 years.)

Third junta (12/81 to 6/84)

● **General Leopoldo Galtieri** (President and Army Commander): 11 counts illegal detention, 1 torture, 17 falsification of public documents, 1 usurpation of private property, 8 forced servitude, 217 concealment of a crime. (15 years.)

● **Admiral Jorge Anaya** (Navy): 1 count illegal detention, 3 falsification of public documents, 1 usurpation of private property, 1 forced servitude, 217 concealment of a crime. (12 years.)

● **Brigadier Basilio Lami Dozo** (Air Force): 1 count illegal detention, 1 falsification of public document, 1 usurpation of private property, 1 forced servitude, 217 concealment of a crime. (10 years.)

CATHOLIC HEAD IN FALKLANDS DIES AT 73

By Our Port Stanley
Correspondent

Mgr Daniel Martin Spraggon, Prefect Apostolic of the Falkland Islands, has died in Port Stanley, aged 73. He was awarded the OBE after the Falklands conflict of 1982, during which he secured the release of many residents detained by the Argentines.

The islands' Roman Catholic leader donned his priestly robes the day the Argentines invaded in April and wore them day and night throughout the 10-week conflict until the British forces liberated the Falklands.

He narrowly escaped death when his house was riddled with small-arms fire by a frightened young Argentine soldier. Later he was the only person rescued alive from the Stanley Hospital fire in April, 1984.

Other Obituaries—P14

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O S4

French may lead EEC revolt over Falklands

NIGEL HAWKES ■ Diplomatic Correspondent

FEARS of a diplomatic rebuff from France and Italy when the Falkland Islands are discussed at the United Nations lay behind Sir Geoffrey Howe's abrupt U-turn on South African sanctions last week.

With Anglo-French relations in poor shape after the Rainbow Warrior affair and the certainty that at least one of the new Community members, Spain, will vote with Argentina in the General Assembly, Britain is anxious to give the French no excuse for defecting too.

But Sir Geoffrey realised that calls for Community solidarity on the Falklands issue would carry little weight while Britain remained odd-man-out over South Africa. So long-established policy was reversed and two defence attachés were recalled from Pretoria to bring Britain into line with the other nine Community countries.

In the past, Britain has always contrived to persuade its Community partners to abstain in votes on Argentine resolutions calling for negotiations over Falklands sovereignty. It will be a considerable slap in the face if France or Italy defects to the Argentine side this year.

The threat is reckoned to be

a serious one. London was furious when Paris hinted soon after the sinking of the Rainbow Warrior that British intelligence agents might have been involved. Paris is angry because it suspects London of tipping off the New Zealand authorities in advance, enabling them to arrest a French couple near the scene.

Last week's demand by Britain that France should pay 'swift compensation' to Greenpeace for loss of the vessel, which was flying a British flag, and damages to the family of the photographer killed, has been greeted coolly in Paris. A spokesman at the Quai d'Orsay said it had been noted but 'does not call for a reply.'

At the UN, Anglo-French relations are even worse. In July British diplomats were angered by the actions of the French Ambassador, Claude de Kemoullaris, in calling a Security Council debate on South Africa without consulting other European countries. He then compounded the offence by agreeing to join the United States and Britain in vetoing a resolution calling for mandatory sanctions, and then failing to do so.

Disagreements over the proposed European fighter,

and French rage when Mrs Thatcher leant on President Reagan to try to prevent a Pentagon contract for communications equipment going to France rather than Britain, have further soured the atmosphere.

British diplomatic suspicions that France might be about to desert to the Argentine side

reported that Mitterrand had promised support to Alfonsín in the General Assembly, and was secretly trying to persuade other European countries, including Italy, to do the same.

In these circumstances Britain was anxious last week to show that it was prepared to make sacrifices in the cause of Community solidarity, with the implicit hint that it expects others to do the same.

Sir Geoffrey was also at pains in his address to the General Assembly to emphasise the positive steps Britain has taken to improve relations with Argentina, including an offer to negotiate a fisheries deal in the South Atlantic through the Food and Agriculture Organisation of the UN.

Argentina has not responded and seems unlikely to. One Falklands fisheries expert dismissed the idea last week. Mr E. W. Hunter Christie, a member of the committee of the Falklands Islands Association, said Britain would never get an international agreement over South Atlantic fisheries.

It would be better, he said, to do as the Falklanders wished and declare a 200-mile fishing zone around the islands. If controls were not introduced quickly, the damage to fish stocks through overfishing could be irreparable.



Alfonsín: Paris talks

were heightened 10 days ago when President Alfonsín of Argentina held two meetings with President Mitterrand during his visit to France. Newspapers in Buenos Aires

INTERNATIONAL

Argentina discovers its past, with horror

FROM OUR CORRESPONDENT IN BUENOS AIRES

In 1945, at the end of the second world war, Germans who had committed crimes against humanity during the previous 12 years were put on trial in Nuremberg. The trial now going on in Argentina of nine former military rulers bears no comparison with the Nuremberg trial if the scale of the atrocities perpetrated is taken as the measurement of infamy, although the Argentine events so far disclosed are beastly enough. But in Buenos Aires, as in Nuremberg, the voice of civilisation has been allowed to be heard in a country where for a long time it had been suppressed.

Friends of the nine accused have called this a show trial, and in one sense it is. It shows that however important a man may seem to be when he is in power, however much his word may be law and his misdeeds applauded by his cronies and overlooked by his peers abroad, there can be a time of reckoning. Such a come-uppance is unprecedented in Latin America. Dictators have been assassinated, but never before in the region has a democratically elected civilian government dared to put yesterday's military rulers in the dock.

Elsewhere in the world it is rare enough. Even the Nuremberg trial was put on by the victors, not the Germans. The closest recent example to Argentina's was in Greece, where the colonels who seized power in 1967 were put on trial in 1975. The Greek coup was an oddity in modern western Europe. In Latin America the military coup has been commonplace. The soldiers in many parts of the region have enjoyed virtually unassailable status since the days of the Spanish Conquistadores. Before allowing civilians to rule they have got prior promises of immunity, as they did in Brazil this year. From now on jackboot rule may be a little less assured.

The nine on trial sit in court on a narrow wooden bench, eyes down, like schoolboys getting a dressing down. Here are three former presidents, Generals Videla, Viola and Galtieri (he of the Falklands war). With them are the men who served on their juntas, Brigadier-

Generals Agosti, Graffigna and Lami Dozo, all air force men, and Admirals Massera, Lambruschini and Anaya. The crimes they are accused of include murder, torture and unlawful detention, as well as housebreaking and falsification of public documents.

They are on trial because Mr Raul Alfonsin won the presidential election in October, 1983. Had the Peronist party, Mr Alfonsin's main rival, got its candidate in, the military men would not have been touched. The founder of the Peronist party, General Juan Peron, had lived, and died, in uniform.

Mr Alfonsin, a lawyer specialising in human-rights cases, campaigned on a promise to bring to justice those responsi-

ble for "terrorist acts" after the 1976 military coup. In October last year a government commission reported that 8,960 people were known to have been abducted and presumed to have been killed in the years after the coup. The commission produced much evidence of torture and detention without trial of men, women and children. It said that the military juntas in power during this period were mostly to blame for these things.

The trial began on April 22nd and the prosecution's case ended on September 18th. Nearly 1,000 people gave evidence concerning some 700 cases which have been chosen to illustrate the allegations against the accused. Summing up, the state prosecutor, Mr Julio Strassera, said:

This trial has meant, for those of us who have had the painful privilege of following it closely, a descent into the most terrible depths of the human soul, where misery, degradation and horror have been registered with such intensity that it could scarcely have been imagined or understood.

For the first time much of the Argentine public is learning something of the truth of the country's recent history: that "the disappeared" really did disappear and that many were innocent; not, as the junta propagandists suggested, that there must have been something suspicious about them or they would have been left alone. The Nuremberg trial similarly demonstrated that many Germans had believed that "the authorities", simply by being in power, were beyond question. According to an opinion poll published last week, more than 85% of Argentine civilians now want the juntas condemned as an example for the future.

The defence case is due to open next Monday, September 30th. The probable lines of some of it have already been indicated. The 22 defence lawyers will argue that the "retrospective legislation" that has made the trial possible in its present form is unconstitutional. They will point out that the juntas' members did not personally commit the acts being considered by the court; the prosecution case is that they gave the orders, so were ultimately responsible. The defence will also say that the human-rights violations described by the prosecution involved soldiers in "legitimate defence" against an almost uncontrollable wave of assaults by Marxist guerrillas. But the defence will have to explain why, in the so-called "dirty war" against those guerrillas, many



INTERNATIONAL

of the victims were children, women and the handicapped. Mr Strassera has disputed the term "dirty war":

It is an aberration. In their disregard for life and property and their conviction that the ends justified the means, the juntas behaved like common criminals or terrorists, and thus deserve to be punished accordingly. If it was a war, then the juntas have violated the terms of the Geneva convention, and are as guilty as the Nazis of crimes against humanity.

Mr Strassera received shouts of "bravo" from the public gallery as he ended his speech (on his 53rd birthday), demanding life imprisonment for five of the accused (there is no death penalty in Argentina), and lesser terms for the others.

Mr Strassera, formerly a minor magistrate, started out in the trial as a fumbling, unimpressive figure. But over the weeks he has grown in stature and his closing speech was a tour de force. Mr Leon Arslanin, the chairman of the six-man court (technically a court-martial, although under civilian control), is also well thought of. As a judge under the previous regime he ordered an investigation into the case of a "disappeared person", in defiance of the local police.

The performance of the defendants has been, predictably, mixed. General Videla sometimes ignores the court and reads, apparently from a book of spiritual meditations. General Viola has called the court "sons of whores". Should, by any circumstance, the armed forces regain power, there is no doubt what some of these men would like to do with Mr Strassera and Mr Arslanin. The trial makes it less likely that such a circumstance can happen.



Admirals in dock



Replace it with a park?

Mexico

It hit the government worst

FROM OUR MEXICO CORRESPONDENT

The amount of damage suffered by government buildings in the Mexican earthquake on September 19th was a sign that slipshod construction may have been as much to blame for the loss of life as the intensity of the tremor. Most of the destroyed buildings were constructed according to a code which, on paper, is one of the toughest in the world. It had long been believed in Mexico that some government contractors were ignoring the code.

Not a single modern privately built multi-storey building in Mexico City collapsed. Even the glossy office buildings on the Paseo de la Reforma escaped almost unscathed. The worst sufferers were a public housing complex in the city centre, two city hospitals, four ministries and more than 200 schools. The privately owned buildings which did feel the blow badly were mostly small blocks of flats housing perhaps 100 people and some elderly hotels.

By mid-week, more than 4,600 bodies had been recovered, although the final toll may be as high as 10,000. Many people in Mexico City survived after days in the rubble, among them three newborn babies. Much of the central residential district is without electricity, drinking water or telephones. Elsewhere in the city, life continues almost normally.

The government must now rebuild its shattered bureaucracy. The offices of the

ministries of the budget and of commerce and industry, containing storehouses of trade and business data, were destroyed. So were the navy and fishing ministries. These two may be banished to the countryside. The others are likely to stay. The reconstruction could run into billions of dollars. Apart from the rebuilding of hospitals, schools, homes and offices, main water and gas lines beneath the city centre may have to be torn out and replaced.

Mexico's economy was in bad shape before the disaster. It was suffering from falling oil prices, weak non-oil exports, persistent budget deficit and stubbornly high inflation. The oil wells, luckily, were unharmed. The World Bank is willing to speed up delivery of \$300m in loans to Mexico that are already in the pipeline. The Inter-American Development Bank is speeding up another \$800m. The International Monetary Fund may help. Some commercial bankers think that would be enough. It is likely, however, that Mexicans will seek fresh credits of \$1 billion or more, not \$3 billion as they had planned.

Some politicians are talking about an emergency moratorium on interest payments (the next one is for about \$850m). Even the conservative chamber of manufacturers, which usually favours full and prompt debt payments, has joined the chorus for interest relief. Foreign bankers

Excerpt from:

United Nations - Weekly News Summary

26th September 1985

"United Kingdom - Speaking to the Assembly on 25th September, the Foreign Secretary, Sir Geoffrey Howe said the United Kingdom had taken unilateral steps to normalize its relations with Argentina. It would continue to look for ways to improve those relations, while maintaining its firm commitments to the people of the Falkland Islands. By insisting that Britain commit itself to sovereignty negotiations before bilateral relations could be discussed, Argentina had blocked progress.

Affirming support for the Antarctic Treaty, he said an attempt to apply a common heritage regime to that continent would risk destabilizing the region and could jeopardize international scientific collaboration there."

ENDS+

Britain seeking fresh Argentina contacts

By **DAVID ADAMSON** *Diplomatic Correspondent
at the United Nations*

A NEW approach in the attempt to reopen contacts with Argentina was announced by Sir Geoffrey Howe, Foreign Secretary, yesterday.

He told the United Nations General Assembly that Britain had held informal talks with the Food and Agriculture Organisation over the possibility of reaching an international agreement on the conservation of the South Atlantic fisheries.

"We are ready to give our support to the FAO's constructive initiative and hope that the Argentines will be equally prepared to work with the FAO," he said.

A number of countries, mostly from the Soviet bloc, are currently able to fish without restriction in the waters around the Falkland Islands. With Britain and Argentina deadlocked on the sovereignty question, there is nothing that can be done to stop or restrict them.

Whether Argentina will accept an indirect approach by the FAO is not yet known, since the Rome-based body has yet to talk to Buenos Aires.

Britain has been under pressure, from the islanders to assert its authority in the economic zone around the islands, but fear of precipitating a confrontation with the Soviet Union and other countries involved has made it hold back.

Argentina has refused direct negotiations with Britain on economic and other issues unless there is agreement to discuss the sovereignty of the islands, a matter which is non-negotiable so far as London is concerned.

Argentina accused

THE Foreign Secretary, Sir Geoffrey Howe, yesterday accused Argentina of blocking progress on resolving its dispute with Britain over the Falklands Islands.

In a speech to the UN General Assembly, he said of the Falklands issue: "We shall continue to look for ways of improving relations with Argentina. At the same time, we shall maintain our firm commitments to the people of the Falkland Islands."—Reuter.

UK fishing lure fails to tempt Argentina

BY REGINALD DALE IN NEW YORK

BRITAIN IS trying to lure Argentina into a joint international effort to conserve fisheries stocks in Falklands and South Atlantic waters, but so far, Buenos Aires has refused to bite.

The British initiative was revealed yesterday by Sir Geoffrey Howe, the Foreign Secretary, who told the United Nations that fisheries was one of the many areas in which the UK hoped to restore "more normal relations" with Argentina.

Britain has enlisted the support of the Rome-based United Nations Food and Agricultural

Organisation (FAO) for the international effort, which in Britain's view would ideally also include Spain and the East European countries fishing in the area.

Argentina would not need to recognise British sovereignty over the Falklands and its waters to participate in the plan, according to UK officials. A mechanism could be set up that would not prejudice Argentine claims, they say.

The UK regards the problem as urgent because of intensive factory fishing by the East European nations in the area. Argentina, however, has not yet responded to the suggestion.

Alfonsín using tour success to boost Falklands support

From Douglas Tweedale, Buenos Aires

Argentina is hoping to reap the first diplomatic fruits from President Raul Alfonsín's just completed three-nation European tour in coming weeks at the UN General Assembly in New York.

On Monday, the Foreign Minister, Señor Dante Caputo, told the UN that a surprise meeting between Señor Alfonsín and the Labour Party leader, Mr Neil Kinnock, in Paris last week was "clear proof that we are not in conflict with a nation but with a government" over the disputed Falklands Islands.

The meeting between Señor Alfonsín and Mr Kinnock, arranged in secrecy with help from European social democratic leaders, was the highlight of a nine-day trip in which the Argentine leader visited Yugoslavia, West Germany and France.

The primary purpose of Señor Alfonsín's trip was to promote Argentine exports and to try to attract new foreign investment to his country's cash-starved economy. But the meeting with Mr Kinnock was a success for Argentina's diplomacy on the Falklands issue, and will further Argentine efforts to portray Mrs Thatcher as an intransigent leader ever more isolated from the British public.

According to Argentine diplomats, Señor Caputo's speech was just the first step in a massive lobbying campaign to gather support for a resolution that would call on Britain to negotiate the future of the islands and condemn the survival of a "colonial system" there. The Foreign Minister was to spend all of this week meeting diplomats and foreign ministers of more than 40 nations attending the annual UN General Assembly.

The Argentine resolution at the UN has become an annual contest for votes between British and Argentina, with Argentina trying to woo supporters and British

diplomacy urging its allies to abstain when the resolution is voted. Last year, a mildly-worded resolution on the Falklands received 89 votes in favour, nine against and 54 abstentions, and Argentina is hoping to at least maintain that level of support.

Señor Alfonsín reportedly tried to convince President Mitterand of France to break European Community solidarity with Britain and switch France's vote from an abstention to a favourable vote, but had little success.

Officials here say the economic benefits of Señor Alfonsín's trip may be more lasting than the diplomatic successes or failures.

The Argentine leader was accompanied by an 80-man delegation, which included Economy Minister Juan Sourrouille and 23 top businessmen, who took advantage of the trip to expound Argentina's views on the injustice of the Latin American debt and to make contacts which could bring new investment.

The aim of boosting Argentine exports to Europe was somewhat undermined by the European Community's decision last week to boost subsidies to meat and grain exporters. But Argentine officials said they won French support for a request to be allowed to use a meat export quota unused by the US.

Argentina and France signed an agreement to boost economic cooperation between the two countries during Señor Alfonsín's visit to Paris, and the German Government supported new economic austerity plan and committed \$90 million (£63 million) in fresh credit for investment.

Opposition politicians here have criticized Señor Alfonsín for the trip, saying it was costly and unproductive. Administration officials defend themselves saying the benefits will come with increased foreign investment for the future.

Campaign on sovereignty

New York - Argentina opened its campaign in the UN to win support on the Falklands with a renewed call to Britain to negotiate on sovereignty (Zoriana Pysariwsky writes).

Señor Dante Caputo, the Argentine Foreign Minister, accused Britain of colonialism in refusing to discuss sovereignty. He urged the inter-

national community, particularly Western allies, to pressure Britain to change its mind.

He said he hoped Anglo-Argentine relations could return to normal. But that depended on Britain agreeing to include the issue on the agenda. The intransigence would only hurt Britain in the long run.

Argentine deal

New York - Israel is selling Argentina a Boeing 707 equipped with ship and aircraft tracking equipment, according to a *Newsweek* report. The deal was concluded before Britain's decision to sell fighter aircraft to Saudi Arabia.

Argentine doubts allayed

From Jeremy Morgan
in Buenos Aires

The trial of Argentina's former military rulers for the human rights crimes committed while they were in power has probably taken the relationship between the elected government and the armed forces beyond the point of no return.

The prosecution's demand for life imprisonment for five of the defendants, and 10 to 15 years' gaol for the other four, has now allayed some civilian doubts about government intentions. The trial has always been dogged by suspicions that the Government, which is also imposing economic austerities

on the military, would eventually do a deal with the military on perhaps some of the lesser defendants.

But the Government's insistence that the trial is as good for the armed forces as for the country as a whole does not appear to have had much impact in military circles.

The Government repeatedly stresses that the former commanders, and not the armed forces, are on trial. The prosecutor, Mr Julio Strassera, emphasised that point in his argument, despite the weight of evidence indicating widespread involvement down the military chain of command throughout the repression.

Even as Mr Strassera launched into six days of legal argument a week ago, a high-ranking serving officer conceded that the trial was necessary and was being "well handled." But in a private conversation he also complained that the proceedings were getting far too much exposure.

To anyone else, perhaps, it would seem that the civilian authorities have been bending over backwards to protect military sensitivities. The trial has frequently hogged the pages of the privately-owned press, but the story at state-controlled television channels has been quite different — even though two cameras have constantly filmed the proceedings.

Generals defiant as life terms are demanded

From Douglas Tweedale, Buenos Aires

General Jorge Videla, who was president of Argentina until 1981, stood up slowly and stared round at the courtroom gallery which had erupted into shouts of "bravo" and "murderer" when the federal prosecutor, Señor Julio Strassera, demanded life imprisonment for him and four other former military leaders.

General Roberto Viola, another former president, had a more visceral reaction to the pandemonium that broke out when the prosecution finished its case on Wednesday. "Sons of the whores that bore you," he spat out at the public before filing out of the courtroom.

Judge Leon Arslanian, president of the six-man tribunal hearing the unprecedented human-rights trial of the former military leaders, made a vain attempt to restore order by shouting "silence" and "clear the courtroom" over the clapping and cheers for Señor Strassera.

It was an emotional end to the most dramatic phase of the public hearings, which began on April 22. Comparing the nine defendants to the "tyrants who lived off blood and pillage", which Danté in his *Inferno* condemns to an eternity in a river of boiling blood in the seventh circle of hell, the prosecutors requested the maximum penalty.

"For those of us who have had the painful privilege of knowing it intimately, this trial has been a sort of descent into the shadiest regions of the human soul," Señor Strassera said.

After a summation that took five full afternoons, Señor

Stassera formally charged General Videla with responsibility for crimes committed by his subordinates including 83 counts of aggravated homicide, 504 counts of kidnapping, 254 counts of torturing, 94 counts of robbery, 180 counts of falsifying public documents, and dozens of related charges.

The other defendants were similarly charged, with the bulk of the crimes being attributed to the three-man junta headed by General Videla which ruled from 1976 to 1981.

Life imprisonment was requested for General Videla, General Viola, Admiral Emilio Massera, Admiral Armando Lambruschini, and the former Air Force chief Brigadier Orlando Agosti.

For Brigadier Omar Grafigna and the former President Leopoldo Galtieri, who is still awaiting sentencing in a separate trial for his role in the 1982 Falklands war. The prosecutors requested 15 years' imprisonment. Admiral Joge Araya and Brigadier Basilio Lami Dozo, fellow members of General Galtieri's junta during the war, will receive 12 and 10 years respectively if Señor Strassera has his way.

Lawyers for the accused said they were not surprised at the prosecution's requests. "It goes along with what they have been saying all along", said Señor Andres Maurtlan, one of General Viola's four defence attorneys. "This has been a political show trial, and [the crowd's] outburst proves it is a circus as well".

The defendants have eight days to prepare their response. The hearings resume next Friday

French view on Falklands dispute pleases Alfonsin

From Diana Geddes, Paris

President Alfonsin of Argentina yesterday signed an "agreement of economic, industrial and financial co-operation" with France after talks with M Laurent Fabius, the Prime Minister, during his three-day state visit.

The previous evening, Señor Alfonsin met President Mitterrand, followed by a dinner given in his honour at the Elysée Palace, at which the talks were described by both sides as "excellent". The meeting had been "very warm and friendly", the official Elysée spokesman added.

The Argentinian leader said he was pleased by M Mitterrand's "entirely correct" position on the problem of the Third World debt, and by his comments on the need for a negotiated settlement to resolve the Falkland Islands' dispute.

"There can be no solution outside a negotiated settlement". M Mitterrand is

reported to have told the Argentinian leader. "To refuse to accept this will only delay the hour of peace."

Earlier, Señor Alfonsin and Mr Neil Kinnock, the British Labour Party leader, put out a joint statement in which they said they hoped for an opening of negotiations "to explore the means of resolving the outstanding problems between the two countries, including all aspects of the future of the Falkland Islands". All reference to the contentious issue of sovereignty was carefully avoided.

Both agreed on the importance for the islands' inhabitants "of effectively guaranteeing the preservation of their customs, their ways of life and traditions, as well as the respect for forms of administration, education and social and economic organization".

But the two differed on how that would be achieved.

NORTH/SOUTH

Little brother answers back

THE Pacific, said a New Zealand Government official the other day, has come of age as the centre of our world. It is also an area, a vast area, where New Zealand has taken on a sort of paternalist role, with Prime Minister Lange shaking his fist at President Mitterrand and at whoever is responsible for testing French nuclear devices.

David Lange's posture — though not necessarily his intractability — would doubtless be endorsed by a think-tank in London which has just produced a report entitled *Small is Dangerous: Micro-States in a Macro World*. This report lists more than 40 independent states with a population of less than a million and nearly as many "not independent." Most, if not all, are vulnerable, and could use "assistance" from well-disposed, bigger states

in matters of defence or of trade and economic development.

How the micro-state freely and democratically decides which big brother is "friendly" and which is not, is clearly open to debate, and there is much chewing over the ramifications of the US and Grenada and the recent British war for just 1800 Falkland Islanders. The problem comes down in the end to reconciling an inability to achieve self-sufficiency with a fragile determination to preserve a sort of independence. The solution seems to be acknowledging the vulnerability and finding the formula to live with it.

The think-tank responsible was London-based and mainly Anglo-Saxon but carefully chosen for intellectual and political balance. Its report — which will surely provoke arguments about trends in neo-colonialism — was facilitated by the David Davies Memorial Institute of International Studies, edited by Sheila Harden; is published by Frances Pinter, and costs £17.50.

Guardian 20/9/85

UNpopularity

WHO, meanwhile, cares about the United Nations? Or, more specifically, how many of us think it is doing a good job? Answer, according to a survey just commissioned for the Organisation's 40th birthday, is very few. Only one Briton in eight and one (British) MP in nine approves the way it works, while more than four MPs out of every five think it has been "largely ineffective" as a negotiator for peace.

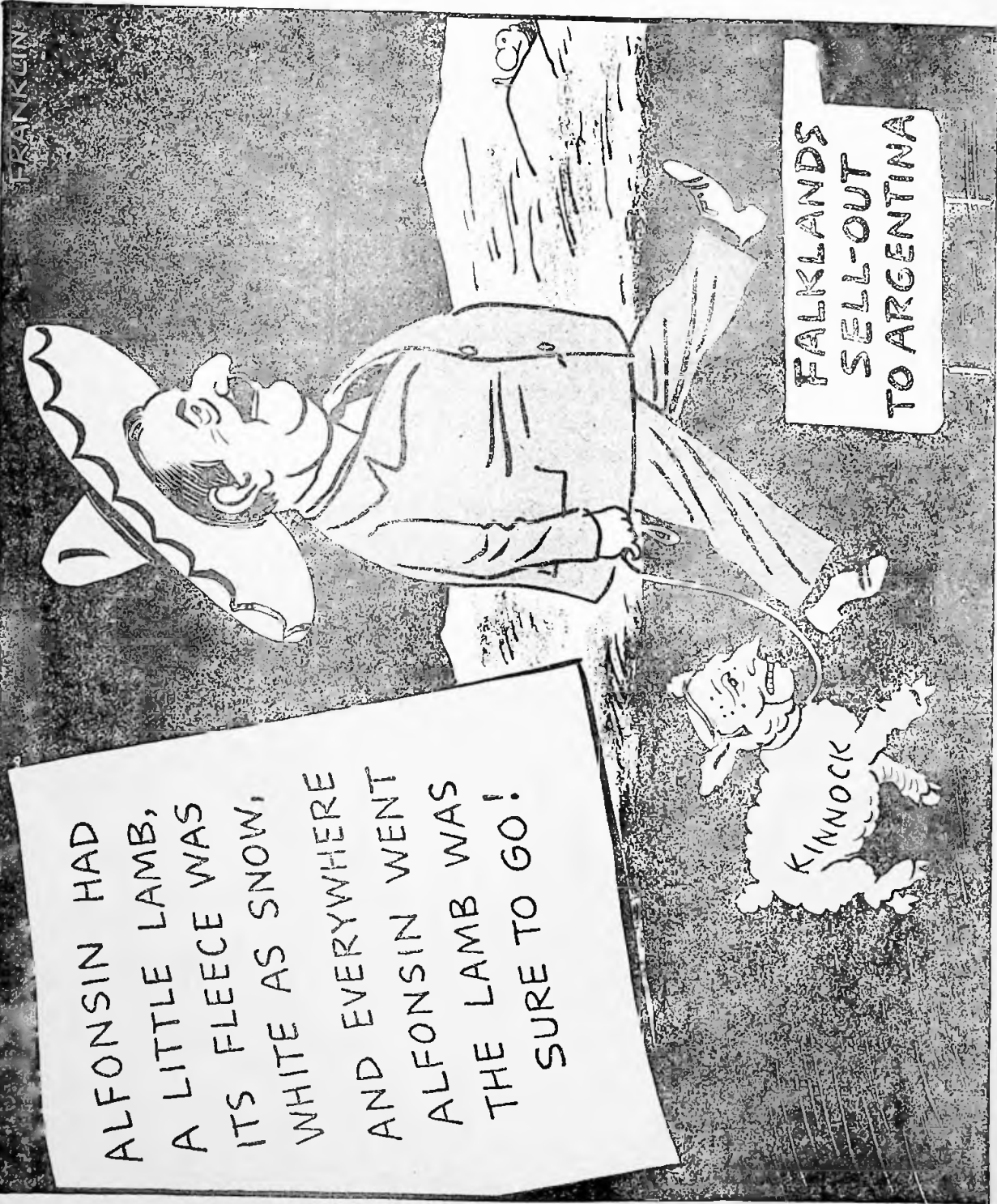
The survey, commissioned by a body called Pace, which wants to stimulate new studies on international issues, interviewed over 2,400 people of all ages. Three out of four thought the UN should be stronger, but large numbers, knew too little about the Organisation even to answer the questions asked.

Michael Simmons

Victoria Brittain, Third World Review Editor

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Guardian 20/9/85



THE SUN SAYS

Decline and fall!

NEIL KINNOCK cannot stop talking. That is bad enough.

But he is not merely a windbag. Every time he opens his capacious mouth, he makes a fool of himself.

His latest antic is to hold an entirely unnecessary meeting with the Argentine President Alfonsin and promise that a Labour government would do a deal over the Falklands.

What kind of deal?

The Argentines have said repeatedly that they are interested in just one thing: The surrender of the islands.

Challenge

Does Mr Kinnock really think that this nation, which went to war over the Falklands, with the sacrifice of the precious lives of 237 British servicemen, would ever countenance a cowardly scuttle, leaving British people at the mercy of foreigners?

But then, Mr Kinnock does not think. Whether he is ducking the challenge of Scargillism or the menace of the Marxist militants, he has never shown an ounce of guts.

That is why Labour has not merely ceased to be a credible alternative government but has lost its political credibility.

The Sun's news more news in your time. The Sun's news is available on prime-time state television. He finds it politically expedient pull our belts in to get the Latin American...

Kinnock calls for ties with Argentina

By Paul Betts in Paris

MR NEIL KINNOCK, the leader of the British Labour Party, last night jointly called with President Raul Alfonsin of Argentina for the re-establishment of diplomatic and commercial relations between London and Buenos Aires and open negotiations to resolve the Falkland Islands dispute.

Mr Kinnock met the Argentine President in Paris yesterday afternoon, becoming the first senior British politician to hold formal contacts with him. They said negotiations should be initiated to explore the means of resolving the outstanding problems between the two countries, including all aspects of the future of the Falkland Islands.

Mr Kinnock appears to have adopted almost identical wording to that agreed between Britain and Spain in their first breakthrough negotiations on Gibraltar in the Lisbon Agreement of 1980. The Labour Party leader sought to play down the issue of sovereignty at a conference. He insisted it was "one for the House of Commons to resolve". "My own view is that the complex question of sovereignty would be a long way down the agenda."

ARGENTINA'S CHIEF state prosecutor, Sr Julio Strassera, last night urged life imprisonment—the maximum sentence permitted under local civilian law—for five leading members of the former military juntas, and prison sentences from 10 to 15 years for four senior officers on charges of human rights violations, Jimmy Burns writes from Buenos Aires.

The five are two former presi-

denis, Gen Jorge Videla and Roberto Viola, navy Admirals Emilio Massera and Armando Lambruschini, and air force Brig Orlando Agosti—all members of the first two juntas that ruled Argentina between 1976 and 1982.

On the last day of his week-long summing-up, Sr Strassera described the five as the most responsible for crimes including extortion, murder, torture and

unlawful detention.

The lightest sentence was called for Brig Gen Basilio Lamidozo, who was exonerated for the most serious crimes. The rest, including former president Gen Leopoldo Galtieri, face between 12 and 15 years.

In an emotional final speech to a packed courtroom, Sr Strassera equated the human rights violations committed during six years of military

regime with a scene from Dante's Inferno.

"We have heard a story of human suffering and torment," he said. "These are tyrants who have lived by blood and looting—we cannot allow impunity for the atrocities committed."

With a cry of "Never again!" Sr Strassera provoked one of the most dramatic scenes in the trial which began in April and

Life terms urged for former Buenos Aires leaders

the public gallery burst into spontaneous applause forcing the court to be abruptly cleared. Amid chaotic scenes involving police, press and the public, Gen Roberto Viola shouted back at the crowd, while Gen Videla faced the gallery and momentarily refused to leave.

The trial resumes tomorrow when the defence counsel begins its summing up.

Jimmy Burns looks at Argentina's President through the eyes of his long-term friends Alfonsin cultivates his home town roots

Chascomus. The occasional return of Raulito to his fold has assured extra kudos for the President.

Last month, on the nationally celebrated "dia del amigo" (day of the friend), Sr Alfonsin chose to embrace his home town. Temporarily freeing himself from the Presidential entourage, he made an impromptu visit to a friend's house, danced a tango in the local rowing club and joined a communal party that was digging in to the local staple "diet" of barbecued rump steak and freshwater fish.

He would probably shun the comparison with Britain's Prime Minister, his diplomatic enemy number one, but there is something of Mrs Margaret Thatcher's style in Sr Alfonsin. He finds it politically expedient

on occasions to show the nation that he comes from a less than glittering background. The local opposition graffiti protests the nepotism of Sr Alfonsin's presidency — which has as its core an inner circle of friends and relations — but it has yet to come up with concrete evidence of corruption. On the contrary, the most striking aspect about Chascomus today is its cautious conservatism. The local newspaper, El Argentino, has devoted pages to criticising the legal aspects of the junta trials, and explaining the electoral platform of the centre-right coalition in a generally favourable light.

"We were promised natural gas for all the houses and an extension of the railways line by the Government. But we can wait. We know we have to pull our belts in to get the

country through," comments Sr Niní Bonito, a local Alfonsinista.

The town's economic difficulties however, are common to the rest of the country. Stagnation in the months following Sr Alfonsin's election forced the closure of a local textile and metallurgical factory.

Chascomus has fallen back on its traditional life savers, the land, the vast prairie surrounding Chascomus and its lake provides a natural pasture for cattle, but farmers here as elsewhere in Argentina complain about inadequate prices.

The town is a sad reflection of a more glorious past. Chascomus grew in the last century thanks to the agricultural export-led economic boom that made the pampa the "granary of the world," and the British the most successful merchant in Latin America.

Skipper makes protest after chase drama



The Copious in Calais yesterday

From **HOWARD FOSTER**
in Calais

EMBARRASSED French Customs officials last night admitted that a British boat they threatened to blow out of the water in the Channel had done nothing wrong.

The 70ft *Copious* with two British crew on board was intercepted at gunpoint after a dramatic chase by a French Customs patrol boat within France's self-determined 12-mile limit.

Last night shaken skipper Mike Tuson made an official protest to the French authorities about his treatment.

'We were made to feel like criminals and it is one of the most frightening things I have ever experienced,' said the 52-year-old former lecturer who leases his boat, based near Southampton, for marine research in the Arctic.

He and mate Justin

Moseley, 19, spent a day in Calais during gales after returning from Spitzbergen where they had been working for a team of geologists. Then they set out for Dover.

Six miles out they were buzzed by a helicopter which demanded, without giving any reason, that they turn back. Then a Customs cutter intercepted them and an armed official boarded the *Copious*.

Search

On return to Calais 15 officials with dogs searched the boat.

Mr Tuson, who has been fined £200 for failing to stop, has not been given an apology by the French but last night a Customs official agreed that nothing was found on the boat.

'We had a tip-off that there were drugs aboard,' said a French official. 'We did a systematic search of the *Copious* but no drugs have been found.'

Kinnock a hit in Argentina

By CRISTINA BONASEGNA
in Buenos Aires

A MEETING between the Labour Party leader, Mr Kinnock, and Argentine President Raol Alfonsin in Paris on Wednesday was labelled "historic" and a diplomatic victory in wide Press coverage here.

The meeting was front-page news in most of Buenos Aires newspapers, side by side with a prosecution request of severe prison sentences for the nine former military rulers being tried for human rights violations.

In a lead front-page story the nationalist paper *Cinco Argentino* said Mr Kinnock and President Alfonsin "totally agreed" on the need to start bilateral talks to solve the problems between Argentina and Britain, including the disputed Falkland Islands.

Reports from correspondents in Paris covering Sr Alfonsin's official visit to Yugoslavia, West Germany and France, filled pages of local newspapers with detailed previews of the 45-minute meeting, Mr Kinnock's Press conference and a joint communiqué.

The communiqué called for the resumption of full diplomatic and commercial relations and negotiations to solve the Falklands issue, deadlocked on the question of sovereignty.

MOST IMPORTANT

The conservative business daily *Ambito-Financiero* said Wednesday's meeting was for Argentina "the most important achievement in the long-standing conflict with the United Kingdom on the issue of sovereignty over the islands since the end of the South Atlantic war in 1982."

It added: "The meeting and its ensuing joint communiqué are an important landmark in the diplomatic battle between the governments of Raol Alfonsin and Margaret Thatcher. Because, in principle, Argentina's arguments have found a response in a sector of British politics with a true possibility of reaching power in the mid-term future."

The pro-government newspaper *La Razon* quoted official sources in Paris as saying Sr Alfonsin was "very satisfied" at the meeting's result.

The English-language daily *Buenos Aires Herald* meanwhile said in its Thursday editorial entitled: "Distorted Perspective" that the meeting was "obviously useful."

Argentina lauds Kinnock stance

BY JIMMY BURNS IN BUENOS AIRES

THE ARGENTINE Government is heralding Wednesday's Paris meeting between President Raul Alfonsin and Mr Neil Kinnock, the British Opposition leader, as a significant diplomatic coup in the run up to the United Nations General Assembly debate on the Falklands issue expected before Christmas.

Argentine political correspondents reported yesterday that Mr Kinnock's agreement

to meet President Alfonsin on the basis of a broad agenda including sovereignty was confirmation that a significant sector of British public opinion dissented with Prime Minister Margaret Thatcher's hardline position.

A joint communique issued by the two leaders in Paris called for the restoration of full diplomatic and commercial relations and a resumption of negotiations "on all aspects of

the Falklands-Malvinas issue." In a subsequent press conference Mr Kinnock conceded that sovereignty could be included in future talks.

The greater emphasis given in the communique to safeguarding the way of life of the Falklands inhabitants is being singled out here as evidence that constructiveness and flexibility is possible on the Falklands issue.

Buenos Aires to clear interest arrears

BY PETER MONTAGNON, EUROMARKETS CORRESPONDENT

ARGENTINA is soon to pay a further \$900m (£666m) in overdue interest to its commercial bank creditors bringing payments up to date as of the start of this month, Citibank announced in New York yesterday.

This follows the completion of signing formalities for its \$4.2bn loan from bank creditors which is now also fully sub-

scribed. The loan agreement has now become effective allowing a first drawdown of \$2.2bn by the end of the month.

Argentina will also use this drawing to repay the \$750m balance of a \$1.1bn bridging loan granted by bank creditors in 1982 and whose maturity has since been repeatedly extended, Citibank said.

Its announcement brings to an end the syndication process of the \$4.2bn credit which was launched as part of a major debt-rescheduling exercise last December. A few subscriptions to the credit are still flowing in with the result that it could end up marginally oversubscribed.

Mr Kinnock and the Falklands

THE MEETING in Paris this week between Mr Neil Kinnock, leader of the British opposition Labour Party, and President Alfonsín of Argentina was intended as an imaginative gesture to unblock the impasse in Anglo-Argentine relations as a result of the Falklands conflict.

Obviously, domestic politics played a part in the meeting; but this should not detract from the fact that Mr Kinnock took a deliberate gamble on a swing in the national mood against a Fortress Falklands policy and in favour of the opening of a new chapter in Anglo-Argentine relations.

Mrs Margaret Thatcher has been sharply critical of the meeting on the grounds that it showed little respect for the wishes of the islanders and that Argentina had ignored every olive branch held out by Britain. However, there has been scant sign of a popular outcry.

Sovereignty

Mr Kinnock has accepted that Britain must be willing to discuss at some future date the issue of sovereignty over the islands. Sovereignty is at the heart of the dispute, and while nothing can justify Argentina's seizure of the islands, neither this action nor the subsequent Argentine defeat has made the claim vanish into thin air.

President Alfonsín has insisted that the restoration of diplomatic and commercial ties are meaningless gestures so long as the sovereignty issue is ruled out of court. Thus every British initiative, including the most recent one involving the unilateral lifting of the trade embargo, has foundered because Mrs Thatcher insists sovereignty cannot be discussed.

Mr Kinnock has been careful not to surrender Britain's claim to the islands or to prejudice the islanders' future. Instead, he and President Alfonsín have adopted a formula similar to the 1980 Lisbon agreement between Britain and Spain

which led to the breakthrough over Gibraltar. The latter formula, approved by Mrs Thatcher, committed Britain to discuss "all" aspects of the future of the Rock — diplomatic shorthand for talking about sovereignty without formally admitting the Spanish claim.

Although the Lisbon agreement passed through some rough patches, it now provides the basis for a sensible dialogue. There is no reason why a similar approach should not be applied to the Falklands. Just as dealing with the Franco dictatorship made negotiation of the future of Gibraltar politically difficult, so the same applied to the Argentine military junta. However, President Alfonsín in almost two years of office has demonstrated his determination to consolidate democracy and his desire to be a reliable international partner, especially by settling differences with Chile and facing up to Argentina's large foreign debt obligations. The very generals who ruled Argentina and were responsible for the Falklands invasion are on trial, and one separate trial covers specific charges for this debacle.

These changes make Britain's European allies increasingly impatient over the failure of Buenos Aires and London to reach a *modus vivendi*. The EEC's support for Britain at the United Nations is increasingly grudging, while Nato needs to be reassured that the cost of defending the islands 8,000 miles away in the South Atlantic is not to the detriment of the alliance.

The Argentines could help their cause by formally declaring an end to the state of belligerence; they could also respond to the lifting of the trade embargo by removing some of the red tape in the way of those wishing to resume trade. But on the British side there has to be a recognition that Fortress Falklands is not a viable policy for the long-term future of the islands.

Kinnock and Alfonsin discuss Falklands

By MICHAEL FIELD in Paris

MR KINNOCK yesterday met President Alfonsin of Argentina in Paris to discuss, among other things, the re-establishment of diplomatic and commercial relations between Britain and Argentina and "all aspects of the future of the Falkland Islands."

The Labour leader said afterwards that he did not discuss the sovereignty of the islands or the self-determination of the inhabitants but only "practical questions."

He said his approach reflected a widespread view in Britain that the continuation of complete hostility and silence between the two countries was not very good and that agreement with Argentina could be reached only through discussions.

Thatcher's move

Mr Kinnock said that President Alfonsin had told him that if the only stumbling block to a resumption of talks was Britain's insistence on a formal declaration by Argentina of the cessation of hostilities, this was something that should not cause too much difficulty since Argentina had

never declared hostilities against Britain.

Asked why the Argentine President did not immediately fulfil this Mr Kinnock answered obliquely that since Britain had not formally declared hostilities it was for Mrs Thatcher's Government to make the move.

Mr Kinnock stressed that there could be no satisfactory solution on the Falklands without the approval of the islanders.

A communique issued after the talks was curiously similar to many joint Anglo-Argentine statements by previous governments, before the Argentine invasion. It spoke of the "importance for the inhabitants of effectively guaranteeing the preservation of their customs, their ways of life and traditions."

Mr Kinnock praised President Alfonsin for his "forthright and courageous practice of democracy in Argentina when it wasn't easy" and gave the impression that the new "secure democracy" there would lead to better things.

Kinnock pledge to talks on Falkland future

From Campbell Page
in Paris

The next Labour government would be prepared to open discussions with Argentina about the Falklands, Mr Neil Kinnock said in Paris last night.

He was speaking after talks lasting an hour with Argentina's president, Mr Raul Alfonsin, at which the Labour leader stressed the issue of self-determination for the islanders was not discussed.

Mr Kinnock said that when negotiations begin "sovereignty will be well down the agenda, and it is something for the House of Commons to decide."

The Labour leader, who was

accompanied in the talks by Mr Denis Healey, the shadow foreign secretary, emphasised the importance in any substantive discussions of taking into full account the interests of the islanders.

He said: "There are practical questions to be resolved, and in doing that solution to the more complex constitutional problems may arise".

Mr Kinnock was hopeful he said, that Argentina's government would soon declare a formal end to hostilities with Britain. "From our meeting I think it's clear that if it was this that was required to initiate negotiations on a very general basis, then they (the

Argentines) would be prepared to do it."

The Leader of the Opposition said that his desire to talk without commitment to the democratic government of Argentina reflected a widespread view that silence and hostility should not be allowed to continue.

The Falkland islanders wanted a durable democratic future which could be best achieved by discussions and agreement between Britain and Argentina which took account of the interest of the islanders.

A communiqué issued by President Alfonsin and Mr Kinnock said that both men "agreed on the need for a re-

establishment of diplomatic and commercial relations between Argentina and the United Kingdom."

To this effect, they expressed their desire that negotiations should be initiated to explore the need of resolving the "outstanding problems" between the two countries, including all aspects of the future of the Falkland Islands.

The communiqué stressed the importance for the islanders of guaranteeing preservation of their customs, ways of life and traditions, as well as respect for forms of administration, education and social and economic organisation.

Picture, back page

Kinnock talks to Alfonsín in Paris

From Susan MacDonald
Paris

President Alfonsín of Argentina, on a state visit to France, and Mr Neil Kinnock, ostensibly in Paris to meet French Socialist Party Party colleagues, held talks last night on South America in general and the Falkland Islands in particular.

At a press conference afterwards Mr Kinnock said the Labour Party would be prepared to have discussions with the Argentians on the Falkland Islands question involving an open agenda with a pragmatic view of how to proceed.

Both sides felt that all aspects of the future of the Falklands islands should be taken into consideration as well as guaranteeing the preservation of the customs, way of life and traditions of the islanders as well as respect for their forms of administration, education and social and economic organization.

Mr Kinnock, who was accompanied by Mr Denis Healey, said President Alfonsín had emphasised that if all that was holding up initiating negotiations was a formal declaration ending hostilities on the part of Argentina, then that was no obstacle. Mr Healey pointed out that the Argentinian Foreign Minister, Señor Dante Caputo, had said the same thing last July.

Why, they were asked, if the formal declaration was so easy to make did the Argentinians not go ahead and make it? That, said Mr Kinnock, was a question to be addressed both to the Argentinian and British Governments. There had been no formal initiation of hostilities on the part of the Argentinians, nor from the British. This was true, too, in Egypt and Britain at the time of the Suez crisis when there were no formal declarations, either before or after.

The question of sovereignty had not been raised, but obviously, Mr Kinnock said, there could not be any satisfactory conclusions without taking the wishes of the islanders into consideration.

Mr Kinnock praised President Alfonsín who, he said, had over decades earned a reputation as a forthright democrat in Argentina in the years when it was not easy to do so.

Argentine President woos Germans

Praise but no aid for Alfonsin

From Frank Johnson in Bonn and Susan MacDonald in Paris

President Alfonsin of Argentina left Bonn for Paris yesterday after a visit in which he received much praise as the symbol of new Argentine democracy, but less of what he most wanted, German economic aid.

Such aid was promised publicly by President von Weizsäcker, but as a general principle rather than in detail. The attitude of German officials, in more detailed exchanges with the Argentine visitors, seems to have been more hard-headed.

Bonn seems to be awaiting the success, or otherwise, of Argentina's own efforts to put its finances in order, though the efforts so far were praised by the Germans.

Señor Alfonsin told inter-

viewers that he hoped West Germany would use its influence to dissuade Britain from an "unyielding" position on the Falklands. His Foreign Minister, Señor Dante Caputo, said that time was on Argentina's side, that there was no quick solution, but that Britain would find it harder to defend its position, both at home and abroad.

The President's four-day visit to France is the last stage of his European tour. It has both economic and political overtones and was given an extra dimension by the decision by Mr Neil Kinnock, the Labour leader, to meet him in Paris last night about the Falklands.

Señor Alfonsin, with Señor Caputo and Señor Juan Sourrouille, his Economy Minister,

will hold talks with President Mitterrand, M Laurent Fabius, the Prime Minister, and leading commercial figures.

He would like France to support his economic austerity programme by increasing investment in Argentina and by being kindly disposed towards its \$46,000 million foreign debt.

Señor Alfonsin would like France to adopt a more publicly sympathetic view of Argentina's claim to Falklands sovereignty with regard to the approaching United Nations general debate.

France, however, is interested in the fate of two French nuns allegedly tortured and killed in Argentina after the coup. Captain Alfredo Astiz, who was exonerated by an Argentine military tribunal earlier this year, is alleged to be involved.

Kinnock: I'll negotiate on the Falklands

LABOUR leader Neil Kinnock agreed with Argentina's President Alfonsin last night that negotiations should be started on 'all aspects of the future of the Falkland Islands'. It was a go ahead signal for the Buenos Aires regime to intensify its pressure for the transfer of sovereignty over the islands from Britain.

Mrs Thatcher has refused to allow any discussion of sovereignty while the Alfonsin regime refuses formally to end the hostilities begun with the Argentine invasion of the Falklands in 1982.

But clearly sovereignty is now seen by the Labour Party as fit for negotiation although Mr Kinnock stressed it would be 'a long way down the agenda.'

Traditions

His readiness at his meeting with President Alfonsin in Paris to do business with Argentina will come as a shock to the islanders.

And astonishingly Mr Kinnock admitted: 'We didn't talk about self-determination.'

But questioned after the meeting, he twice evaded giving a commitment that there should be no constitutional change against the wishes of the Falklanders.

From JOHN DICKIE
in Paris

Mr Kinnock took refuge in a parliamentary escape route, saying: 'As Sir Geoffrey Howe has pointed out, the question of sovereignty is one for the House of Commons.'

A joint Kinnock-Alfonsin statement said: 'They jointly stressed the importance for the inhabitants of those islands of effectively guaranteeing the preservation of their customs, their ways of life and traditions as well as the respect for forms of administration, education and social and economic organisation.'

At the Labour leader's insistence the statement said: 'Mr Kinnock stressed the essential importance of taking into full account the interests of the inhabitants.'

Daily Mail 18/9/85

Storm over Argentina talks

MRS THATCHER angrily attacked a meeting planned today between Neil Kinnock and Argentina's President Alfonsín.

'I feel it will deeply upset all the people of the Falkland Islands,' she said.

The Labour leader and Mr Denis Healey intend to discuss the future of the islands with President Alfonsín in Paris.

But Mrs Thatcher said the meeting would virtually pull the rug from under Britain in its fight on the sovereignty issue at the United Nations.

She declared: 'I am very surprised at this timing of Mr

By GORDON GREIG
Political Editor

Kinnock's visit just as we need more support for our stand at the United Nations.'

Behind that remark is the battle for votes with Third World countries in persuading them to back Britain against remorseless Argentine pressure.

Mr Kinnock has a lot of friends among the Socialist leaders of the Third World who could misinterpret the meeting to swing to Argentina's side.

The Premier, who broke off her talks on the Middle East peace process in Cairo, is clearly

annoyed by Mr Kinnock's unilateral initiative in meeting a political leader whose country is still formally in a state of war with Britain.

Mrs Thatcher said: 'I am somewhat surprised at the decision after the Argentines have not formally ended hostilities.'

Mr Kinnock made no use of a confidential briefing at the Foreign Office to bring him up to date on the delicate situation and the Falkland Islands Government Office in London felt slighted that neither he nor Mr Healey thought it necessary to consult them about the views of the Falklanders.

Mr Alastair Cameron, Falkland Islands representative in London, said last night: 'I

think the people of the Falklands will be extremely suspicious.

Last night Mr Kinnock described Mrs Thatcher's reaction as 'petulant and surprising in view of her own Government's activities.'

He recalled that in December 1983 she wrote to congratulate the President on his election. In January 1984 proposals for trade, resumption of flights and a range of other matters were sent to Argentina; in July 1984 there were direct talks between the Foreign Office and the Argentine Foreign Ministry; and in July this year Britain unilaterally lifted its embargo on imports from Argentina.

The Guardian 18/9/85.

PEOPLE AT LARGE

The sheep, as you might expect, have put the kibosh on the first tourist trip to the Falklands organised by Edinburgh travel agent Ian Dickson. He was hoping to take his first dozen nature-watchers and battlefield-freaks out there on an RAF flight in November, but word came back that the farmers who were going to provide accommodation are probably going to be too busy shearing. So the second party in January, led by Commander Angus Erskine RN (retired), holder of the Polar Medal, may well be

doubled up. The fortnight costs £2,995, about the same as a trip to the Galapagos.

KINNOCK: "...By the time the election comes discussion will probably have opened, but the view that I take is that here are two democracies in contention. It incurs Britain in very substantial expense and therefore if it were made absolutely clear that the interests of the Falkland Islanders would be safeguarded in every respect there would be a reason to begin talks about the possibility of negotiations.

INTERVIEWER: When you talked with President Alfonsin did you go into this question at all of guarantees, what guarantees Argentina might offer for the future of the Falklanders?

KINNOCK: The view expressed, not only today but previously, by the Argentine Government and the President Alfonsin, has been that they want the process to be accomplished and they want to offer the assurance of continued peaceful existence of the people of the Falkland Islands. Now I think that the matter of getting specific guarantees is one best left in negotiation. It would be speculation if it were undertaken before hand and I think that that would lead to a very confusing situation that the Falkland Islanders couldn't depend upon, and since it's essential that their interests are taken into account I think it better to get around a formal discussion and negotiating table, rather than to toss ideas up in the air and hope a few people will take their caps off to them.

INTERVIEWER: You've said in the joint communique negotiations should cover all aspects of the future of the Falkland Islands including sovereignty.

KINNOCK: That is a phrase that we borrowed, very deliberately, from the declaration made by the all-party parliamentary delegation who have considered these matters and been to Argentina and I think it is a useful phrase since it ensures that the questions of sovereignty come a long way after resolution on the immediate practical issues of the economic, social and political welfare of the people of the Falkland Islands. As far as sovereignty itself is concerned of course Sir Geoffrey Howe has made it very clear in the House of Commons that sovereignty is a matter to be determined by the British Parliament and absolutely nobody else and it's only in circumstances where the Parliament was absolutely satisfied about the future of the Falklands that I think issues of sovereignty would be discussed. That's why it's sensible for everybody to consider that issues concerning sovereignty are best discussed in the wake of the resolution of other issues and rather as a pre-requisite of discussions, which would be a mistake so far as all sides are concerned - most of all a mistake so far as the people of the Falkland Islands are concerned.

INTERVIEWER: Did you find any flexibility on President Alfonsin's part in accepting that?

KINNOCK: The flexibility that was apparent is in areas for instance like the readiness which Dante Caputo and President Alfonsin made clear over the last few months of making a formal declaration of the end of hostilities. Their view is that if this is an impediment to proceeding to discussions on the practical issues relating to the Falklands and the future of the Falklands then they are prepared to remove such an impediment by making such a declaration. It's in areas like that that there's a certain positive attitude and I suppose the word 'flexibility' is not redundant in that context.

INTERVIEWER: Your meeting was the highest level political contact between the two countries since the war. Mrs Thatcher has said you're breaking ranks, in a way letting the side down by having these talks. How do you answer that?

KINNOCK: By saying that it's absolute nonsense and by saying too that the British people regard it as nonsense. It has been apparent over a long time past, certainly more than a year, that the British people do not take a negative attitude. They certainly want to see the future of the Falkland Islands secure. So do I, very much so. Indeed if there is a pre-requisite, a pre-condition, that is it. But they understand that the hostility between countries can't endure for ever and that in the meantime there are distortions of our general defence posture, there are expenditures that impose a heavy burden.

Kinnock defends Alfonsin meeting

By Philip Webster
and Ian Murray

Mr Neil Kinnock last night accused the Prime Minister of petulance after she voiced concern, during her Middle East visit, over his Paris meeting today with Mr Raul Alfonsin, the Argentina president.

The controversy over the talks - the Labour leader and Mr Denis Healey, the shadow foreign secretary, are to have what was described yesterday as "an exchange of views" with Mr Alfonsin - grew after Mrs Thatcher said in Cairo that she was "very deeply surprised" at Mr Kinnock's move.

"I feel it will deeply upset the people of the Falklands," she said. Britain was doing its utmost to re-establish normal relations even though Argentina had still not finally declared an end to hostilities.

Although the Foreign Office in London declined to comment on the talks, the Government is clearly apprehensive that the Argentinians will take comfort from the more flexible attitude of the Labour party towards Falklands sovereignty.

Mrs Thatcher declared that the Argentinians did not want to discuss anything but sovereignty. Because of that she was surprised the meeting was taking place.

Mr Kinnock, who had been reluctant to raise the political temperature over the talks, said Mrs Thatcher's reaction was petulant and surprising in view of the Government's recent initiatives, the latest being the decision in July to lift the embargo on Argentine imports. He said: "If anyone took the Prime Minister's attitude towards talking before countries 'formally declare an end to hostilities' there would never be any end to wars".

He added: "After so much blood has been spilled in warfare, agreement between Britain and Argentina can never be quick or easy. But silence serves the interests of no one, least of all the Falkland Islanders who need most of all a stable, durable and democratic future".

PM attacks Kinnock's talks on Falklands

By Colin Brown and
Seumas Milne

The Prime Minister yesterday criticised the Labour leader, Mr Neil Kinnock, for agreeing to meet Argentina's president, Mr Raul Alfonsin, today in Paris, and said that she believed the talks would "deeply upset the people of the Falkland Islands."

Mrs Thatcher, who was speaking in Cairo at the beginning of her five-day visit to Egypt and Jordan, said she was very surprised indeed about Mr Kinnock's decision.

"Argentina has not formally declared an end to hostilities, although we have urged her to do so," she said. "They do not wish to restore commercial relations. They only wish to discuss the sovereignty of the Falklands."

Mr Kinnock, who is in Paris for a meeting with French Socialist leaders, last night described Mrs Thatcher's response as "petulant and surprising," in view of the fact that her government had had several direct contacts with Argentina since the end of the Falklands war.

"If everyone took the Prime Minister's attitude towards talking before countries 'formally declare an end to hostilities', there'd never be any end to wars," he said.

Labour's foreign affairs spokesman, Mr Donald Anderson, said that Mrs Thatcher should realise that President Alfonsin was a democratically elected leader "who took a brave personal stand during the Falklands war."

Kinnock talks with Alfonsin criticised

By Robert Graham in London
and Roger Matthews in Cairo

MRS Margaret Thatcher has strongly criticised Mr Neil Kinnock, leader of the Labour Party, for his decision to meet President Raul Alfonsin of Argentina.

Mr Kinnock is due to meet President Alfonsin in Paris today, the first formal contact by a senior British politician since the 1982 Falklands conflict.

The meeting was arranged in secret under the auspices of the Socialist International and was disclosed late on Monday after Mrs Thatcher had left on a Middle East tour.

Speaking from Cairo yesterday, Mrs Thatcher condemned the meeting considering Argentina had still not formally declared an end to hostilities. She forecast the people of the Falkland Islands would be "deeply upset" by the meeting.

Mrs Thatcher said despite Britain's unilateral gesture in July restoring trade links with Argentina, there had been no reciprocal response.

The Argentines only wanted to discuss sovereignty of the islands and this had been ruled out by the British Government.

It is understood that Mr Kinnock had anticipated Mrs Thatcher's response. He delayed the announcement until the last minute because of this to contain pressure against his meeting, scheduled for the Hotel Bristol during a one-hour respite of President Alfonsin's official visit to France.

Mr Kinnock has justified the meeting on the grounds that "silence serves the interests of no one least of all the Falkland Islanders."

He intends to have an exchange of views that will implicitly cover all outstanding issues between Britain and Argentina including sovereignty.

The Argentine Government has welcomed the contact as a chance to persuade the British public that, as a democratic government, it wants to restore normal relations with Britain. Sovereignty to the islands will have to be dealt with in the future.

Labour governments have in the past been shown most willing to consider Argentina's claim to sovereignty.

Ivor Owen adds: Mr Kinnock described Mrs Thatcher's reaction to his meeting with President Alfonsin as "petulant."

He recalled that in December 1983 Mrs Thatcher wrote to congratulate President Alfonsin on his election. In January seven proposals for agreement on trade, resumption of flights and a range of other matters were sent to Argentina, and in July Britain unilaterally lifted its embargo on imports from Argentina.

Kinnock to meet Alfonsin

By our Parliamentary
Correspondent

The Labour leader, Mr Neil Kinnock, is to meet the President of Argentina, Mr Raul Alfonsin, in Paris tomorrow.

President Alfonsin is making a state visit to France this week. Mr Kinnock, with his foreign affairs spokesman Mr Denis Healey, has a long-standing engagement to meet the French socialist leader, Mr Lionel Jospin. He will take advantage of President Alfonsin's presence in Paris to talk about the present state of relations between the two countries.

Mr Kinnock has taken a far warmer view of the Alfonsin Government than has Mrs Thatcher. The British Government is likely to keep a close and somewhat apprehensive eye on what happens in Paris tomorrow, especially if issues of sovereignty come into the discussion.

Mr Kinnock said yesterday: "After so much blood has been spilt in warfare, agreement between Britain and Argentina can never be quick and easy. But silence serves the interests of no one, least of all the Falkland Islanders.

The chairman of the Commons Select Committee on Foreign Affairs, Sir Anthony Kershaw, Tory MP for Stroud warned Mr Kinnock to take great care about what he said to President Alfonsin. "He has already presented the Elgin Marbles to Greece. I hope he is not going to present the Falkland Islands to the Argentine," he said.

ARGENTINA'S LEADER TO SEE KINNOCK

By Our Political Staff

Mr Kinnock, Labour leader and Mr Denis Healey, Shadow Foreign Secretary, are to have talks on the Falklands in Paris tomorrow with President Alfonsin of Argentina and his Foreign Minister.

The meeting was possible because Mr Kinnock and Mr Healey were in Paris for talks with French Socialist leaders at the time of a state visit by President Alfonsin.

Alfonso seeks European investment

Alfonso visit

PRESIDENT Raul Alfonso of Argentina arrived in Bonn yesterday for three days of talks aimed at boosting trade between the two countries.

Argentina needs economic and political support, writes Jimmy Burns Alfonsin seeks European investment

PRESIDENT RAUL ALFONSIN of Argentina today begins a state visit to West Germany during which he will be lobbying both the Bonn Government and industry to invest more in Argentina and adopt a more sympathetic attitude to his country's \$46bn foreign debt.

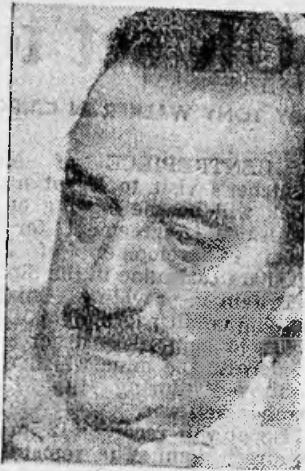
On Wednesday he goes on to France with the same message. On both occasions he will also be taking the opportunity to obtain diplomatic backing for negotiations between Britain and Argentina in which Argentine claims to the sovereignty of the Falklands are recognised.

The West German Government is expected to sign a number of scientific and commercial co-operation agreements.

But the main interest will focus on discussions with West German companies which already have a considerable stake in Argentina, like Siemens, Kraftwerk Union and Mercedes Benz.

Siemens, whose interests in Argentina span energy installation, electrical hardware, hospital equipment and nuclear power, has expressed a strong interest in expanding into local telecommunications, following its successful bid in April this year for the troubled local ITT subsidiary Standard Electric.

The Argentine state telephone company has drawn up a draft plan for installing a minimum of 1m lines before 1989, at an estimated cost of over \$1bn.



Alfonsin: lobbying

By contrast, Kraftwerk, after taking the brunt of a slow down in Argentina's ambitious nuclear programme, is seeking reassurances from the Alfonsin Government about the future of the reactor Atucha II, whose completion date is now well behind schedule, owing to lack of finance.

Mercedes Benz, meanwhile, is understood to be considering a \$50m extension of its truck plant, amid signs that Buenos Aires' popular but archaic bus service may soon be heading for a revamp.

West German diplomats insist that banking relations with Argentina have much improved now that President Alfonsin has adopted a more

orthodox approach to his country's economic problems. However, difficulties persist on the strictly financial front. Argentina has yet to resolve outstanding payments worth over \$200m for West German armaments delivered both before and since the Falklands war under contracts signed by the former military regime.

The only sensitive subject surrounding Sr Alfonsin's trip to France appears to be political. A French television film aired last week about the alleged torture and death of two French nuns following the Argentine coup may lead to a fresh plea for the extradition of one of the Argentine naval officers allegedly involved—Captain Alfredo Astiz. The officer was returned to active duty earlier this year after being exonerated by an Argentine military tribunal.

Nevertheless, Argentine and French officials still boast of a strong "special relationship" as a result of the support given to current members of the Alfonsin Government during exile in Paris. Sr Dante Caputo, the Foreign Minister, is one of them, and is today married to a former member of the French Foreign Ministry.

The Astiz case is, moreover, unlikely to deter several French companies from pressing for their own share of Argentine business once the Buenos Aires Government gives its approval.

The larger projects include a \$100m methanol plant in southern Argentina and a \$140m

modernisation of the Buenos Aires Metro. Thomson may also compete with Siemens for the telephone contract.

Smaller projects expected to be ratified include a \$20m sunflower processing plant near Santa Fe to be built by Sodeteg and a \$12m improvement of Buenos Aires' water purifying installations by Degremont, a subsidiary of Lyonnaise des Eaux.

The Argentines will also confirm their broad commitment to opening up the Argentine oil sector to foreign investment, as well as to reaching an eventual grain production target of 60m tonnes, thanks to the development of road transport, ports, and storage facilities.

The common diplomatic thread next week will be the Falklands issue. As the next United Nations (UN) general debate approaches this autumn, the Argentines are once again pressing both the West Germans and the French to change their abstention votes in their favour.

It is understood, however, that while Bonn and Paris are willing to consider taking a more public position of support in favour of a peaceful settlement to the dispute about sovereignty, they will resist any attempt to split the European Community inside the UN.

Argentine officials, meanwhile, have yet to decide what unilateral action they can take to break the present impasse with Britain, following their refusal to reciprocate the UK's lifting of its trade embargo on July 8.

Alfonsin reasserts claim to the Falklands

Belgrade (AP) — President Alfonsin of Argentina said yesterday that peace is threatened in both Central America and the South Atlantic.

Speaking on the last day of his visit to Yugoslavia he said that no one who had studied the Falklands issues in depth could doubt Argentina's rights over the islands.

Argentina would not stop trying to convince the government and people of Great Britain to open negotiations for the solution of the problem. He

added: "Peace is threatened in that region."

President Alfonsin said he would ask friendly countries to exert their influence on Britain in that direction, but emphasized that "certainly Argentina will seek a peaceful solution of this problem."

Discussing Central America and developments in Nicaragua and Honduras, President Alfonsin said that Argentina, as a leader of the Contadora group, would continue to work for a solution and that the situation there could lead to a catastrophe.

Sunday Express Supplement 15/9/85



END OF A FALKLANDS LEGEND

by Anthony Holden

Somewhat reluctantly, Sir Rex Hunt, hero of the Falklands invasion, retires as Governor next month, to be replaced by an altogether more orthodox diplomat, Gordon Jewkes. Anthony Holden profiles Sir Rex Hunt and his successor, and investigates the Whitehall in-fighting behind the new appointment

No visit to the Falkland Islands these last few years has been complete without a conducted tour of Government House, Port Stanley, under the enthusiastic guidance of Sir Rex Hunt.

Beneath his office desk Sir Rex will dive, in a spirited re-enactment of the night he fearlessly kept on broadcasting as Arge shells burst around him. Through the window he points out the only grove of trees on the entire islands—perfect cover, as fate would have it, for the enemy to launch its attack on the Governor's stronghold.

Those fortunate few with a presentable cue arm will be conducted upstairs to Sir Rex's inner sanctum: a handsomely equipped snooker room, with full-size table, fringed overhead light, elevated spectator benches and all the brass-and-mahogany trappings worthy of the sleepest gentlemen's club in Pall Mall—a mere 8000 miles away.

Here Sir Rex, the keenest of competitors, will test your mettle. All night if need be—he hasn't, after all, had too many snooker-playing visitors of late—while Lady Hunt will interrupt her expert commentary only to keep the competitors generously supplied with liquid refreshments.

In the dark days of 1982, even this holy of holies did not escape unscathed. Here, as elsewhere around Government House, lovingly preserved bullet-holes in the plasterwork, in the mahogany—yes, one even perilously adjacent to the sacred green baize itself—still bear witness to the Hunts' renowned ordeal.

Not for much longer. They're

changing the guard at Port Stanley, and it looks as if Government House will never be quite the same again. Next month sees the arrival of a new Foreign Office broom, Mr Gordon Jewkes, until recently Her Majesty's Consul-General in Chicago, to steer the island community through its next few delicate years.

And the first thing Mr Jewkes intends to do, after he has given Sir Rex an appropriately respectful send-off from the new Mount Pleasant airfield, is to fill in all those bullet-holes.

It's not just, you understand, that Gordon Jewkes has "never had much time" for snooker. It's more that he believes this a time for the Falklands "to look forward, rather than continuing to look back". Though an old soldier himself, "I've never heard a shot fired in anger, and I don't intend to begin now."

Before the events of 1982, the Governorship of the Falkland Islands was not exactly a front-line diplomatic post. Despite the fact that the Governor of a Dependent Territory has even more extraordinary and plenipotential powers than one of Her Majesty's ambassadors, the rigours of the climate, the distance from home, the lack of creature comforts, and perhaps above all the monotonous mutton diet made it a less attractive posting than, say, Paris or Rome, Hong Kong or Washington.

Rex Hunt went there in 1980 after a two-year stint as Deputy High Commissioner in Kuala Lumpur. An adventurous 30-year career had taken him and his wife Mavis from Uganda to Brunei, Ankara to Jakarta, and

The outgoing Governor, Sir Rex Hunt, is a keen amateur photographer who has painstakingly documented historical and botanic aspects of the islands. When not behind the lens, he is to be found challenging all-comers at the snooker table

END OF A FALKLANDS LEGEND

◀ he was already known to many journalists as the Counsellor in our Saigon Embassy during the emergency of 1974-5. He left for the Falklands in 1980 expecting the usual three-year stint, then perhaps a modest Ambassadorship before his obligatory retirement in 1986, at the age of 60.

When extraordinary demands were made on him in 1982, he proved more than equal to the task: refusing to shake the hand of the invading officer, and behaving in so defiantly British a way that he quickly became a national folk hero, as admired by a grateful Prime Minister as by all nostalgic devotees of the Bulldog Breed.

Knighted after the islands were recaptured, he chose to soldier on as Civil Commissioner, surrendering the Governor's ex-officio title of Commander-in-Chief to a Military Commissioner who ruled alongside him. Rex and Mavis Hunt became



PETER HARLOW HAGNUM

Contrast in styles? Outgoing Sir Rex, dressed for the South Atlantic, visits the troops. Left: Incoming Governor Gordon Jewkes, seen with his wife at their cottage in Kent, expects to "behave a bit more quietly"

so deeply involved in the future of the Falklands, the process of rebuilding the island community after so traumatic a disruption, that he wished to stay there until his retirement next year.

Lady Hunt missed their Sunningdale home perhaps more than her husband did—especially her much-loved garden—but she stood four-square alongside him in his wish to see his job through.

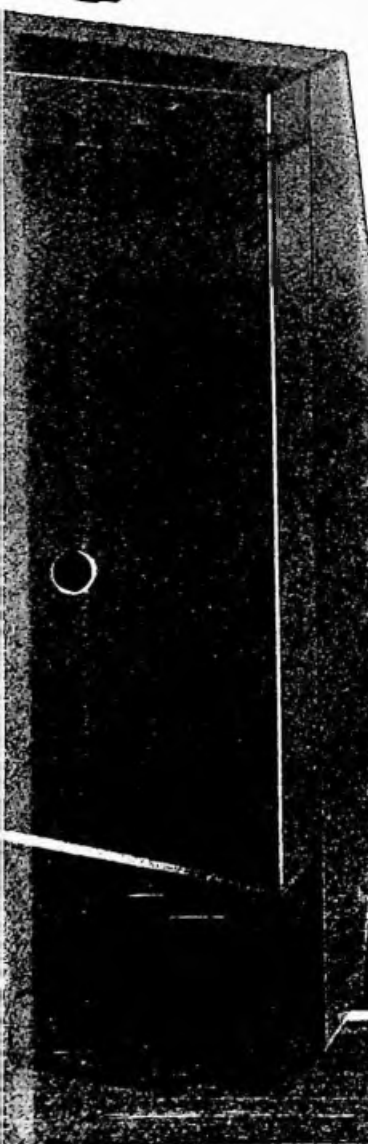
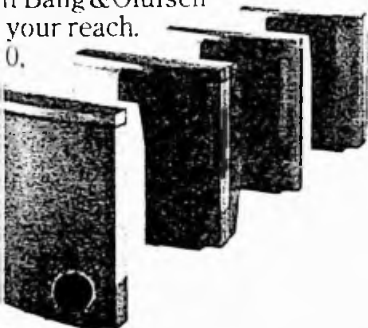
When I toured the islands for this Magazine last year, I was immensely impressed by Sir Rex's eye for detail, his knowledge and love of the place, and the care with which he attended to the tiniest nuance of island life. Everywhere we went—40 helicopter landings in 10 days—he knew the name not just of every member of every welcoming committee, however ▶23



2000

and your reach

the future, from Bang & Olufsen.
of four attractive colours, the
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of the most advanced.
realities stop short at the price.
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END OF A FALKLANDS LEGEND

20◄ remote, but of all their children too. And he was right up-to-date with the different concerns of every scattered community.

Devotion beyond the call of duty? There were those at the Foreign Office who thought so. "We have a word," one told me, "for what's happened to Rex. *Localitis*. It's not that unusual. A chap gets so involved in the country he's in that he begins to see its point of view . . . at the expense of HMG's."

HMG, of course, is Her Majesty's Government, whose point of view diplomats are sent abroad to represent and promote. In the case of Sir Rex Hunt, some of his FO colleagues back home thought he leant too much towards the islanders' interests rather than HMG's.

On the thorny question, for instance, of the islanders' wish to establish a 200-mile fishing limit, to stop the Russians, Poles and others fishing British waters for free, did he explain fully to the island council such problems as the Law of the Sea? Or the fact that a 200-mile limit would clip Argentinian water? Or the impossibility of policing fishing fleets from countries who do not recognise British sovereignty over the Falklands—let alone, as was the idea, getting them to police each other?

As ex-officio chairman of the island council, the Governor naturally told me that he did make such problems clear. Indeed, he faced the kind of hostility from suspicious councillors encountered by anyone identified with the Foreign Office. Falkland Islanders mistrust the FO almost as fiercely as they trust Mrs Thatcher.

But did he at times overstate his authority on the islands? "I am, in effect, constitutional monarch here," the Queen's representative told me, to the consternation of a Foreign Office lawyer present.

Sir Rex, for his part, made it quite clear how much he thought some of his FO colleagues understood about the post-war problems of the Falkland Islands. The cables flying back and forth between Port Stanley and the FO in London have at times been rather heated.

Last year a senior FO caucus tried to get the Prime Minister to force early retirement on Sir Rex, whose cherished dream was to see the new Mount Pleasant airfield in use before he left. But Mrs Thatcher remained one of his greatest fans—and she is not, for that matter, renowned for her love of the Foreign Office. So he stayed.

Now, however, his time is at last up—still one year earlier than he would have liked. The elections to be held next month for seats on the islands' Legisla-



Refreshments for the task force kin. In 1983, a year after the end of the campaign, relatives of the task force dead were entertained at Government House, Port Stanley, Falkland Islands by Sir Rex Hunt (left, then Civil Commissioner of the Islands)

tive and Executive Councils, under a new constitution devised by the Foreign Office, have been deemed an appropriate moment for the handover. Sir Rex was offered the chance of another posting for his last year, but scornfully turned it down.

What is appropriate, however, is that the new Constitution at last restores the title of Governor, so for a fortnight or so Sir Rex will be able to end his days in office with the rank he made so famous in 1982. The Military Commissioner will remain in place, so, alas, he will not regain the rank of Commander-in-Chief. But he remains High Commissioner, British Antarctic Territory.

Hunt played host to his successor, Gordon Jewkes, when he went to Port Stanley on a 26,000-mile round-trip from Chicago in April. "He was extremely courteous and helpful," reports the new man. "The house seems very nice, though in need of some, er, redecoration."

Won't he find Sir Rex a tough act to follow? "Everyone keeps asking me that. All I can say is that Sir Rex has made the Governorship a very high-profile job. I think I'll behave a bit more quietly. Perhaps it's time the Falkland Islands were out of the news for a while . . ."

Gordon Jewkes is an FO man to his polished toecaps, which has already made the islanders corporately wary of his appointment. Only by visiting the place can you divine how deeply they mistrust the Foreign Office; remembering the leaseback negotiations in train with Argentina shortly before the invasion, they believe the FO will one day revive some such notion. And they are terrified of a change of government here in Britain.

Jewkes, of course, is aware of this. He was handpicked after a wide Foreign Office trawl for a job which has now become one of its most sensitive appointments. So soon after the trade embargo with Argentina has been lifted, it is no coincidence that his background is very much commercial and financial.

HMG's commercial officer in Cleveland, Ohio and Chicago before becoming Consul-General, he spent five years in the late 1970s as Head of the Finance Department of the Foreign Office and Finance Officer of the Diplomatic Service. At the Finance Dept he is remembered with awe for the tenacity with which he tracked down an ingenious embezzler, retrieving most of the £380,000 of FO funds he had diverted to his own bank account, and seeing him installed safely behind bars.

An unflamboyant, quiet-spoken Kentish man who knows a bit about sheep, Jewkes and his wife Joyce were quietly hoping for a Far East posting when the offer of the Falklands job came "right out of the blue". They were given 48 hours to decide, but made up their minds "in five minutes, after a quick look at the map". Mrs Jewkes, the very model of an outgoing, hard-working FO wife, is as excited by the prospect as her husband.

Before he left Chicago, Jewkes was already doing his bit for Falklands trade by encouraging wealthy Americans to put Stanley on their tourist itineraries, now that 747s can land at Mount Pleasant. "I promised anyone who turned up that I'd put on my plumed hat and give them tea on the lawns of Government House. Why not? Tourism is going to be important to the Falklands."

So is the much-vaunted de-

velopment programme, to which Governor Jewkes will be applying his financial acumen in close liaison with the islands' chief executive, David Taylor. He has already been to Bolsover to see the Falklands Islands Company chiefs.

Jewkes naturally takes the FO line that sovereignty is not on the agenda of any future rapprochement negotiations with the Argentinians. But he is also aware that the islanders, all 1800 of them, will need continual convincing of this. They are deeply suspicious of any change.

At times they have muttered against Sir Rex, for his somewhat autocratic style, the firm hand with which he has squelched some of the islanders' complaints about the way the development money has been spent. One leading dissident, an elected councillor, told me he thought the Civil Commissioner would not be happy until a statue of him was erected in Port Stanley harbour.

But the same man, that same week, was completely won over by a long night at that snooker table. "You know," he told me as we wandered home around dawn, "you need a long session or two like that with Rex, all relaxed, to realise just what a good guy he is." Some Falklanders are more sophisticated than others, but all seem likely to recognise Sir Rex's great contribution to their welfare, now that his reign is over.

As Sir Rex reluctantly retires from the islands which mean so much to him, some of his FO colleagues are breathing a sigh of relief, but the majority wish due credit to be given him for outstanding service in a difficult post. "With a lesser man than Rex in place on that awful day," said one, "God knows how the subsequent weeks might have turned out."

A keen amateur photographer, Sir Rex never tires of showing both slides and home movies of the extraordinarily beautiful Falklands landscape, and the even more stunning Antarctic waters further afield in his domain. All visitors to Sunningdale are especially recommended to ask for a viewing of his South Georgia documentary—complete with expert historical and botanic commentary.

He has fulfilled his dream of seeing the new airfield opened—a major staging-post in the Falklands' advance to a security and prosperity they never knew before that rush of blood to General Galtieri's head. Gordon Jewkes may well be right that the time has come for a change of style. But the main reason will be that Sir Rex Hunt's stewardship of the Falkland Islands through war to a prosperous peace will be an extremely tough act to follow.

Argentina's former leaders finally appear in court

From Jeremy Morgan
in Buenos Aires

Argentina's former military rulers appeared in court for the first time in public yesterday at their trial for human-rights crimes, including torture, kidnapping and murder.

The nine defendants, all senior officers, sat in a line facing the six judges.

All but two of the accused men wore military uniforms. Their decision to appear was apparently aimed at emphasising that although the trial is being heard before the civilian federal appeals court, it is being conducted under the military code of justice as amended by President Alfonsín only months after he took office in 1983, by which time he had ordered the men to stand trial.

Their decision was apparently aimed at emphasising that although the trial is being heard before the civilian federal appeals court, it is being conducted under the military code of justice as amended by President Alfonsín only months after he took office late in 1983, by when he had ordered them to stand trial.

The leader of the coup and the regime's first president, General Jorge Videla, refuses to recognise the court: he turned up in a neatly pressed conservative grey woollen suit and said nothing to the other defendants.

General Videla appears to be utterly offended at not only

having to appear in court but to be on trial in the first place for what he evidently still considers was a justifiable defence of "Western, Christian, values" against Marxist-inspired terrorism in Argentina during the 1970s.

But General Leopoldo Galtieri, who led Argentina into the Falklands War when he was president in 1982, was as brash as ever: he chose a businessmen's silver-grey suit and seemed by far the most tranquil of the nine.

Admiral Emilio Massera, the former navy commander and coup partner, who faces a heavy part of the charges, is perhaps the most obviously nervous of the accused men. The once arrogant admiral is unable to sit still, constantly picking at his fingernails, his nose, his eyebrows and fidgeting with his papers.

Admiral Massera, the first officer to march into the court, managed a brief smile but afterwards stayed grim and depressed. However, he remained rock solid and unemotional when the assistant prosecutor, Mr Luis Moreno Ocampo, who is sharing the presentation with the prosecutor, began his opening remarks with these words:

"Slowly, almost as if we had not realised, a machine of horror loosed its iniquity on the unprepared and the innocent, to the incredulity of some, the complicity of others and the stupor of many."

Alfonsin bid for support in Europe

By Jimmy Burns in Buenos Aires

WESTERN EUROPEAN receptivity to President Raul Alfonsin's call for increased foreign investment in Argentina will be tested this weekend when he arrives in Bonn at the start of state visits to West Germany and France.

His trip to Europe, which begins in Yugoslavia today with talks more strictly concerned with the non-aligned movement, is his first outside South America since the introduction in June of his bold austerity package to control inflation, and the subsequent signing of a re-scheduling package with the commercial banks and the International Monetary Fund.

Argentine officials are optimistic that the time is ripe to present their country not just as a responsible creditor but as an attractive proposition for foreign businessmen willing to participate in the expected medium term recovery programme.

The situation contrasts with that which existed just over a year ago. Then, Sr Alfonsin's deepening economic problems cast a shadow over his democratic credentials during an official visit to Spain, and a non-state appearance in Paris.

Now Sr Alfonsin, accompanied by a high level mission including Sr Juan Sourrouille, the Economy Minister, Sr Dante Caputo, the Foreign Minister, and leading bankers and businessmen, will arrive in Europe armed with the latest statistics showing that inflation in August reached its lowest level since May, 1982.

Politically, his image as a committed democrat has been enhanced by his apparent determination to see that justice be done in the trial of the juntas that resumed this week, a development closely watched in Bonn and Paris since West German and French citizens disappeared in Argentina following the 1976 coup.

As a result, Argentine government officials and their West German and French counterparts have been working on the wording of several co-operation agreements to act as a symbolic backdrop to more specific talks on contracts worth millions of dollars in strategic areas of the Argentine economy.

Argentina to offer oil leases

ARGENTINA will start accepting oil drilling lease bids on Sept 30 for 32 land and offshore tracts, president Mr Raul Alfonsin told a meeting of local and foreign oilmen.

The leases will be the first to be offered by President Alfonsin's 21-month-old democratic administration, which eventually plan to offer more than 100 tracts and has reshaped guidelines for oil drilling contracts in a bid to attract foreign capital.

President Alfonsin said: "To explore the 90% of the national territory not yet explored or studied, it would be necessary to invest between \$1.2 billion and \$1.5bn annually until the year 2000.

"The broad call we are making to national and foreign private capital

to make exploratory investments in the country constitutes an apt method of achieving such objectives."

President Alfonsin spoke at a conference entitled New Perspectives of the National Petroleum Policy, attended by representatives of major Argentine and international oil companies.

The 32 leases for which bids will be accepted starting Sept 30 are in three zones of the country — the northeast, where 17 of the tracts are situated; the extreme south, where 12 areas will be put up for bid, and an offshore zone containing three tracts near the southern Atlantic port city of Rawson.

Contracts will be handled by Yacimientos Petroliferos Fiscales

(YPF), the financially troubled national oil monopoly.

President Alfonsin is seeking increased private oil investment in a bid to invigorate the country's ailing economy and to boost its flagging petroleum reserves. In 1984, reserves totalled 373 million cubic metres, down from 399m in 1983.

In August, President Alfonsin approved new guidelines for the risk-type contracts under which the tracts will be awarded.

Under the rules, YPF may join in any production if oil is found but will not be able to take a majority share in the venture.

Companies will be paid international prices for any oil produced, less a 12% state royalty and a fee of between 8% and 12% for YPF.

Falklands poll

There are nine candidates for four seats for the Stanley constituency of the Falklands Legislature, while four candidates have been returned unopposed for the Camp constituency which takes in all Falkland farms. This is the first General Election since the 1982 conflict and will take place on Oct. 3.

ITALY SIGNS ARGENTINA ARMS DEAL

By CRISTINA BONASEGNA
in Buenos Aires

ARGENTINA is to exchange military technology with Italy, which has close immigration ties and opposed Common Market sanctions during the Falklands war.

An agreement, signed at the end of a five-day visit by Signor Giovanni Spadolini, Italy's Defence Minister, also provides for joint military training and the fostering of joint defence production.

Argentina made clear that the agreement did not include a joint project to build light fighter-bombers, which a Defence Ministry source had earlier said.

Exocet escorts

Meanwhile, the English-language monthly ARGENTINE NEWS said yesterday that a Chinese defence mission on a recent 12-day visit had signed a similar agreement to exchange defence material.

Argentina is at present building five Meko-140 Exocet-launching escorts, using Carrier technology, and four Type-1700 submarines from two Type-209 before the 1983 South Atlantic conflict.

The submarines will greatly increase Argentina's ability to mount anti-shiping patrols, which was seriously limited during the 10-week war.

CIVILISING THE SOUTHERN CONE

In Santiago the Chilean protest season returns with the regularity of the Southern spring, and in this his 12th year in power, General Pinochet looks a degree more isolated and even eccentric, the opposition to him a degree more lucid, united and coherent. In Buenos Aires the prosecution is beginning its summing up in the trial of nine Generals and Admirals for the atrocities of the eight years of military government that ended in 1983. The rule of armies in the "Southern Cone" has not yet ended - General Pinochet is still there and his essential support remains the army - but theories of the "national security state" and the "bureaucratic-authoritarian model" have been consigned to the dustbin of history; even their most fervent advocates will concede that they have had to go back to the drawing-board.

The realities behind these theories were always the product of national circumstances and traditions rather than the thinking fashionable in military academies and staff colleges. The political and economic chaos of Peron's return in Argentina, the unsustainable political intensity and uncertainty Chile experienced prior to the coup of 1973, made military intervention in both countries inevitable, and it should not be forgotten that in both the republics this result was the product of gross civilian miscalculation and irresponsibility. Both republics have paid heavily for the relief afforded, though in different ways.

In Argentina an overblown and highly politicized military establishment was never able to construct more than a facade of

order. Nine Junta members face the responsibilities of those eight years, and throughout that time no single figure was able to establish a coherent chain of command either in the civil government or in the armed forces. The army never succeeded in militarizing politics: politics rotted the army as was exposed in 1982. The investigative commission appointed by President Alfonsín and the current trial have since fully revealed what was done under the successive Juntas, and that is at least the beginnings of an explanation of why it was done, a harder question so far less satisfactorily answered.

The Chilean armed forces were of a different stamp, and have sustained a different kind of authoritarian rule. Still Prussian in tradition, disciplined, hermetic and somewhat old fashioned, the Chilean army did not crack under the strains of the Allende government or the coup and it has remained silent and apparently undivided since. General Pinochet has not stinted the soldiers - 56 per cent of the defence budget now goes on their pensions - but he has kept the army out of politics to an extent inconceivable in the old Argentina. He has a ruthless way with inconvenient generals, and has perhaps destroyed more military careers than Dr Alfonsín. Though the recent murder of three trade union leaders and the subsequent revelations of *carabini* involvement show that violent repression both continues and can get out of control, the purge of police generals indicates who still holds the monopoly of ruthlessness: General Pinochet has never liked

military conspiracy - he was far from being the most enthusiastic plotter of 1973, though he was always likely to prove the plot's astutest beneficiary. His political calendar offers a possible controlled departure - where to one wonders - at the end of this decade. But he is now on the defensive. The armed forces will not contemplate much humiliation at civilian hands, but they may not support him and his policies through thick and thin against a broader, non-communist opposition prepared to negotiate his departure.

The current figure of authority in the South is President Alfonsín. At first hesitant and indecisive with the appearance of a provincial lawyer, much more like Sir Geoffrey Howe than Mrs Thatcher, he has shown himself capable of facing the essential risks posed by Argentina's critical economic and political situation. The Argentine army was defeated and discredited, but largely intact. Its past conduct and the ramifications of its excessive involvement in the country's affairs, constituted the most urgent and the most intractable political problem, one with no ideal solution and at the same time one that could not be left alone. With the present trial, President Alfonsín may not have grasped every nettle, but he has grasped a handful. Few countries of any size and complexity can be governed without an army - that is true for Latin America, even for Costa Rica, as for the rest of the world. Civilians and soldiers have their proper spheres of action. This truth is in the course of definition in Argentina, and it may be dawning in Chile.

Jimmy Burns on the trial of nine former leaders charged with human rights abuses

Junta generals to face the Argentine people

ARGENTINA'S federal appeals court will return today from a three-week recess to hear the summation by the prosecution in the historic trial of the nine leading members of the former military juntas.

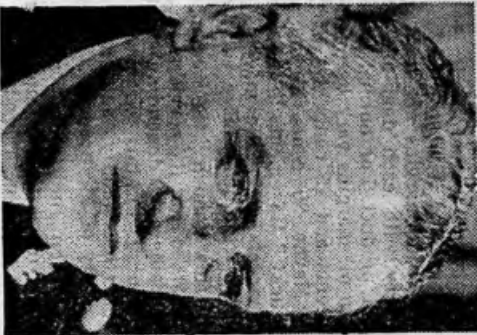
The event promises to be the most dramatic and politically volatile of the proceedings so far. For the first time since the trial began on April 22, the men will be compelled by law to appear in court and hear the charges against them.

Former Presidents Jorge Videla, Roberto Viola and Leopoldo Galtieri, as well as three admirals and three brigadier-generals, face charges for human rights abuses between 1976 and 1983 that range from house-breaking to murder.

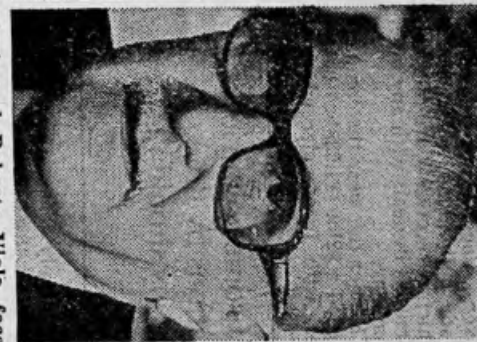
None of the nine have made any formal plea to these charges. But there is a sense in which these men are as good as condemned: having not so long ago wielded unquestioned power in Argentina, they have been lagging in civilian and military jails for the past two years of civilian rule, their political vitality slipping away with humiliating speed.

Gen Videla spends his time reciting the rosary, Brig Gen Orlando August has been temporarily interned in a mental hospital following a nervous breakdown, and Admiral Emilio Massera has had to be separated from his fellow prisoners after picking a fight.

The accused now enter the dock as symbols rather than persons, and the mere fact of their presence will raise the pitch of the debate generated by their trial.



Former Presidents Leopoldo Galtieri (left), Jorge Videla (centre) and Roberto Viola face charges ranging from illegal detention to murder



Defence lawyers will argue that the public humiliation of the juntas is simply the climax of a political show trial, whose legal basis they have savagely questioned all along.

At the time the alleged crimes were committed, the former commanders would have been entitled both constitutionally and juridically to judgment by their natural peers.

However, under a law approved by Parliament last year, cases of human rights violations which had not been resolved within a limited time scale by military judges passed automatically to civilian courts reconstituted as court martial boards.

The defence lawyers argue that this is retroactive justice orchestrated by the civilian authorities to serve their own political purposes. The political risks of holding

the trial are not being underestimated by President Raul Alfonsín. In the last month, he has made a point of directing his attentions towards the armed forces. Crack tank regiments, front line fighter squadrons, aircraft carriers and submarines have supplanted civilian rallies as the venues for presidential pep talks.

The change of tack partly reflects the President's new-found popularity in dealing with economic issues; but more importantly it underlines his conviction that now, more than at any stage since taking office in December 1983, he needs to treat the military with velvet gloves.

The attendance by the army high command in August at the monthly mass for "those fallen in saving the nation in the war against subversion" was an uncomfortable reminder

of the wide gulf that still separates the men in uniform from the emerging new Argentina.

The military still appear unrepentant for their human rights abuses, justified morally, they claim, by the need to save Argentina from subversion.

The military's esprit de corps has refused to crack despite the appalling revelations concerning some of the 8,000 "missing" persons that have been thrown up by the trial.

President Alfonsín hopes to encourage the view that a line can be drawn between past and present military personnel, so enabling the armed forces to play a new professional role within democracy. The next and final stage of the trial should determine whether this is possible.

The prosecution will concern

trate on the tapestry of horror meticulously woven in the proceedings over the past four and a half months, thanks to evidence provided by nearly 1,000 witnesses. The charges of murder, torture, illegal detention, breaking and entry, robbery and falsification of public documents covering some 427 exemplary cases have applied mainly to the two first juntas, for which the prosecutor is expected to demand the maximum sentence of life imprisonment.

The prosecutor will counter-attack the defence's other main argument that the cases involved members of the armed forces in "legitimate defence" against acts of resistance by some of the best organised guerrilla armies to have threatened Marxist revolution in Latin America.

While some of the prosecutor's cases have collapsed in court after being identified as concerning armed terrorists, the bulk of evidence has covered victims such as children, blindfolded women, and the physically handicapped.

The court martial board will have to decide whether the juntas are guilty not because they personally committed the crimes, but because they gave the orders.

What is at stake goes beyond the strict confines of law. It could prove a lesson in history for Argentines. For the rest of the world, the trial process has few precedents as an example of a nascent democracy that put its former military rulers in the dock, political risks notwithstanding.

Amnesty hint for junta's officers

From Jeremy Morgan
in Buenos Aires

Public hearings in the trial of Argentina's former military rulers resume tomorrow amid continuing suspicions that the elected government plans some form of amnesty for most of the other officers accused of committing human rights crimes when the armed forces were in power.

The prosecutor, Mr Julio Strassera, will begin four days of argument tomorrow aimed at proving the collective guilt of all nine defendants for a campaign of state terror in which at least 9,000 people are estimated to have vanished after the military coup in 1976. Under a decree issued three days after he took over from the regime in late 1983, the officers are accused of responsibility for torture, kidnapping, and murder.

For the first time since the proceedings were opened to the public towards the end of April, the defendants will be obliged to appear in court, at least on the days when Mr Strassera deals with their individual cases. Until now, they have exercised their legal right not to attend the trial.

The defendants were all members of the three military juntas that ruled Argentina from 1976 until the regime began to retreat from power after losing the Falklands War in 1982.

During 77 days of public hearings so far, 833 witnesses took the stand, most of them called by the prosecution to

tell of their experiences at the hands of the regime's secret terror squads and torturers. The Federal Appeals Court has also received 4,000 *habeas corpus* writs, many originally presented to no avail when the military was in power, 3,000 other cases from courts in the interior, and 1,500lb of documents sent by the United Nations Human Rights Office in Geneva.

Mr Strassera is expected to focus the court's attention on some officers in particular, including General Jorge Videla, the regime's first president who still refuses to recognise the trial as anything other than the "revenge of the defeated" in the armed forces' so-called struggle against subversion.

The general has been individually linked in evidence to three cases of kidnapping and "repeated homicide" under the prosecution case, and is cited in a total of 32 cases.

Another key figure is his successor as president, General Roberto Viola, named in 14 cases including eight kidnappings and two murders.

But perhaps the most notable figure in the dock will be the former leader of the navy, Admiral Emilio Massera, named in 24 kidnapping cases and linked to several instances of murder.

Admiral Massera is the only defendant against whom it was alleged in court that he personally went out on some operations mounted by the regime's security squads.

Hopes bleak for improvement in Argentine trade

BY JIMMY BURNS IN BUENOS AIRES

TWO months after Britain unilaterally lifted its ban on trade with Argentina, the prospects of normal Anglo-Argentine commercial relations are as remote as at any time since the outbreak of the Falklands conflict in 1982.

This is the view of businessmen in local subsidiaries of leading British companies and of Argentine exporters. After the ban had been lifted, they expected Argentina to reciprocate.

"If anything, the situation has been getting worse since the British lifted their ban. The Argentine Government has been putting more and more

rocks in our way," commented Sr Guillermo Browne, president of the British Chamber of Commerce in Buenos Aires.

Symptomatic of official Argentine attitudes, according to Sr Browne, was a recent meeting between managers of British companies and Sr Daniel Larrigueta, Under-secretary for the Presidency, during which they were told that government supervision of local UK assets would be stepped up. This was attributed partly to news that two British Phantom jets had violated Argentine air space.

Under a law approved by Gen Leopoldo Galtieri, who was president during the Falklands conflict, official overseers can check the accounts of British companies and control sales of

their fixed assets and remittance of their profits. The overseers relaxed their supervision gradually and British companies were allowed for most of last year to operate as freely as any other foreign companies in the country.

Now, though, the Argentine government has left UK companies in no doubt of its resolve to make no substantial move to improve its relations with the British government until Whitehall has agreed to negotiate on sovereignty over the Falkland Islands.

It is widely accepted in Buenos Aires that Anglo Argentine trade is understated by official figures. According to recent Argentine Trade Department figures, Argentine exports

to Britain fell from £136m to £65,000 from 1981 to 1984. During that period Argentine imports from Britain dropped from £161m (Argentina having been one of the UK's best markets in Latin America) to £85m.

An attempt to export considerable quantities of corned beef, under a "Made in Uruguay" label appear to have been made during and immediately after the conflict, but this has been discontinued. However, at least two big Argentine packers are sending meat to Rotterdam, where it is given documents as an EEC product and sent on to the UK chilled or frozen. Meat traders have always viewed such routes as potentially risky and expensive.

Developing military capability in aftermath of Falklands war

Argentina arms plans

THREE years after the Falklands war and under pressure from severe budget cuts in defence spending, Argentina is planning to develop its military capabilities on armaments sales and joint projects.

But the task is not proving easy, such politically sensitive projects.

An Argentine Defence Ministry official said last week that Buenos Aires is seeking to discuss a joint Italian-Argentine project to build light fighter-bombers while the Italian Defence Minister Signor Giovanni Spadolini, is on a five-day official visit, ending on Tuesday.

The project would possibly be modelled after a 1982 accord between Italy and Brazil, but observers were doubtful whether Italy would be interested in doing similar business with Argentina, Brazil's neighbour.

Meanwhile, a Chinese mission has explored the possibility of building tanks and submarines with Argentina, a Foreign Ministry source confirmed to me. But there was scepticism whether Buenos Aires could reach an early agreement with Peking.

Meanwhile, the Navy's two British-built Type 42 destroyers, which took part in the April 2 invasion of the Falklands, are still up for sale, exactly one year after President Raul Alfonsín personally ruled out a deal with Iran on "humanitarian grounds."

Observers believe it will be difficult for Argentina to find a buyer for the \$150 million (£110 million) destroyers, the maintenance of which has become very costly to the country since the conflict with Britain.

They say one of the reasons is a lesson learned during the Falklands campaign, which revealed that the warships were vulnerable to air attack. Two pre-1939-45 War destroyers and other old warships are being sold as scrap.

Since the end of the 10-week conflict the Argentine Navy has more than made up for its losses during the South Atlantic war, with the modernisation programme launched by the former regime now nearing completion.

By CRISTINA BONASEGNA in Buenos Aires

The West German-built Meko 140 Escort Espora has just joined the fleet, following the arrival of four Exocoel-launching Meko 360 Escorts and one West German-built Type 1700 diesel submarine, all of which had been ordered in 1977 and 1978.

Another long-range patrol submarine is expected to arrive here this year, while five Meko Escorts and another two submarines are being built in Argentina under licence.

"If we have enough money, they'll be ready in two years' time," a Defence Ministry source said.

A plan by the province of Cordoba to export locally-built Pucaru anti-guerrilla aircraft to Iraq has been delayed after Iran, Argentina's third biggest foreign-buyer, reportedly protested to the Foreign Ministry.

The Air Force is said to be pressing for the \$120 million (190 million) sale in order to obtain the necessary resources to start manufacturing the French-German designed IA-63 jet trainer at its Cordoba plant.

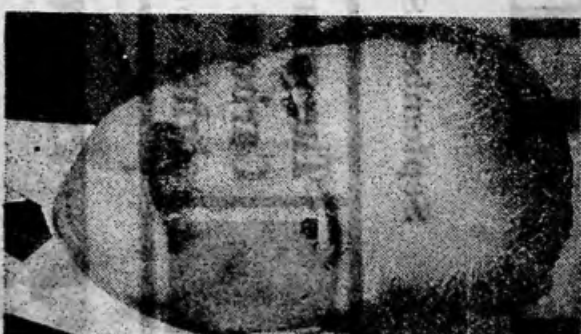
Under the 1985 budget Bill, still awaiting Senate approval, President Alfonsín has proposed a further shrinking of the military budget to 3.2 per cent of a gross domestic product of about \$60 billion (£44 billion) down from 3.72 per cent last year and 6.4 per cent approved by the military before leaving office in December, 1983.

As a result of the budget cutbacks, the armed forces had to cancel several manoeuvres, freeze new equipment purchases, cut down their salaries and conscript fewer new recruits.

"The fleet is only sailing three weeks a year, and munitions would not last one day," complained a civilian with close military links.

At the moment the elected government is also analysing a thorough military reform to make the three forces more cost-efficient.

There are also unconfirmed reports that the armed forces are selling 12 Mirage III series, while the Naval Air Force waits for the arrival of 12 American built Skyhawks bought from Israel after the South Atlantic war.



ALFONSIN: Military cutbacks

Defence and Foreign Ministry sources confirmed reports that the fighter-jets were blocked in Israel through pressure by Washington. But they did not comment on reports that the move was due to a British initiative.

The sources said that the Argentine Government was negotiating with the United States to have the block lifted on the jets, which are to replace those operating from the aircraft-carrier 25 de Mayo during the war.

Argentina cries for itself

A post-Falklands Argentine film and its star have overwhelmed Buenos Aires, says JIMMY BURNS. It opens in London soon

AT THE age of 49, Norma Aleandro will tell you that she is still basically the same person she has always been — 'they simply gave me a prize at Cannes, that's all,' and talking to the winner of the Best Actress award at this year's Cannes film festival, one finds it hard to disagree.

She has not bought herself a huge house, divorced her husband or hired a 'walker' for her albatross; she has no bodyguards or young lovers, and she answers the telephone and opens the door personally — all somewhat unusual in a city like Buenos Aires, where status symbols count for much.

Inside her flat on the outskirts of town, the modesty persists — her living-room is small, filled with old books, comfortable furniture and interesting paintings.

'When I was born, Buenos Aires was like a provincial town where everyone takes their time. Now everyone rushes around without stopping to think.'

The fact that Norma devotes quite a lot of time to thinking and doesn't try to overwhelm you with her physique sets her apart from the run-of-the-mill Argentine actresses, who have tended to put their breasts and bottoms before intelligence.

'It's funny to think, really, but I've had Argentine film directors come up to me and beg me to change my nose.'

Her reputation had to be made in the theatre and on radio. She acted in plays by Ibsen, Tennessee Williams, Lope de Vega,

and Brecht. Then the political coup of 1978 came along and even this changed.

One night in June of that year, as she took the stage for the first night of a one-woman recital of classical verse, an extreme Right group invaded the theatre and threw gas canisters into the stalls.

A few hours later she was sleeping in her flat with her husband and young son when a bomb exploded in the hall of the building, shattering the ground floor and seriously injuring the occupants of the room nearest the explosion.

'We didn't want to kill you with the first two, but the third time you won't be so lucky,' an anonymous telephone caller told her soon afterwards. 'You've got twenty-four hours to get out of the country.'

Even today, Norma Aleandro cannot understand why she was victimised. She has never belonged to a political party nor to any of the guerrilla organisations that were then waging an all-out war against the armed forces. 'Maybe it was because I used to sign petitions on behalf of dissidents in the Soviet Union, political prisoners in Cuba, torture victims in Latin America, Afghanistan, Vietnam — maybe I was a source of dan-

gerous confusion.' But she remembers vividly the fear she felt about being at the rough end of a regime that was eventually to liquidate over 8,000 Argentines, and the sadness of subsequent exile.

After leading a nomadic existence, first in Uruguay and then in Spain and Venezuela, Norma took the risk of returning to Argentina in the summer of 1981. Exile had become for her 'like a slow death,' and a limited democracy was beginning to be exercised by the armed forces, as a way of pacifying the growing opposition to the regime.

I remember the day of the invasion. It seemed as if the world had gone mad.

A standing ovation greeted her on her first night in a play by the Peruvian novelist Mario Vargas Llosa. The theatre was ringed by bomb-disposal units and police, because she had received an avalanche of death threats — but the show went on, and this time survived as a box-office hit for two years.

In between came the Argentine invasion of the Falklands, which Norma now recalls as the last demented act of a regime under pressure. 'We have a just claim to the islands, but we should have got them by negotiating. I remember the day of the invasion... it seemed as if the world had gone mad and I cried my heart out.'

It is a measure of the change that has taken place in Argentina since the return of democratic rule in December 1983 that her first major film, and the one she won her prize with, 'La Historia Oficial' (translated as 'The Official Version') is a strong critique of the former military regime.

The film is actually set just after the Falklands war, when Argentina's military society began to collapse like a pack of cards. Norma plays the role of Alicia, a secondary school teacher, confronting the problems of having to make sense of history in a society that has been forced to either rewrite or forget it.

One of the early scenes has the professionally orthodox Alicia facing a rebellion by her pupils, who refuse to accept any longer the versions of events described in the textbooks. At first Alicia reacts angrily, expelling the culprits from the classroom.

'When the film starts up, Alicia is not a heroine, but she ends committing an heroic act: sacrificing the father and daughter she loves, paradise in other words, for the sake of truth... Norma Aleandro says. Since the film got its local premiere in Buenos Aires in April, it has become something of a cult movie, and Norma herself the country's most popular actress.

In Cannes the French critics told her that Alicia's story reminded them of the Jews and the Second World War. The Americans recalled children taken from the highways and exploited by the porn movie industry. Everyone applauded, and said that thanks to her performance they had learnt a little more about Argentina.

She accepts that part of her new popularity at home has been

due to the film's international recognition — an easy seduction of a people that has always been acutely sensitive to what the outside world thinks of them.

But she strongly believes that Argentines are changing their attitude towards women, towards human rights and towards recent history. The prize at Cannes, meanwhile, is welcome proof that Argentina has been reaccepted as part of the human race.

'The Official Version' opens at the Curzon, Shaftesbury Avenue, on 20 September.

Argentine inflation falls to lowest level since 1982

BY JIMMY BURNS IN BUENOS AIRES

ARGENTINA'S monthly inflation rate fell in August to 3.1 per cent, the lowest figure since May 1982 when the country was in the midst of the Falklands war.

The figure was released as Sr Juan Sourrouille, the Economy Minister, delivered his monthly televised "pep talk" to the nation. It means that Argentina's inflation rate over the last 12 months fell to 825.7 per cent. This compares with the monthly figure of 30 per cent and an annual inflation rate of over 1,000 per cent just before the Government introduced its austerity package in June.

Sr Sourrouille claimed on Thursday night that the latest figures confirmed the general public's continuing co-operation with the two month old prices and wages freeze and the Government's ability to

stick to its pledge not to print any new money.

However, most economists and businessmen continued to caution yesterday against premature cries of victory by the Government which has committed itself in its agreement with the International Monetary Fund to reduce annual inflation to 150 per cent.

Sr Sourrouille said there are signs that the recession is bottoming out, but he still faces considerable pressure from both sides of industry because of persistent high interest rates and growing unemployment.

More outspoken have been the country's trade union leaders who at a separate meeting warned they would follow up last Thursday's national strike with further industrial action unless the Government modified its policies.

Daily Mail
6.9.85

Falklands revisited

THE Battle of Pebble Island during the Falklands War has been fought again for BBC TV cameras, as part of a documentary series on the SAS, called Soldiers, beginning later this month.



£4 million to help needy

£4 million has been made available to help the most needy in the country. The money will be used to fund a range of social services, including housing, health care and education. The government has announced that the funds will be distributed to local authorities across the country.

PEAK TOURS

Peak Tours is offering a range of exciting holiday packages for the coming season. The tours are designed to provide a unique experience of the British Isles, with visits to some of the most beautiful scenery in the country. The packages include accommodation, transport and meals, and are available for a limited time only.

WATCH
WATCH

Falklands send a million Blueys

HE DID not know it at the time but Senior Aircraftman Stuart Baxter serving in the Falkands was making philatelic history.

As he walked into the Forces' Post Office he was just about to post the millionth Air Letter Form — the famed 'Bluey' — from the island outpost 8,000 miles away from Blighty.

Postage is free on the Bluey for all Service personnel serving under British Forces Post Office 666. Families in the UK can obtain the Blueys from civilian offices to benefit from the freepost facility. So popular is the freepost Air

Letter Form among the tri-Service personnel that some of the single men have up to ten pen-pals each, thus maintaining a near constant link with home.

SAC Baxter, for instance, writes home to his wife once a day and



receives as many replies in return. The current Forces' Post Office has 13 personnel; a staff regularly handling 3,000lbs of assorted letters and parcels arriving by air from the UK.

The picture shows Captain Rod Small, Royal Engineers and Staff Sergeant Joe Hernandez of the Forces' Post Office receiving the millionth 'Bluey' from SAC Baxter.

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NEW VEHICLE REQUIRED

£4 million to help needy

The Army Benevolent Fund disbursed more than £2.2 million during the year 1984-5 in relief work in all forms.

As part of the general Army benevolence activities during the same period, Corps and Regimental associations additionally disbursed £1.7 millions.

Of this overall sum, individual grants to soldiers, ex-soldiers and their families totalled more than £2 million while grants by the Army Benevolent Fund to national charities providing for the special needs of the soldier and his family

amounted to £1.1 millions. Interest-free loans on compassionate grounds made by the ABF totalled £861,140.

In the financial year just ended therefore Army benevolence disbursed more than £4 million in relief work of all forms.

General Sir Robert Ford, Chairman of the ABF Executive Committee, said in the annual report: "I am particularly concerned to say how indebted the Fund is to industry and commerce for the substantial help they provide, also indeed to the Variety Club of Great Britain who, as for many years past, have again demonstrated their magnificent support and generosity. The sensible direction of the Fund's financial interests is clearly a matter of very considerable importance indeed.

"That our finances are today so soundly based, and invested to such good purpose is, in large measure, due to the understanding, enthusiasm and efficient control when the finance Sub-Committee and his financial advisers bring to the task of managing the Fund's money. Their splendid work is greatly appreciated."

PEAK RECORDS

The climbers of 1st Battalion The King's Own Royal Border Regiment have done it! Within 21 days, they climbed every peak in England which is more than 2,000 feet in height.

It resulted in £5,000 being raised for the Cystic Fibrosis Research Trust and SSAFA, and also means the team may have an entry in the Guinness Book of Records.

To achieve their goal, the joint team of civilian and military climbers had to walk about 400 miles and climb 331 peaks during what they called Climathon 85, despite having bad weather for 17 out of the 21 days.

Now the soldiers, who are based in Northern Ireland at Palace Barracks, Holywood, are even considering trying to break the record again within the next couple of years.

WELCOME WARRIOR

MCV-80 has got its official name. It is to be called Warrior and the Army is to get 1,048 examples of the combat vehicle.

FALKLANDS DRUG TRIO IN UNFIT JAIL

By PATRICK WATTS
in Port Stanley

TWO women and a man given four-month jail terms for importing cannabis resin into the Falklands were led to the cramped cells at Stanley prison — condemned 12 years ago as unfit for prisoners.

All three, employed by the Paisley firm, Kelvin Catering, at the £400 million airport complex at Mount Pleasant, East Falklands, said they would appeal against the decision of Mr John Oliver, senior magistrate.

Mrs Isobel Jones, 51, from Argyllshire, but now living in Havorfordwest, Dyfed; Margaret Stewart, 29, from Glasgow; and Ronald Menzies, 27, from Ardossan, Ayrshire, all pleaded guilty to importing the drug.

The severity of the sentences appeared to shock the small court-room in Port Stanley. There was a hush as the three were led away.

Crown solicitor

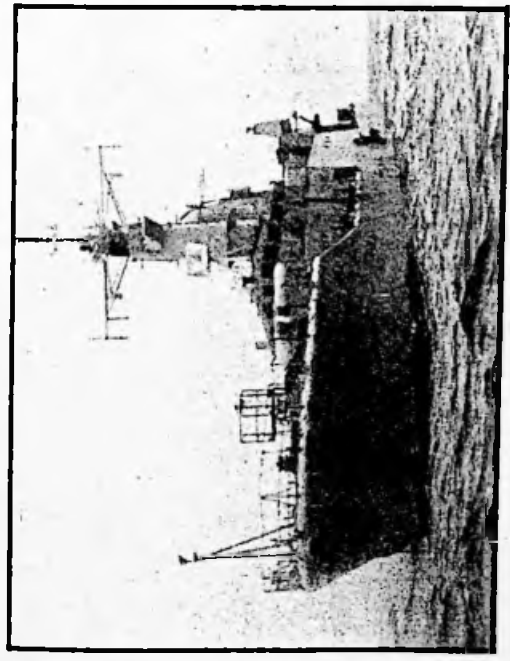
No legal assistance is directly available to defendants in the Falklands, and Mr Nicholas Fairbairn, Q.C., Conservative M.P. for Perth and Kinross, has expressed dissatisfaction to the Foreign Office. A Crown solicitor is to be appointed later this year to help those facing charges.

The court heard Mrs Jones say she had been taking cannabis on and off for several years and that while in Britain on leave she posted it in a package addressed to herself at Mount Pleasant Airport.

Margaret Stewart admitted receiving two parcels containing the drug but denied being an addict despite having taken it "on and off since I was 16."

Menzies also admitted importing cannabis although none was found in his possession. He said he had "smoked every day after work, sometimes with Jones and Stewart."

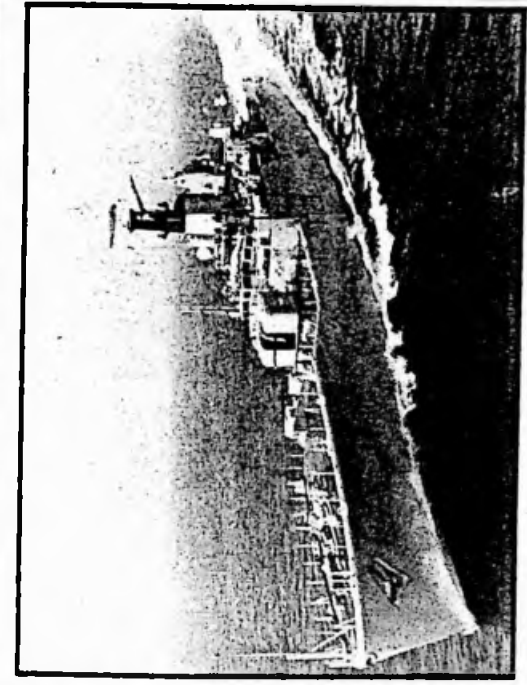
RHYL GOES WITH A BANG!



HMS RHYL has ended not with a whimper but with a bang ...

This sequence of pictures show the sad but dramatic last moments of the Rothesay-class frigate, sunk by Plymouth Diving and Mine Clearance Team after she had been battered by guided missiles.

The picture on the left shows her low in the water after the missile firing practice 300 miles off Land's End. In the next frame the coup de grace is delivered by the explosives experts, and finally she heels over and slips from sight to her last resting place.

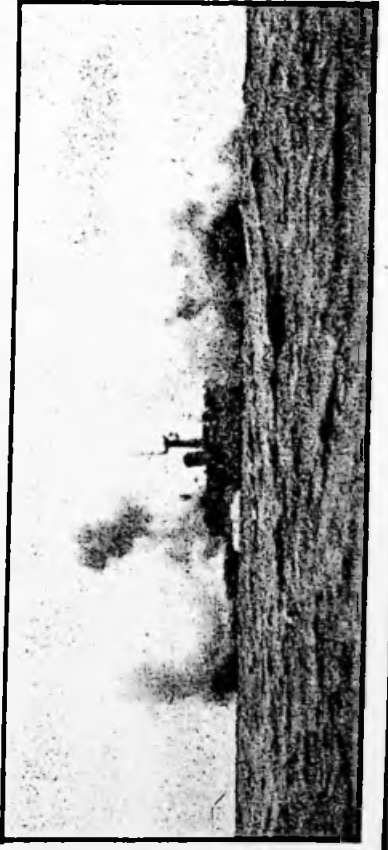


HMS Rhyll's career spanned three decades. Launched in 1959 by Lady Dorothy Macmillan, the Rhyll enjoyed a full life, including coverage of the Cyprus evacuation in 1974, a task as Belize guardship in 1980 and Gulf patrol duty in the following year.

REPRIEVE

Due for disposal in 1982, she was reprieved on the outbreak of the Falklands conflict and joined the Navy's task force. On her return she received the Freedom of the North Wales seaside town of Rhyll.

She finally paid off in October 1983.



Thanks Bluey, you're one in a million

AUGUST 7, 1985, was a blue-letter day among Forces serving in the Falkland Islands.

On that day a senior aircraftman serving at Port Stanley walked into the Forces Post Office and mailed the millionth Bluey, back home to England.

The Bluey, an apt nickname for the Forces Air Letter Form, provides that vital link between the uniformed personnel on the Falklands and their families and friends 8,500 miles away in the UK. It also makes its way to all other overseas posts where British Forces are serving.

Free

Postage is free on the Bluey for all Service personnel with the "BFPO 666" address — and their families in UK can obtain them from civil post offices and use the freepost facility.

The free air letter form is so popular among the Navy, Army and RAF that some hard-writing lads have up to ten pen-pals, maintaining an almost unbroken link with home.

Thirteen staff at the Falklands Forces PO handle the mail for all three Services in and out of the Islands, including batches of assorted letters and parcels weighing up to 3,000lb which arrive by air from UK.

Welcome to South Georgia!

TAKING a few days break from patrol duties around the Falklands, HMS Danae and RFA Olwen proved to be welcome visitors to South Georgia in mid-July.

After a fast but uncomfortable passage there by the two ships, the Danae's Lynx helicopter flew off to the British Antarctic Survey Base at Bird Island off the northern coast complete with post and the ship's doctor, who had been asked to attend to an injured scientist.

The ships anchored off Grytviken for a few days and despite bad weather were able to land stores for the BAS teams and the Army.

The Danae also visited St Andrew's Bay with its huge penguin colony and approached the edge of the awesome Ross Glacier in Royal Bay.



Despite heavy mist, HMS Invincible put to sea from Portsmouth to take part in a joint families day with HMS Glamorgan. More than 1,500 visitors enjoyed a splendid day out, highlighted by a thrilling flying display provided by Sea Kings (820 Squadron), Sea Harriers (801) and RAF aircraft. This picture was taken from the Invincible and shows HMS Glamorgan immediately ahead. HMS Endurance occupies the berth to the left of the picture.

Prime portrait

A LIFE-SIZE portrait of the Prime Minister, Mrs Margaret Thatcher, with her Service advisers during the Falklands War, has been completed by artist Brenda Bury. It was commissioned for the new Officers' Mess at Northwood which will open next year.

RAS OFF THE ROCK

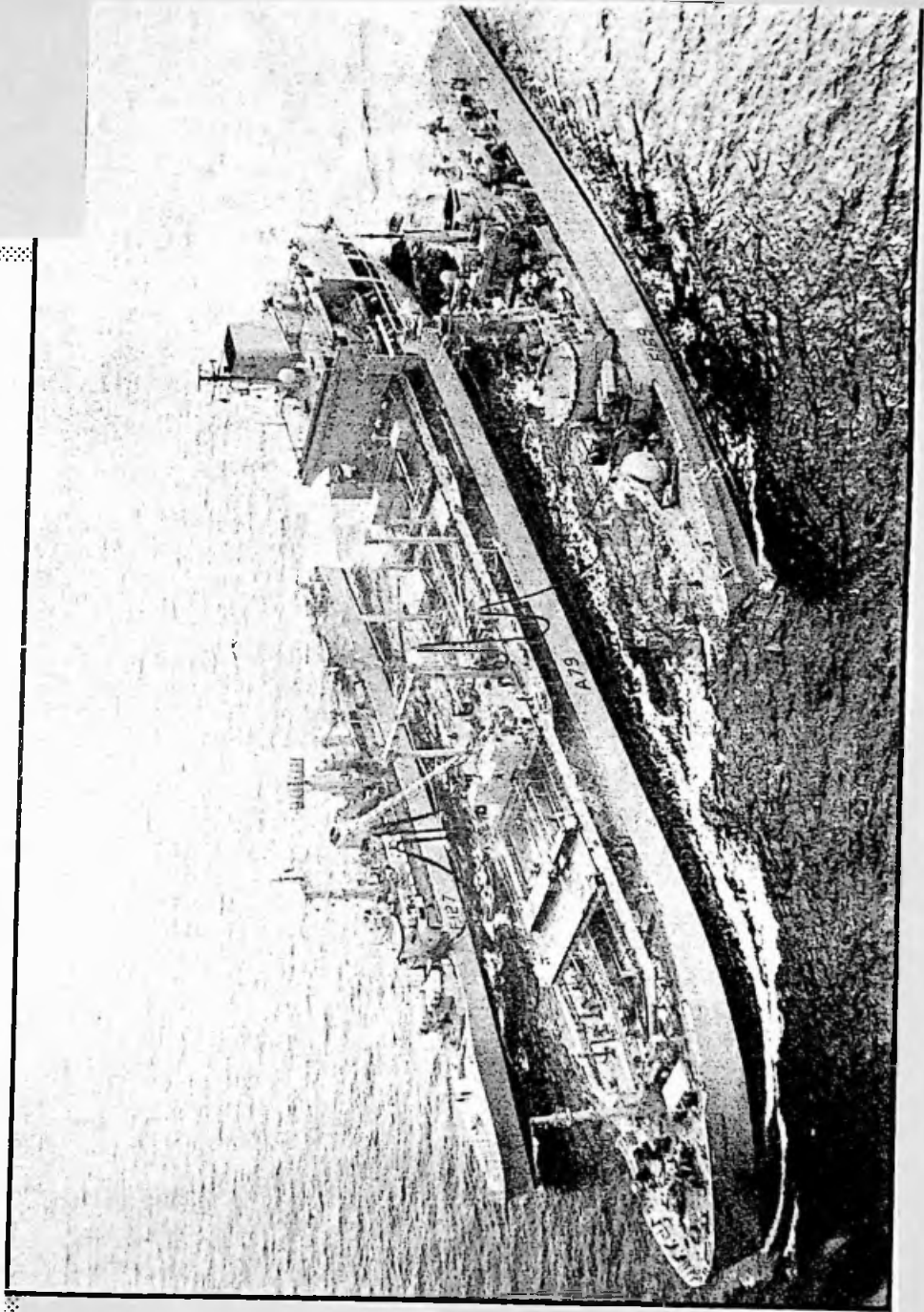
OFF Gibraltar, HM ships Penelope (left) and Amazon (right) team up with RFA Appleleaf for a replenishment-at-sea after the first leg of their deployment to the Falkland Islands Protection Zone.

Before the two frigates sailed from Devonport in mid-July they completed four-week maintenance periods there followed by an intensive and success-

ful trials and weapons training programme at Portland.

During the short visit to Gibraltar, the Top of the Rock race was won by AB(S) Ginge Lowden in 22min. 58sec.

The Amazon and the Falklands veteran Penelope, which replace HM ships Avenger and Danae on the Falklands patrol, are due home for Christmas.



Hey Diddle-De-Dee, a Scottish life for me



AFTER the Falklands War a sprig of white heather for every serviceman killed was planted in Princes Street Gardens, Edinburgh. Last year's Royal Navy representative at the annual commemoration in the garden, Lieut.-Cdr. Ken Napier, who served in HMS Plymouth in the conflict, suggested that it might be appropriate for the garden to include some Falklands heather — commonly called Diddle-De-Dee — and the idea was eagerly accepted.

However, obtaining a healthy specimen proved much more difficult. Diddle-De-Dee is a sub-arctic plant with its summer and winter rhythms the reverse of Edinburgh gardens.

Four attempts were made by returning naval personnel to introduce a living sample to Scotland — but probably because of the lengthy transit through the tropics, none survived.

None, that is, until Admiral Sir Nicholas Hunt, lately Flag Officer Scotland and Northern Ireland, paid an early visit to the Falklands in his new appointment of Commander-in-Chief Fleet, and brought back a sturdy specimen ideally potted in compost.

Intensive Care

The plant was soon on its way to Lieut.-Cdr. Napier at FOSNI HQ at Pitreavie and he in turn took it immediately to Edinburgh District Council's Garden Nurseries.

There, foremen gardeners William Dennison and Allan Raeside, delighted to receive such a strong example, vowed it would be given intensive care to bring it from its dormant Falklands winter state to be ready for planting in the Princes Street Garden next March.

And, they added, there was a bonus: there was enough bush to take cuttings for extensive propagation. So a little piece of the Falklands will live on in Scotland.

Lieut.-Cdr. Ken Napier with Admiral Hunt's Falklands heather and the foremen gardeners who will help it adjust to Scotland's seasons, William Dennison (left) and Allan Raeside.

Pictures: CPO (Phot) John Strachan

FALKLANDS OR MALVINAS? THE VIEW FROM BUENOS AIRES

by Peter J. Beck

A frequent intervals along Florida, Buenos Aires' main shopping street, elderly men stood holding boards upon which were attached for sale a range of patriotic paraphernalia, including key rings, badges and emblems produced in the blue and white colours of Argentina. A prominent place was reserved for items depicting the Falkland Islands, or rather the *Islas Malvinas* as they are known there, as an integral part of Argentine territory; for example, badges displayed the outline of the islands overlain by blue and white stripes, while key rings carried the inscription 'Islas Malvinas (Rep. Arg.)'. Similar items, including car-stickers expounding the view that 'My Heart is in the Malvinas' (*Mi Corazon esta en las Malvinas*), were on sale at the various news-stands dotted along Florida.

During one week in May the political significance of these items for the British visitors—there are not too many these days—was accentuated by the front page stories carried on successive days by the daily papers displayed at these news-stands. The renewed press interest in the South Atlantic dispute was occasioned by the formal opening of the strategic airfield at Mount Pleasant on the Falkland Islands. Within Argentina this development was interpreted as the inauguration of a new phase in the post-war situation, thereby causing Dante Caputo, the foreign minister, to travel to both Washington, where he employed the OAS as a forum to denounce the enhanced militarisation of the South Atlantic region, and New York, where he exchanged views with the UN Secretary-General and addressed the Movement of Non-Aligned Countries.

Caputo's New York press conference (16 May 1985) was characterised by not only a greater than usual media interest in the Falklands topic but also his strong attack upon British policy because of the airfield's alleged 'offensive capability' in respect to Argentina in particular and to Latin America in general. This perceived threat to the security of the continent was compounded by its transformation into a possible scenario for East-West conflict; in turn, this observation about the creation of a powerful military base prompted Caputo to return to an increasingly familiar theme of Argentine politicians, who have seen 'Fortress Falklands' as a policy designed to establish the islands as a NATO base.

In this manner, the Argentine government's reaction to the new airfield served to remind the international audience about the continuation and conflict potential of a dispute that was becoming of lesser importance for a large part of the international community, although the moves represented also a kind of automatic response designed to satisfy domestic expectations regarding the constant need to uphold the country's historic and other rights to the ownership of the islands. To a large extent,

Caputo was played to the gallery, such as to reaffirm Latin American solidarity at a time of wavering interest and commitment as well as to consolidate the Alfonsín government's domestic position in the context of severe political and economic difficulties, including massive inflation, banking failures—the airfield controversy coincided with the collapse of the Banco d'Italia—and the foreign debt problem.

At the same time, the airfield episode confirmed the extent of the gulf existing between Argentina and Britain as a consequence of the 1982 War. During this period the Thatcher government has stressed that the Falklands are British, and will remain British, as evidenced by its resistance to the attempts to return to the pre-1982 stance of regarding sovereignty as negotiable. In March 1985 Sir Geoffrey Howe, the foreign secretary, informed Parliament that 'we are not prepared to discuss with Argentina sovereignty over the Falkland Islands. The Government believes that Argentine activities in 1982 have ruled that out'. A month or so later, Mrs. Thatcher, responding during a BBC radio phone-in broadcast to a question about the initiation of such negotiations, expressed surprise: 'Why? The Falklands are British sovereign territory'.

But Argentina, albeit chastened by military defeat, has not gone away. The Malvinas question proves still a prime domestic and foreign policy issue for Argentina. The Malvinas paraphernalia on sale in Buenos Aires, in conjunction with Caputo's recent speeches to the effect that Argentina 'shall never abandon its claim', highlight the fact that the 1982 War solved little or nothing of substance; thus, the conflict restored British control over the Falklands but failed to resolve the long-running Anglo-Argentine sovereignty dispute, which constituted the root cause of the war and proves the fundamental reason for the continuing Anglo-Argentine non-relationship, such as reflected by the absence of diplomatic relations and the almost inevitable failure of the bilateral talks held at Berne in July 1984.

The existing Anglo-Argentine impasse has developed basically out of their rival positions on sovereignty, since repeated British statements regarding the unreasonable and unattainable demands of Argentina have been paralleled in Buenos Aires by accusations of British intransigence, and especially by attacks upon the immovability and lack of realism of Mrs. Thatcher. In such circumstances, it proves impossible either for the British government to satisfy the twin aims of its Falklands policy, which have been defined by Howe as 'our determination to fulfil our commitments to the Falkland Islanders (and)... our efforts to promote better relations with Argentina', for the Falkland Islanders to feel secure in the light of doubts about the durability of Argentine democracy, reports concerning Argentina's post-1982 rearmament and of pressures upon British defence spending, or for the Alfonsín government to implement its wish 'to resolve the question of sovereignty by means of a frank and complete dialogue with the Government of the United Kingdom'.

At the governmental level the prospects for improved Anglo-Argentine relations appear bleak, particularly as long as the British government

refuses to place sovereignty on the agenda and as Argentina treats this action as the pre-requisite for talks on other matters. The two governments remain on different wavelengths, as is illustrated by their rival perceptions during the recent Mount Pleasant airfield episode; thus, Argentina's military interpretation of the airfield failed to recognise its political significance for a British government anxious to demonstrate its commitment to the Falkland Islanders. Similarly, during May 1985 Argentine politicians over-reacted to reports of British arms sales to Chile, which were presented in Buenos Aires as part of a policy to encourage a Chilean attack upon Argentina.

Alfonso and Caputo have oft stated that 'the recovery of the Malvinas will be one of the central aims of our foreign policy' (Alfonso, 11 March 1983, Caputo 15 May 1985). Although such statements might be dismissed as mere political rhetoric, the visitor to Argentina cannot fail to be impressed by the natural and sincere acceptance within all levels of society of the fact that the *Islas Malvinas* belong by right to Argentina, especially as geography and history teaching at schools, in association with media, philatelic and other activities have produced an unquestioning belief in the strength of their country's case to sovereignty over the islands. The events of 1982 reinforced rather than undermined this attitude, since a few weeks of Argentine occupation over the Falklands gave substance to the case and created images—for example, of the Argentine flag flying over the Malvinas, of letters carrying Argentine stamps and franked *Islas Malvinas, Republica Argentina* or of Port Stanley's re-naming as Puerto Argentino—which have not been dulled by either military defeat or the post-1982 attitude of the Thatcher government. This sense of commitment has been boosted by a growing appreciation—to quote Nicanor Costa Méndez, who was foreign minister in 1982—that 'time is on Argentina's and not on Britain's side' (15 May 1985).

Already Argentine observers have been encouraged by the signals emanating from Britain, where there is evidence of a relative lack of popular interest in the subject, an indifference accentuated as the 1982 War becomes more distant, and by a growing realisation of the diplomatic, military, fiscal and other costs of the 'Fortress Falklands' policy. In fact, during 1984 Gallup Polls showed significant majorities among British opinion in favour of improved relations with Argentina as well as of the view that 'Fortress Falklands' was basically untenable as a long-term policy. In certain quarters, the democratisation of Argentina has fostered the anxiety for reconciliation, such as on the grounds that good Anglo-Argentine relations are too important to be threatened by the Falklands question.

The enduring Argentine anxiety, indeed impatience, for movement on the sovereignty question has been neither diminished nor deterred by repeated discouraging statements emanating from London, and this objective, fuelled by deep-seated goodwill for Britain in many sections of Argentine society on account of historic, economic, cultural and

other ties, has prompted the pursuit of several unofficial efforts towards Anglo-Argentine dialogue in order to compensate for the existing impasse at the official level and perhaps to prepare the way for the eventual re-establishment of diplomatic relations. As a result, since 1982 a number of Argentine politicians, academics and others have been involved with their British counterparts at various joint sessions held at such places as Bonn, Buenos Aires, London and Maryland. Three Anglo-Argentine exchanges have already been held under American academic auspices at the University of Maryland during September 1983, April 1984 and February 1985, and John W. Burton, Director of the University's Conflict Resolution Project, has employed the term 'second-track diplomacy' to describe a process designed to bring parties together in an analytical framework and to involve persons not part of, but with access to, government. On the British side of the sessions, a prominent role has been performed by such bodies as the South Atlantic Council and the Royal Institute of International Affairs as well as by such parliamentarians as George Foulkes, Bruce George, Robert Harvey and Cyril Townsend. However, the relative simplicity of the British side is paralleled by a more confused Argentine position.

Within Argentina there exists a certain ambivalence regarding close links with Britain, and pressures emanating from right wing and other nationalist circles have encouraged an understandable caution on the part of the advocates of Anglo-Argentine dialogue. The political dangers have been compounded by implicit physical risks, a point reinforced by Lord Kennet's account of his 1984 visit to Buenos Aires with other parliamentarians sympathetic to an Anglo-Argentine rapprochement:

British parliamentarians have been down there; I was one of them. It was not very pleasant; our lives were threatened; we were pelted with eggs, which was less important... there were explosions for which the so-called credit was claimed by a nationalist organisation protesting against our presence.

The impact of these anti-British nationalist tendencies has been supplemented by an unwillingness within Argentina to accept any Falklands solution other than the straight and immediate transfer of sovereignty; thus, 'intermediate' solutions, including leaseback, conflict with general perceptions, thereby further restricting the scope for any advocate of negotiations with Britain.

Nevertheless, a number of individuals, including such prominent senators as Adolfo Gass, president of the Foreign Relations Committee, and Julio Amoedo, several academics and study groups centred upon CARI (Argentine Council for International Relations), AARI (Argentine Association for International Relations) and the Centre for South Atlantic Studies have emerged as part of the search for points of contact with both Britain and the Falkland Islanders, that is, for talks about talks designed to secure an appropriate solution of the Falklands problem. Much depends upon the future ability of AARI either to co-exist or to integrate with the initiatives deriving from the relatively right-wing orientation of CARI and from the so-called business lobby represented through the Centre for South Atlantic Studies.

Early in May 1985 an effort was made to harmonise the work of these diverse interests, but there remains still the possibility of competition and division rather than of consensus in the quest for dialogue with Britain. In addition, the confused situation renders it difficult for interested groups and individuals in Britain to know which Argentine element to cultivate, a problem exacerbated by the question marks surrounding the nature of the inter-connections between official circles and those involved in second-track diplomatic activities.

Obviously, the Argentine government's involvement in the Maryland-type discussions proves a matter of conjecture, but clearly the Department of Foreign Affairs keeps more than a watching eye upon developments, a process facilitated by the inputs deriving from their unofficial policy advisers. In any case, the search for Anglo-Argentine dialogue, albeit only if sovereignty was part of any discussions, constitutes an Argentine policy objective, thereby harmonising with the Foreign Ministry's recent and detailed evaluation of the various options available for a settlement of the dispute, especially on the grounds that the interests of the islanders could be accommodated more easily by a democratic Argentina.

However, official circles in Britain share the Falkland Islanders' lack of faith in the durability of Argentine democracy, and the knowledge of such reservations encouraged a radical deputy, Ricardo Alagia, to deliver an impassioned political statement during the discussion section following one of my recent lectures in Buenos Aires; thus, his attack upon the pre-1982 military regime led into an emphasis upon the need for Britain to appreciate the extent of the political changes in his country as a consequence of the fall of the military. Certainly, the Alfonsín government appears to be succeeding in its efforts to democratise the country—for instance, civilian heads are being appointed in place of the military and human rights trials are in progress—in spite of unfavourable political and economic conditions, such as of the problems consequent upon the military tradition, large foreign debts and hyperinflation. One should not overlook the extent of Alfonsín's achievement in merely surviving, let alone in advancing the cause of democracy, as each year passes. Although it is not the British government's responsibility to make concessions on the Falklands question solely for the sake of facilitating the survival of Argentine democracy, the passage of time will undermine the force of arguments against sovereignty negotiations based upon the alleged instability of the democratic regime.

In the meantime, the unsatisfactory state of Anglo-Argentine relations possesses wider implications, such as in terms of causing not only regional insecurity but also problems for other governments, including the USA and Britain's EEC partners. In February 1985 Caputo stressed that 'all nations interested in peace should be concerned about this conflict', and these wider considerations were pressed again a few weeks later by Alfonsín during the course of his address to the US Congress:

The delay in solving this controversy produces international intransigency, for it nourishes a situation of tension, it creates a critical focal point in the South Atlantic, and the danger that both our territory as well as the area in general

will find itself involved in strategic plans alien to our region.

These implicit references to the East-West conflict were revived in May 1985 by the NATO comments made by Argentine politicians at the time of the airfield controversy.

In the future dialogue and exchanges between Argentine and British politicians, academics and others, including islanders, should be encouraged to fill the communications void existing between Buenos Aires and London at the governmental level as well as to provide an informed and sympathetic understanding of the respective positions. In this respect, the mere fact of being invited on a lecturing visit to Argentina to talk about the Falklands dispute proved more important than the actual content of the lectures, especially as post-lecture discussions enabled an informed and responsible exchange of views with a wide range of interested parties.

In practice, these sessions moved on almost automatically towards the prospects for a long-term solution of the Falklands problem and threw up various points of consensus, including an appreciation of the point that sovereignty will have to be negotiated at some stage; in turn, many perceive an indivisible link between such talks and the eventual transfer of sovereignty, albeit qualified perhaps by a transitional stage based upon leaseback and by the final transfer of title to Argentina subject to guarantees for the islanders.

However, at present this type of 'Hong Kong' solution remains only a hypothetical possibility, especially as both the British government and the islanders have resisted any such developments.

Brian Lapping, who was involved in the recent television series on *The End of Empire*, has observed that:

If a single characteristic animated the End of the British Empire more than its contemporaries and predecessors—and therefore made it more successful than them—it was the suppression until 1982 of the Falklands spirit.

From this perspective, recent British policy towards the Falklands should be interpreted as being in conflict with historical as well as with fiscal, geographical and military realities. One MP, Bruce George, has argued that the islands have acquired an exaggerated importance in the minds of the governments and people of Argentina and Britain, especially as the impact of war and the emphasis upon principle—for example, the manner in which the British stress upon the self-determination of the islanders is countered by Argentine nationalism—have encouraged a tendency to overlook the fundamental demographic and economic problems of the Falklands.

George expressed the hope that more politicians, including those from Argentina, would visit the Falklands in order to appreciate the reality, since his experience could be equated to 'the diplomatic equivalent of a cold shower... their enthusiasm might have abated somewhat if they did'. Whether this would happen is debatable, since the British government's blinkered view of the islands is paralleled in Argentina, where the Falklands have always been perceived more in terms of the flag than of their basic utility. In the meantime, Argentina is prepared to wait,

especially as in Buenos Aires there is a tendency to believe that progress will be possible when... if Mrs. Thatcher leaves the political scene. Alfonsín has oft-complained that 'the difficult role is to deal with Mrs. Thatcher', while in May 1985 Costa Méndez concluded a press article with the question which was on the lips of many people encountered during my visit to Buenos Aires: 'can real progress be attained with Mrs. Thatcher in power?'. In a sense, there exists a danger that this assumption will promote unrealistic hopes of movement on the Falklands question upon the occasion of either her retirement or fall from power.

In Buenos Aires one prominent senator look me to task for being pessimistic about the prospects for short-term progress on the sovereignty dispute; in fact, he ascribed such pessimism to my status as a historian. However, my response stressed the need for realism and pragmatism rather than for naive optimism, and concluded with a historical reference drawn from an Argentine source. In June 1937 Dr. Garcia, the Argentine Under-Secretary of State at the Foreign Ministry, told the British ambassador that 'in 200 years' time, when the Argentine nation had become the greatest nation in the world, the question of the Falkland Islands would find its solution'. Upon this basis, there is still a long time to wait, although this comment should not stifle hopes that the sovereignty dispute can be resolved sooner rather than later.

[Dr. Peter J. Beck is Reader in International History at Kingstons Polytechnic. The above article is based in part upon his lecturing visit to Argentina during May 1985. His study on a 'Hong Kong' solution to the Falklands dispute will appear in *International Affairs* (Autumn 1985), while his book on *The International Politics of Antarctica* will be published in late 1985-early 1986.]

The October issue of *Contemporary Review* includes *Guided Missiles and Misguided Men* by Sehdev Kumar, *A Day in the Life of the 'New Republic'*—Brazil after the Dictators by Frank Colson, *Any Hope for the Trinity?* by R. B. P. Milburn and *Theatrical Hyper-realism in the Plays of Adele Shank* by C. Lee Jenner.

Solicitor to fill legal gap in the Falklands

By PATRICK WATTS in Port Stanley

A ROW between Mr Nicholas Fairbairn, MP for Perth and Kinross, and the Foreign Office over lack of legal representation for defendants in the Falkland Islands, should be resolved in October, when a Crown solicitor arrives in the Falklands on a two-year tour.

The row followed charges against three Scottish employees of the Paisley firm, Kelvin Catering, which employs more than 100 workers at the Mt Pleasant airport site, 50 miles from Stanley.

All three have been charged with the illegal importation of dangerous drugs. They were remanded in custody but have since been released on bail.

Isabella Jones, one of the three defendants, had earlier been in contact with a Scottish lawyer to express concern at the lack of legal assistance available in the Falklands. Mr Fairbairn took up the matter with Baroness Young at the Foreign Office.

Meanwhile, the three defendants have refused an opportunity to consult their lawyers in Britain.

The two others involved are Margaret Stewart, 29, of Overnewton, Glasgow, and Ronald Menzies, 26, of Adrosau, Ayrshire.

Falklands Police chief Ken Greenland, the prosecutor, while admitting the situation

was not entirely satisfactory, said that to date the system had worked.

The magistrate tended to "represent the interests of the accused," while, as the prosecutor, he himself had many times in the past made sure that "evidence in favour of the accused had been brought out."

The trial begins in Stanley on Monday.

Opening shots fired in Argentine election battle

BY JIMMY BURNS IN BUENOS AIRES

ARGENTINA'S Government and Opposition have fired the opening salvos of what promises to be a hard-fought run-up to November's mid-term congressional elections, amid fierce public debate over economic policy.

A series of rallies throughout the week culminated on Thursday night with a partially successful national strike and a big demonstration by the country's main trade union organisation, the General Confederation of Labour (CGT). Government supporters symbolically staged a smaller rally in the Luna Park stadium on Tuesday, where Sr Raul Alfonsin launched his successful bid for the Presidency three years ago.

A Gallop opinion poll just published here showed President Alfonsin's popularity nearly doubled since June, the month the Government intro-

duced the austerity package which has cut monthly inflation from 30 to under six per cent.

But Thursday's events showed many Argentines to be divided rather than convinced by the Government's argument that the country is on the way to economic recovery.

Trade union officials said Argentines were paying for the curb on inflation with an increasingly high level of unemployment and falling real salaries. They have called for a moratorium on the country's \$48bn foreign debt and the introduction of job creation measures.

The most recent official statistics show that unemployment increased from 4.4 to 6.3 per cent between May 1984 and May 1985—the highest figure in 11 years.

Unions in 'austerity sabotage'

ARGENTINA's unions were accused yesterday by the Government of trying to wreck an austerity drive as union leaders called their members out in the third general strike since the country returned to democracy 20 months ago.

The one-day strike and a mass rally in Buenos Aires were called to back demands for an increase in wages, indefinitely frozen under a 10-week austerity programme, and a moratorium on payments of the country's \$48-billion foreign debt.—Reuter.

Union rally draws 100,000 to protest at Argentine austerity

From Douglas Tweedale, Buenos Aires

A demonstration by opposition trade unions yesterday drew more than 100,000 people here to protest against President Alfonsín's austerity policy, but a call for an 11-hour nationwide general strike was only partly observed.

Reports from around the country indicated patchy support for the strike in the provinces, with most industrial action in the factory belt around Buenos Aires. Commerce and transport were largely unaffected.

The highlight of the protest was clearly the afternoon rally organized by the opposition General Confederation of Labour (CGT), which drew a larger turnout even than most union leaders had predicted.

CGT organizers claimed an attendance of 350,000 but independent observers estimated that there were between 100,000 and 170,000 flag-waving and drum-banging demonstrators to hear speeches on a warm, sunny afternoon.

Señor Saul Ubaldini, a fiery leather-jacketed CGT leader, said that President Alfonsín must "break the bonds of international usury," and called on the Government to suspend repayment of the country's \$48

billion (34 million) foreign debt.

He also called for an end to the 6.3 per cent unemployment rate, and said the purpose of the protest was to change the Government's economic policies. Political observers said the industrial action was not likely to affect immediate policy.

Opinion polls last week showed that only half the

population approved the strike call and that a clear majority still supports the Government's emergency anti-inflation plans, which were introduced on June 15.

Government officials said before yesterday's rally that it was primarily political and was in effect a campaign rally for the opposition Peronist party in preparation for congressional elections - scheduled for November 3.

Argentina's 1,100 unions are still largely dominated by the Peronist party.

● **Falklands talks:** An Argentine congressional delegation will visit Britain early next year to discuss Falklands sovereignty with colleagues in Parliament, according to the Argentine senator who will lead the visit.

Señor Adolfo Gass, head of the Argentine senate's foreign relations committee, said he has had a letter from Mr Cyril Townsend, Conservative MP for Bexleyheath, inviting a group of Argentine congressmen to London in return for a visit by MPs to Argentina last year.

"I have already replied to tell him I don't foresee any problem in accepting this invitation," he said. "Of course we will raise the issue of sovereignty over the Malvinas."



President Alfonsín: inflation policy challenged

Jimmy Burns reports from Buenos Aires on the mixed blessings of the Government's austerity measures

Argentines savour the experience of lower inflation

JUST A few weeks ago, it was usual to hear an Argentine argue that high inflation had pervaded the local economy for so long that it had become a way of life. Today, talk has shifted to the experience of living without it.

Thanks to the austerity package (price and wage freezes and currency reform) imposed on this country since June by the Government of President Raul Alfonsín, monthly inflation has been cut from 30 per cent to below 6 per cent. This figure would be virtually zero, government officials claim, if not for a seasonal shortage of beef, which temporarily pushed up the price of meat—Argentina's most popular food.

For legal businesses, a generally more stable price structure has led to the beginning of changes in some perceptions and attitudes once regarded as impossible to modify.

In the case of Sr Miguel Reid, president of Protex, a small but energetic local paint manufacturer. In May, he wrote an account of his company's fortunes for the business weekly, *Ambito Financiero*, which demanded like the last days of the Weimar Republic.

He described how, two months earlier, Protex's supplies of basic raw materials

had increased their prices by 29 per cent, against a monthly inflation rate of 19.2 per cent. Sr Reid's company then increased the price of its products by 32 per cent. By the following month, the company computer suggested that the price of raw materials and products had been mismatched, and so final prices were jacked up by a further 40 per cent, only to be followed by an additional average increase of between 60-80 per cent in the cost of raw materials.

"I know of no fellow businessman who gets up in the morning with an enthusiastic thought for a new product or a new market. On the contrary, we get up submerged in anxiety because of the new tax we haven't paid, the sudden increase in costs we were unable to predict, the shortage of raw materials and the overdue payment bringing us one step closer to bankruptcy," he wrote.

Protex was employing 100 people and had a sales turnover calculated at about \$3m. But Sr Reid calculated that "a \$1m-a-year loss was due to inflation alone," and that the only way he had survived in recent months was by not paying taxes.

Since the austerity package was introduced, some companies which built up huge stocks to

protect against inflation have found price controls more a curse than a blessing. As credit has also been squeezed, some have had to close their factories temporarily, and a few have gone permanently bankrupt despite the lower inflation.

Fears that the austerity package will mean fewer jobs in the short term will today bring out the country's main trade

finished a long summer holiday (in Argentina it is midwinter).

For the past month, the time spent on making sure that unpaid bills were collected and that money paid was invested (the former peso was losing its value at a rate of 1 per cent a day), has been put into planning how to refine and market a range of more than 200 household products.

Since President Raul Alfonsín's austerity package of price and wage freezes and currency reform was introduced in June, medium-term thinking has taken over from 24-hour survival techniques in a number of businesses. But not everyone is happy with lower inflation.

union federation on a 12-hour national stoppage.

But Sr Reid has so far shared the fate of the majority of companies which have been weathering what is regarded as a temporary recession, already showing signs of bottoming out in major sectors of industry.

Last week, his computer had been put on temporary hold and he looked as if he had just

Sr Pablo Madanes, a managing director of Argentina's major tyre producer, FATE, is also a changed man. Sr Madanes calculates that about 25 per cent of his annual turnover of sales of \$72m went towards speculative stock building as opposed to a realistic and stable market.

"Since the austerity package was introduced, we've lost about 25 per cent in sales, but rather than try to recover them we're sending our money managers abroad to look for new markets." FATE is also thinking of bidding for part of the state-controlled telephone company, which the Government is considering for privatisation.

If such medium-term thinking is taking over from 24-hour survival techniques across a broad range of business, but not everyone is happy with lower inflation.

Last Friday, three somewhat downcast individuals sat in an office overlooking the heart of the capital's financial centre, locally known as "el city."

The three are partners in one of the 200-odd black market foreign exchange dealerships in the city's 15 square blocks. Their dependency was that of a laid-off labour force. Their telephones were poignantly silent during most of what not so long

ago was a peak dealing hour.

"I used to have people coming in on Friday desperate to sell or buy at all costs. Now if clients come in at all, they compare rates and maybe leave it for another day," said one of the three dealers.

The fact that the ruling Radical Government has held up from pursuing its Blitzkrieg on the black market—dealers' alleged clients include such influential citizens as politicians and policemen—is one reason why old habits have taken longer to die. Another is that the financial system still has in-built suspicions that the austerity programme could eventually founder, just as it did in Israel, because of the Government's inability to keep public spending in check in a crucial mid-term election year.

Nevertheless, the average spread of about 15 per cent between the black market rate and the official rate of the dollar is much narrower than that which existed in the times of virtual hyperinflation, when the small blackmarket exchange dealers were handling anything from \$100 to \$15,000 with each telephone call.

As the dealer reluctantly put it: "The dollar in Argentina is losing some of its mystique."

Unions no match for Alfonsín

From Douglas Tweedale, Buenos Aires

President Alfonsín faces a general strike and rally by unions opposed to his austerity policies today, but the protest is unlikely to mar the continuing public support for his Government's two-month-old emergency anti-inflation programme.

The General Labour Confederation, the umbrella union group dominated by the opposition Peronist Party, has plastered Buenos Aires walls with posters urging workers to down tools and demonstrate "against hunger and unemployment". Some union leaders, however, have privately questioned the wisdom of going ahead with what promises to be an unpopular strike.

The confederation, which has staged two previous general strikes against Señor Alfonsín, first called today's action a month ago, betting that the effects of the austerity plan would have turned public opinion against the Government.

But polls taken last week showed at least 67 per cent of Argentines disapproved of the strike and a similarly large majority continued to approve of the drastic economic rescue programme announced on June 15.

The strength of that support goes far beyond what even government officials had dared to hope when they unveiled what is dubbed the Austral Plan: the introduction of a new currency, an indefinite freeze on prices and wages and drastic cuts in state spending. Politically, it has been a resounding success.

Life for the average citizen has been fundamentally changed. From a situation where bus fares were sometimes increased between the time a commuter left home and returned, and where workers rushed to spend or invest their pay before inflation ate away its value, Argentina has achieved stability.

For the first time in many years, shoppers have recovered the habit of comparing prices before they buy - utterly impractical when inflation was raging along at 30 per cent a month.

Such small victories are what has made Señor Alfonsín's programme popular. Since it was announced, the President's standing in the polls has soared and his party is poised for a convincing victory in congressional elections on November 3.

In strictly economic terms, however, the plan has run into some problems. Despite the price freeze inflation has remained alive at 4 to 6 per cent a month, the black market in dollars remains as active as ever and interest rates are high.

Union leaders claim that the combination of high interest rates and cuts in government spending has fuelled an already serious recession and resulted in almost a million layoffs.

Galtieri's navy up for sale

by Maria Laura Avignolo
Buenos Aires

THE Argentinian navy, sinking under the weight of its own foreign debt of \$4 billion (nearly £2,900m), has offered a large part of its fleet for sale, including two British-built Type 42 frigates, Hercules and Santísima Trinidad, which took part in the Falklands invasion in 1982. Since the conflict, Argentina has found it both difficult and costly to obtain black-market spare parts for them.

The navy's individual foreign debt was incurred in the mid-1970s, in a modernisation programme that, besides the two British frigates, included the purchase of three French corvettes, four West German destroyers and two German submarines.

Last week, the Argentinian defence ministry was confident of finding buyers at the asking price of \$700m (just over £500m), although it had also taken the unusual step of advertising the sale in the French newspaper, *Le Monde*. A delegation from China left Buenos Aires yesterday after 12 days of talks, but the deal may founder on China's preference for barter trade rather than hard cash.

Argentina is reported to have refused offers from Algeria and Iran for "strategic reasons", and also from New Zealand - apparently in the belief that New Zealand was acting as a "front" for Britain.

The sale represents a serious depletion of the Argentinian navy. Although the air force quickly replaced its material losses after the Falklands conflict, the navy will not be allowed to replace the two frigates or the submarine *Salta*, another veteran of the war.

Also named in the *Le Monde* advertisement as being offered for sale are two Exocet-equipped destroyers, *Bouchard* and *Piedra Buena*.

Such a drastic disposal has caused irritation among many senior officers, but the Alfonsín government has cut military expenditure from 4.2% of the national budget to only 2.2%, and the defence ministry is exercising tight control.



Never The Same Again

by John Huckle

'Things will never be the same again'

Intermingled with the intense joy and relief felt by all Falkland Islanders ('Kelpers') after their liberation in June 1982, was a realisation that 'Things would never be the same again'. When Argie gunfire shattered the peace of Port Stanley on that fateful dawn just two months earlier — and it is worth recalling that the Royal Marines (with some assistance!) only required that very brief period to complete one of the most brilliant campaigns in military history — the invaders also destroyed the tranquil, if archaic, life-style of the Kelpers. It is not the presence of the garrison and contract workers today that has effected that change: it occurred when the Argies stormed through the streets of the tiny capital to secure their single 'victory' over a handful of Marines defending the Queen's representative in Government House.

Frequently the Islanders are accused of 'living in the past'; being 'unwilling to accept change'; or, 'a museum of Victorian society'. It is easy for a casual observer to misjudge them in this way, but anyone who has lived and worked among them will have a very different perception of their qualities. They are a highly adaptable folk, only too willing to adopt modern innovations and technology provided these meet the needs of their little community. Let me give you a couple of examples from my personal experience.

Those of you who yomped from San Carlos to Port Stanley can appreciate how difficult it must have been to obtain medical attention living on a Falklands farm in days gone by. Sometimes it required several days simply to notify the doctor that a person was sick. To overcome this problem a far-sighted and imaginative Governor (who just happened to have served with distinction in the Royal Marines during World War I) introduced a Government R/T service together with a 'flying doctor'. In 1950 I took the first of these R/T sets out to the farms in an ancient ketch, the 'Penelope' (she is still in service out there, so some of you may have seen her). At that time I shared the misconception that 'Kelpers cannot accept change', so as we erected the masts and aerials and connected the sets up to the wind-charged batteries, I did wonder what kind of mess the farmers and shepherds might make of operating their new-fangled devices. I need not have worried: within a couple of days the airwaves were filled with cheerful chatter — often by people who had been unable to speak to each other for months, even years, before they obtained an R/T set! Certainly their procedure was not strictly pusser: in fact they made up their procedure as they went

along, thus proving they could adopt a new idea and then adapt it to their own special requirements.

The Importance of Air Service

Similarly the 'flying doctor' — or Falkland Islands Government Air Service (FIGAS) to give it its official name — gained immediate acceptance despite a few minor hiccups early on. From the outset it was decided to employ the aircraft as a public utility as well as a flying ambulance, and one of the first usages to which it was put was mail delivery to the farms. Unfortunately the announcement that such deliveries were to commence omitted the vital information that mailbags would be dropped without the aircraft landing. So the recipient of a brand-new clock was not exactly delighted when he opened his package to discover the purchase was reduced to its component parts after hitting the woolshed roof.

FIGAS started with a secondhand Auster landplane, but in 1950 a large seaplane, which had been used to rescue a party in Antarctica, was acquired, enabling us to start a proper passenger service, subject only to the plane not being required for a medical emergency. By the mid-50's when I was flying Beavers in the Colony, over 60% of Kelpers had made at least one flight — and we were carrying 2,200 passengers a year — which was more than the total population then. Pro rata this was an infinitely greater usage of aircraft than was being achieved here in Britain at that time, and it put the Kelpers among the most 'air conscious' people in the world. So much for the myth that the Islanders will not accept modern technology!

Today circumstances dictate that they must accept change at a rate and on a scale never previously envisaged. Overnight the Falklands changed from being a neglected, virtually unknown, outpost to become the most famous place on earth. Unfortunately, 'well known' does not mean 'well understood', and this lack of understanding has occasionally accentuated the problems of the Kelpers in

the aftermath of the conflict. They have become 'a group of islands entirely surrounded by advice' — all of it well-meaning, yet much of it impractical. Opportunists have jumped onto what they hoped might prove to be a profitable bandwagon, only to fall off rapidly when they encountered the harsh realities of life in the South Atlantic. Rather more numerous have been those prepared to 'make a go of it'. But to make a go of what? In fact, how can the Islands be developed during an era of enforced and rapid change?

A Project to Help Research

In attempting to answer this question I will confine my remarks to the activities of one very small operation with which I am associated and so can speak with firsthand knowledge. Pebble Island Projects was launched in June last year on the second anniversary of the liberation. It is an entirely Falkland Islands concern: its capital has been raised in the Colony, and all its Directors are resident in the Islands. In a manner of speaking it is a charity, for all profits are used to 'research and improve agricultural practices' and not distributed among the shareholders as would be the case in a normal company. This arrangement was made because it is believed that farming will remain the mainstay of the Falklands economy for the foreseeable future. To support and develop this major industry, Pebble Island Projects aims to initiate viable 'secondary' industries which can provide some additional opportunities for the Kelpers.

It is all very well having an imaginative concept: quite a different matter putting it into practice, especially when only limited funding is available. It was necessary to start with a very simple project: something that could be undertaken without spending vast sums of money. The presence of the garrison provided us with an idea. Servicemen always require 'souvenirs' at places they visit overseas: something to keep as a personal memento, or to send to the folk at home as an interesting gift. Genuine Falklands souvenirs are very scarce if one discounts knick-knacks bearing a Colony crest and a label 'made in Birmingham'. There is a dearth of material out there which can be converted into inexpensive mementoes. Sheep, penguins and grass offer few opportunities, unless one is able to invest a considerable sum in a woollen mill. Then we thought of the rocks! At least that would be lasting if they could be made into a reasonable souvenir! And so a start was made: stones were collected at the place where our forces first landed in force during the re-possession. These were given a polished finish and provided with a hand-crafted



enameled emblem, turning them into attractive paperweights. Each was issued with a 'certificate of authenticity' signed by Sir Rex Hunt, and also carrying a description of the first assault written by Maj Gen Julian Thompson, Royal Marines, who commanded the Commando Brigade at the time. Packed into small cardboard boxes, these paperweights require little space in the kitbag, and for those who wish to mail them, we provide an adhesive address label complete with Customs declaration. In this very modest manner we entered the souvenir trade.

Pebble Island acquired the name because semi-precious gemstones can be found on its beaches; these provided us with our second 'line' — making inexpensive costume jewelry. Now we are planning to expand the range of our goods even further, having discovered that troops have an insatiable desire for 'penguins' in any shape or form!

Although this demonstrates how one small business opportunity has been seized by the Islanders in their effort to meet the challenge of change, it still leaves the future in doubt. What will happen to our souvenir trade if a solution to the 'Falklands Question' is found? That may enable Britain to reduce the garrison to a 'platoon of Royal Marines' once more! We have considered this aspect because one does not want one's business to collapse overnight at the whim of politicians, and

we have decided that if Argentina does come to its senses and an enduring peace is established, then a tourist industry will be encouraged, thus maintaining a demand for souvenirs.

An Unfair Myth

I cannot end without shooting down another, and very unfair 'myth' that is becoming current in Britain. 'Kelpers' is not the only pseudonym applied to the Islanders since 1982. They have been unkindly described as 'Bennies', and more recently the even more unfortunate 'Bubs' (Bloody Ungrateful Bastards) has been coined by someone who certainly does not understand them. Without exception every single Kelper is, and always will be extremely grateful to the servicemen who regained them their freedom, and are now defending the Islands against renewed aggression. And because the Royal Marines were there when all the trouble began, you have a special place in their affections. The trouble is that when Kelpers express disagreement with the 'authorities' — whether the Government in London, or the authorities in the Islands — then some people erroneously equate that disagreement with ingratitude! To reach this conclusion is to completely misunderstand the situation. The purpose of fighting the 1982 campaign was to enable the Islanders to live in freedom, which means being free to express their

own opinions. Had we wanted them to be simply a herd of supine 'yes-men' then we might just as well have left them under the yolk of the Argentinian dictatorship! So if they disagree — even with you! — then just remember that they are enjoying that freedom — something they did not have much chance to do whilst the Argies were there — and that they are grateful for that freedom.

It is inevitable that many readers of this item will already have some association with the Falklands, and perhaps some of you would still like to obtain a genuine souvenir from the Islands? Pebble Island Projects gave the first paperweight produced to Gen Thompson, and we would like to do the same for all Marines. Alas, statistics enter into it — there are too many of you (even if it did not feel that way whilst yomping from San Carlos to Stanley!). We cannot possibly afford to make that gesture, but if you want a paperweight, then we can let you have it at a concessionary price. Normally we sell them for £1.84 plus p & p in the UK, but you can obtain them by sending only £1.50 to: Pebble Island Projects, Dale Head, Slaidburn, Clitheroe, Lancs BB7 4TS. Please write 'Royal Marines' at the top of your order, and make cheques or postal orders payable to Pebble Island Projects.



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Left: With the announcement that Whale Island is to be reprieved once again, although the name of HMS *Excellent* may disappear, it is comforting to know that in 1972, the island was under a similar threat. The advertisement appeared in the Portsmouth Evening News, presumably as an end of Subs Course trivia.

Lighter Moments From The Past

Below: An archive photograph showing supporters attending a Royal Marine Light Infantry football match at the end of the 1922-23 season.



FLYING QC TO AID GIRLS



Mr Fairbairn
... "justice"

By GRAHAM MacLEAN

A TOP QC is ready to fly to the Falklands to defend two women accused of drug-smuggling—because there are no defence lawyers on the islands.

Flamboyant Nicholas Fairbairn, a former Solicitor General for Scotland, is upset because the women have been told there is no point in pleading not guilty without anyone to defend them in court.

Mr Fairbairn—who quit the Government in 1982 after talking

to newspapers about a gang-rape case — said yesterday: "That would be a gross miscarriage of justice."

The two housemaids — Scots lass Margaret Stewart and Isobel Jones from Wales — were arrested last week.

They are alleged to have received parcels from Britain containing cannabis.

PM's rating back at pre-Falklands level

By Martin Linton

Public satisfaction with Mrs Thatcher and her Government has reached its lowest point for three and a half years — since before the Falklands war — according to a MORI opinion poll in the London Standard yesterday.

Only 26 per cent of the sample were satisfied and 65 per cent were dissatisfied with the way the Government is running the country.

Mrs Thatcher's personal rating has deteriorated by 10 per cent in the last month, although she is still running slightly ahead of her party, with 33 per cent satisfied with the way she is doing her job as Prime Minister and 60 per cent dissatisfied.

MORI put party support at: Labour 35 per cent, Tory 31, and Alliance 31 — very much the same as the Guardian Marplan index last week, which put Labour at 36, and Tory and the Alliance at 31. MORI's poll was conducted between August 13 and 18.

The Government will have every reason to be worried about its satisfaction rating, which often runs ahead of the trend in voting intention. Its

rating is now five points below the share of party support — 26 per cent to 31 per cent — and shows that it is vulnerable to further loss of support.

Mrs Thatcher will not draw much comfort from her satisfaction rating of 33 per cent. Voters are asked whether they are satisfied or dissatisfied with the way Mrs Thatcher is doing her job as Prime Minister and on this question she is often well ahead of her party. But if there was a "Thatcher factor", it appears to have worn very thin.

Last month, Mrs Thatcher's satisfaction rating was 38 per cent with 55 per cent dissatisfied; and now the 17 per cent difference between the two figures has grown to 27 per cent. This makes talk of the Prime Minister being an electoral liability to her party a little less fanciful.

Asked how Mr Kinnock was doing his job as Leader of the Opposition, 29 per cent were satisfied and 49 per cent dissatisfied. But asked how Mr Steel, the Liberal leader, and Dr Owen, the SDP leader, were doing voters gave both a plus score — 31 per cent for Mr Steel and 23 per cent for Dr Owen.

Argentine politicians plan visit to London

By Jimmy Burns in Buenos Aires

A GROUP of Argentine congressmen is planning to visit Britain early next year to try to find new solutions to the Falkland Islands issue.

Sr Adolfo Gass, President of the Foreign Affairs Committee of the Argentine Senate and a member of the ruling Radical Party, has confirmed that serious consideration is being given to an invitation from a "group of Conservative Members of Parliament."

"Given the importance of the issue, I think we shall accept the invitation, and I do not think there will be any difficulties in travelling to Britain," Sr Gass said.

It is understood that the British group is led by Mr. Cyril Townsend, MP for Bexleyheath, and all belong to the South Atlantic Council, an all-party body which has been lobbying for improved relations between the two countries since the return to democratic rule in Argentina.

British MPs have visited Argentina and there have been meetings between members of both parliaments in the U.S. and Switzerland.

The proposed visit to Britain will be the first by official members of the Argentine political establishment since the end of the Falklands War. It is believed to have the informal blessing of the Argentine Foreign Ministry.

The Argentine government is officially resigned to the present impasse over the Falklands, having refused to reciprocate Britain's unilateral lifting of the trade embargo on Argentine imports on July 8.

Privately however, they will be looking for new ways out of the deadlock towards the end of this year or early next year, following the parliamentary elections in Buenos Aires and the UN General Assembly debate on the Falklands in the autumn.

The Argentine government continues to view inter-parliamentary contacts between the two countries as a way of getting round its reticence to adopt any public position that might aggravate domestic opinion. Contacts with British MPs have involved members of the opposition Peronist Party as well as the Radicals.

Sr Gass's announcement was made as the Argentine media was giving wide coverage to reports from London that the British Government is considering reducing its troop presence in the Falklands. Argentina insists that a demilitarisation of the islands is required to pave the way for the resumption of talks.

Falklands drug trio 'caged like animals'

By PATRICK WATTS in Port Stanley

A CONCRETE cell 7ft by 3ft, with no heating, a wooden pallet on the floor with a mattress and a few thin blankets were endured by Ronald Menzies for two days before his release on bail pending an appeal against a four-month prison sentence for importing cannabis into the Falklands.

The conditions were "inhuman," said Menzies, 27, of Ardrossan, Ayrshire.

Isabela Jones 31, of Haverfordwest, Dyfed, and Margaret Stewart, 29, Glasgow, also given four-month terms on similar charges, shared a slightly larger cell but were unable to obtain a bath or shower or even a wash in hot water for 55 hours.

"We felt like animals caged up," said Miss Stewart. The two women were also released on 100 bail pending an appeal against their sentence.

Damaged by missile

The Falklands police chief, Mr Ken Greenland, admitted that the conditions of the cells in Port Stanley prison were "far from suitable" and said that he was waiting for local government to begin refurbishing the prison.

"Money has been voted for the project and we are all well aware of the inadequacies," he said.

"We lost several of the better cells during the Argentine invasion of the islands in 1982, when the prison was badly damaged by a missile."

Mrs Jones said: "Thankfully Mr Greenland gave us his office heater otherwise we may have frozen to death."

Menzies had no heating. "But we gave him plenty of blankets," said Mr Greenland, who added that "arrangements had been made for the prisoners to shower at the local hospital, but their release came through just as they were preparing for the journey."

All three are employed by the Paisley firm, Kelvin Catering at the £400 million airport complex, 30 miles from Stanley have returned to Mount Pleasant, while their lawyers arrange the next step towards their release.

Under the Colonial Police Regulations of 1884, which apply in the Falklands, the three do not have to spend their entire sentence in the Stanley cells. Instead they could have been transported back to a British prison to serve the remainder of their time.

The moral gangrene in the Argentine

Nicholas
Shakespeare

THE DISAPPEARED
Voices from a secret war
By John Simpson & Jana
Bennett

Robson, £12.95

In a story told against themselves, the Argentines say that after God created Earth, he realized he had given Argentina greater riches than any other land. To compensate, he gave the country Argentines.

Three of them sat one night in 1956 in Panama City's Happy Land Bar: the night-club's manager, Raúl Lastiri, a gloomy client named Peron watching the floorshow and the 25 year-old object of his gaze, Mariá Estela Martínez.

God was to make all three Presidents of Argentina. It was, however, the rule of the dancer which precipitated what the National Commission on Disappeared Persons called "the greatest and most savage tragedy in our history".

Twenty years later Mariá was a widowed president better known as Isabelita Perón. Her principal adviser was Lastiri's fanatical father-in-law, López Rega, a man who claimed one of his books on the occult had been co-authored by the Archangel Gabriel. It was Rega who set up the "Triple A" death squad to abduct and eliminate the Peronist left-wing and the terrorists known as the Montoneros.

It cannot be stressed enough that the total anarchy of Isabelita's last months was such that Videla's military coup was greeted with a mixture of relief and euphoria. In March 1976 Borges's belief that "now we are governed by gentlemen" did not seem that ridiculous. The harsh measures seen to be taken by the regime to stamp out subversion were accepted as necessary. (Two years after, in what this excellent history of the time cites as an accurate opinion poll, 45 per cent thought the regime's performance "good" and 42 per cent "fair"). The Montoneros had done some terrible things. Only later has it come to light that in combating terrorists with terrorist methods did the junta do far greater evil. Far from dismantling "Triple A", the three armed forces were inspired by it to commit what the authors describe as "one of the worst examples of state repression since the end of World War Two" - the abduction, torture and death of an established 8,960 people.

Despite the difficulties involved, John Simpson and Jana Bennett have written a lucid, well researched account of the events surrounding these

disappearances. Not only is their's an important book, it is also - but for some harsh words levelled at the British Government - a dispassionate one. It needs to be given the utter horror of the circumstances.

In stamping out "the propensity to opposition" the junta seized some two hundred terrorists. The remainder were people opposed to the regime or friends and relations of those who opposed it: students, journalists, trades unionists. Almost every single one was tortured (by electric cattle prod or beating or underwater submersion). Often the torturers were aroused sexually by their activities. As often they would torture for torture's sake. Singled out by the authors is Captain Alfredo Astiz of the notorious Navy Mechanics School. In one of the many crimes he is charged with, Astiz brought in a pregnant woman he met in the street. Electric shocks were applied to her genitals while her seven year old daughter was raped.

As Simpson and Bennett reveal, the world and the majority of Argentines never knew what was happening because there was no trace of these people. The government denied their arrest or blamed it on the extreme left. Few families said anything in the hope their relations would turn up. With the courageous exception of *The Buenos Aires Herald*, the press was muzzled. It did not even help if you had connections. Interviewing many of the protagonists and their surviving victims, the authors both record and convey the experience of this "moral gangrene". It would have been a bonus to know more about the shadowy figure of Videla. It would have been fair to emphasize the horrors of the Montoneros, to show they were a cause for the military behaviour, if not a reason. As for the rest, I lived there then and reading *The Disappeared*, feel contaminated by my ignorance of what went on.

sent.

The Times August 27 1985

Family finds 'disappeared' girl

From Douglas Tweedale, Buenos Aires

The 10-year-old daughter of a couple who disappeared has been reunited with her grandmother in Argentina after nine years in the custody of a suspected right-wing terrorist.

A federal judge reunited Señora Matilde Artes with Carla, her granddaughter, on Sunday after police had discovered Carla living as the adopted daughter of Señor Eduardo Ruffo, a suspected member of a right-wing para-

military group. Señor Ruffo and other alleged members of his group were arrested on Friday night.

Carla, who was only one year old when her parents were detained by security forces in Bolivia in 1976, had been registered officially as Señor Ruffo's adopted daughter.

The girl was first located last year by the "Grandmothers of the Plaza de Mayo", a group of grandparents dedicated to

searching for some 180 children who disappeared during the Argentine military's "dirty war" against leftists in the 1970s.

The grandmothers believe that most of these children were put up for adoption after their parents had been kidnapped and killed by the military, and that some, like Carla, are living with paramilitary or military officers who may have been connected with the kidnapping of the parents.

sent

The Times 26 August 1985

Falklands garrison cuts considered

By Rodney Cowton, Defence Correspondent

The Ministry of Defence is assessing ways of reducing the size of the British garrison on the Falkland Islands.

The studies are believed to be at an early stage and have not gone to the chiefs of staff, but they are likely to be put to ministers this autumn.

The size of the garrison was settled down at about 4,500, after the 1982 conflict, although it rose to more than 6,000 when many Royal Engineers soldiers were doing construction work.

The numbers are believed now to be about 3,500. After the opening of the £300 million Mount Pleasant airfield west of Port Stanley, about half a dozen Harrier jump-jet aircraft were withdrawn, and the number of patrolling frigates or destroyers reduced from three to two.

The Ministry of Defence studies are to assess how large the garrison will need to be once that building is complete.

Several options are being examined, but they appear to fall into two categories. The first is whether it will be necessary to retain a broad capability, including a battalion of infan-

try, able to contain any foreseeable attack and to protect civil and military installations. Such a strategy would point to a long-term garrison of about 2,500 to 2,800.

That seems the most likely choice, but a more radical one would be to conclude that a renewed Argentine attack was so unlikely that it would be enough to retain only the capacity to defend the airport, and to rely almost entirely on being able to get reinforcements out from Britain and Ascension Island if an attack ever threatened. It is thought this approach would require between 600 and 1,000 servicemen.

The services regard further Argentine hostilities as improbable, and would welcome a reduction of their commitment in the South Atlantic because they feel they are badly overstretched.

However, it is known that the Prime Minister was reluctant to permit the withdrawal of a frigate from the Falklands last winter, and it seems likely that the Government will adopt a cautious approach.

Tale of neglect in the Falklands

SQUID have left the Falkland Islands' fisheries six weeks earlier than usual this year. The depredation of the fisheries in the South Atlantic, around both South Georgia and the Falkland Islands, has been massive, continuous and unprecedented since Britain recaptured the islands and resumed 'normal' occupation. The area is probably the most intensively fished and highly profitable free-for-all in the world.

The number of ships fishing in these waters demonstrates the scale of the problem. Since the beginning of 1985 there has been a daily average of about 60 fishing and ancillary vessels within the Falkland Islands protection zone. These have comprised trawlers, squid jiggers and support vessels from, or at least registered in, Bulgaria, the German Democratic Republic, Japan, Korea, Liberia, Poland, the Soviet Union, Spain and Taiwan.

Estimates based largely on aerial surveillance within the zone suggest that during the period June 1984 to May 1985 approximately 240,000 tonnes were extracted. The main species taken were squid, hake and southern blue whiting. Why are no British ships represented in the fishing fleet, and why is Britain not

receiving any economic benefit from the riches in the seas around the islands?

Britain is, of course, responsible for governing and administering the area, and for proper fish conservation and management. We are presiding over the unfettered exploitation of fishing stocks and a potential ecological disaster. That the Falkland Islands Development Corporation is investigating the possibility of commercial salmon farming suggests an attitude depressingly in parallel with that at home — neglect of the natural resource where an easy alternative may seem to cover the consequences.

Ministers never tire of insisting that a multilateral conservation and management regime around the Falkland Islands is needed. This requires international acceptance and recognition. Unfortunately, it does not appear to be forthcoming. Even if one is eventually negotiated, it may be too late to have prevented substantial and irreversible damage. There will be little left to conserve or manage.

Britain would do better to impose a time limit for the negotiation of a multilateral scheme, failing which we will act unilaterally. Since the protection zone is already patrolled and every ship within the zone is logged and photographed by British warships and airplanes, it should not be difficult to impose and police a regulated fishing zone. Then the squid might resume normal migratory habits.

Five UK firms form Falklands fishing venture

By Mike Truscott

FIVE British companies have formed a consortium to provide a comprehensive range of shore services and facilities for the fishing fleets operating in the Falklands.

The companies involved in the venture are Denholm Shipping Group of Glasgow, Curnow Shipping of Helston, Cornwall, James Fisher of Barrow, Scottish Express International of Ayr, and Turner Diesels of Glasgow.

A group spokesman said: "For the first time in the history of Falkland Islands fishery development, the British and Falkland economies stand to benefit.

"There are more than 200 fishing vessels in Falklands waters during the season, catching well over £100 million (\$139.15m) of fish per year and yet at the moment, the Falklands economy receives little benefit."

The new undertaking, to be known as South Atlantic Shipping and Air Service Co, will be based at Stanley and begin operations in January.

Its projected turnover is in excess

of £1m per year and it intends to attract major foreign investment.

The spokesman said the new company would also provide services and facilities to other shipping/air interests in addition to the fishing fleets.

It was currently working closely with the British Foreign and Commonwealth Office, the Ministry of Defence and the Falkland Islands Development Corporation to ensure that "a major return is at last received from Falkland fishing activities."

The spokesman added: "The presence of the floating port at Stanley (Fipass) makes the establishment of a commercial base a rapidly achievable prospect.

"This initiative will make a vital contribution towards the economic development of the Falkland Islands."

He said the fishing fleets currently relied heavily on Montevideo for the shore services and facilities.

There was "a very nominal service" provided by the Falkland Islands company but this was really only a communications facility.

Falklands grouping to service trawlers

By John Ezard

FIVE BRITISH companies with shipping interests yesterday formed a consortium aimed at the "major venture" of selling bunkering and food to the multi-nation trawler fleets currently scouring the waters around the Falkland Islands without restrictions.

The consortium issued an informed fishing industry estimate that the fleets from the Soviet Union, Poland, Bulgaria, Japan, Taiwan and elsewhere are now reaping catches "worth well over £100 million annually" from the only seas in the world without a fishing limit. The sum is equivalent to a quarter of the total cost of maintaining the British garrison there.

In a statement yesterday, the group calculated that the crumbs from this table in the form of providing shore-based services and handling facilities for the fleets could be "a turnover in excess of £1 million a year." It hoped the project — the first sizeable private British investment since the 1982 conflict — would make "a vital contribution to the economic development of the Falklands."

The consortium, South Atlantic Shipping and Air Service Company, comprises Curnow Shipping of Cornwall (which runs the St Helena shipping service), the Glasgow-based Denholm International shipping group, the shipowners James Fisher & Son of Barrow, the freight forwarders and airport handlers Scottish Express International and Turner Diesel of Glasgow.

Its spokesman, Gavin Roser of Denholm, declined yesterday on commercial grounds to give a figure for initial investment. But he added, "Although lots of hard negotiations lie ahead, the fleets have all indicated their willingness to come in with us, subject to price."

The only nation excluded is Russia, which is barred on security grounds from coming inshore, although this may change when the British garrison headquarters moves from the capital Port Stanley to the new international airport 30 miles away.

The consortium stressed its belief in the commercial potentialities of the Falklands and waters around. It has already opened talks with the Defence Ministry about using Fipass, the rapid-turnround flexiport in Port Stanley. Its market is the 200-300 vessels expected next season to bulk-fish squid and other seafood.

Its immediate task is to lure a number of the vessels away from Montevideo, the Uruguyan port which offers a "turnkey package" of provisioning, bunkering and servicing but is a long sea voyage away. If its multi-Ministry talks succeed, it expects initially to station about ten people in the Falklands. This could rise to 50.

Trial destroys last doubts about Argentine coup brutality

From Jeremy Morgan
in Buenos Aires

NOBODY in Argentina any longer has cause for dismissing the scale and brutality of the armed forces' repression after they seized power in 1976.

Until the disaster in the Falklands just over three years ago, a large part of the population ostracised any enquiry, particularly from a foreigner, about the "desaparecidos", the people

who vanished during the regime's "struggle against subversion."

Today, Argentines argue that attitude was fostered by a powerful propaganda machine whose task was made easier by a population accustomed to being told what to think by decades of autocratic leaders. They were also keenly aware that the regime's secret services were still active.

Even so, the public then

still appeared to accept that there had been "something wrong" with anyone who disappeared during what today looks much more like a crusade against unorthodox, and perhaps "unArgentine," behaviour.

This should change after 77 days of evidence in the trial of the coup leader, General Jorge Videla, and eight other prominent figures, including Argentina's Falklands warlord, General Leopoldo Galtieri, on charges

of ordering and then covering up the crackdown.

That there was a wave of terrorism, and that the fragile Peronist Government gave the armed forces wide-ranging powers to combat it before the coup d'etat, was confirmed by the first witnesses called when hearings began toward the end of April. But Doctor Italo Luder, who, as interim president, signed one of several anti-terrorism decrees in 1975, insisted they had not

authorised the military to carry out a bloodbath.

In the 16 weeks since then, almost a thousand witnesses have appeared before the six judges handling the trial at the Federal Appeals Court. Most have been victims or were related to victims. Their testimony shows that the abductions, torture, secret imprisonment and, in almost 9,000 carefully documented cases, a savage death, were not only directed at terrorists.

The court has heard how the regime's crimes spread beyond political opponents, union and student activists, civilian critics and others who would have been predictable victims of any authoritarian campaign. A group of terrified schoolchildren were taken in, pregnant women were beaten and burned with electric prods and blow torches, invalids were tortured, and businessmen were persecuted for personal gain.

On occasion the armed forces have also taken the stand, mostly turning out to be poor witnesses. General Albano Harguindeguy, who was interior minister during the first five years of the regime, appeared in court in the middle of May. He confirmed that he had kept General Videla informed and that there were "five thousand-and-a-bit" requests for information about missing people when he stepped down in 1981.

Hotel groups interested in Falklands

MAJOR UK hotel groups have expressed interest in building luxury 50-room hotels on the Falklands according to the Island's Development Corporation.

Talks have been taking place with a number of UK groups, but because discussions are still at a preliminary stage, the corporation will not give full details.

However, it hopes to attract up to 2,000 visitors a year in the long term, equivalent to one for every resident.

The English Tourist Board has carried out a survey in Europe and America which shows there is a demand for

holidays in the Falklands. Main attractions are the albatross, penguins and other spectacular wildlife.

"It is not a question of whether we can attract tourism but whether we can control it," said Falklands Islands Development Corporation general manager Simon Armstrong.

However, a holiday in the Falklands does not come cheap. The first tourists — a party of 12 from Edinburgh to arrive in November — are paying about £3,000 each.

As yet, there are only 30 rooms on the islands, at the Upland Goose hotel. The FIDC is building five or six

luxury lodges, which will cost between £120,000 and £150,000 each and accommodate up to 20 people each.

But it is also hoping for perhaps three luxury hotels on the islands at two centres. Its short-term aim is to attract 1,000 tourists who will bring in about £250,000 to the economy during the five-month season.

The Corporation has so far invested £1.2 million during its first five months, 41p for every £1 invested by companies.

It has a budget of £8 million for the next five years and offers a range of financial incentives to investors, including loans and grants.



Previously with the Highlands and Islands Development Board, Mr Simon Armstrong is now at the helm of the Falkland Islands Development Corporation.

BRIAN TAYLOR examines the parallels that exist between the development of the Scottish Highlands and the far-flung Falkland Islands.

SHEEP outnumber people in this sparsely-populated region. Fishing provides another potential source of employment. There are high hopes for tourism as the job-creator of the future.

Traditional industries include spinning and knitting. The service sector is seen as crucial. The main problem remains the need to encourage the transfer of absentee-owned farms which could then be broken down into small units to retain the indigenous population and possibly boost immigration.

A Government-funded agency have been established — not without controversy — to build upon the natural resources of the region.

Part of the North of Scotland, perhaps? The Hebrides? Not quite. The above description draws on extracts from the first report of the Falkland Islands Development Corporation, just published. It covers the initial six months of operation up to December, 1984.

The remarkable parallel between the problems and perceptions of the Falkland body and their counterparts at Inverness — the Highlands and Islands Development Board — can be extended to a physical link.

The general manager of the corporation in Britain's South Atlantic domain — largely unknown here until the Argentine conflict brought it into international prominence — developed his skills of coping with the problems of remote, scattered populations with the HIBD.

Mr Simon Armstrong, at the helm of the Falklands organisation since inception a year ago, previously worked as a senior management executive with the HIBD.

☆☆☆☆☆☆

The Scottish link persists elsewhere in the FIDC report. The survey of farm-training needs was carried out by Mr Ian Dewar, regional training adviser for Scotland. The potential for fisheries development is being scrutinised by the Institute of Aquaculture at Stirling University. Corporation secretary Mr John Reid was previously development officer for Borders Regional Council.

But it is the Highland comparison which is most striking with regard to the Falklands corporation — set up last year in the wake of the war after it was first firmly recommended in Lord Shackleton's 1982 economic study which now provides much of the basic objective strategy for the body.

Mr Armstrong was quite clear that his work in the Falklands involves a translation of his HIBD skills into a comparable — but, in many senses, more disadvantaged — environment. To complete the picture, the FIDC are sending their development assistant, Natalie McPhee, to Inverness for detailed training.

The FIDC are directly funded through the Overseas Development Administration, including a budget for targeting grant aid of £8,000,000 over five years.

Priority No. 1 has been to spread farm ownership through encouraging the break-up of large units and to boost the agricultural sector generally through grant assistance, in which 50% of the cost of a project is supported. All the islands' farm holders have now explored the option of assistance.

Other projects include the study of inshore and offshore

fishing prospects — controversial amid fears that over-fishing may destroy the food stocks for the islands' world-famous bird population — and hopes for tourism.

It is hoped to build a series of small hotels around the islands' main areas of wildlife interest. The first visitors are expected this November — the Falklands' mid-summer — on a package deal costing £2900, arranged by an Edinburgh tour firm.

☆☆☆☆☆☆

Mr Armstrong created a considerable stir at the time of the report's launch by his public declaration that the islands had "zero unemployment". This has tended to heighten the level of expressed interest in emigration to the populated islands.

But he is quick to stress that immigration will be decidedly selective. A present, available farm units are wanted for local demand. The need in future, it is hoped, will be for skilled workers to set the ball rolling on initiatives — construction, tourism, fishing — which will generate Falklands employment.

And it is this challenge — the sense of starting from almost nothing except natural resources and popular will — that took Mr Armstrong from his work with the HIBD in Inverness and the Hebrides to the South Atlantic and the tiny communities which became household names at the time of the conflict.

He regularly uses the Highland parallel. Defending the tourism prospects against claims that the islands' weather is too inhospitable, he said: "The climate is better in

many ways than Scotland — and it is certainly much better than Inverness, where I used to live."

☆☆☆☆☆☆

People who followed the fortunes of the war tend to forget that it took place during the islands' winter. Conditions apparently improve at other seasons.

Mr Armstrong draws particularly on his Highland work when settling on his strategy for the islands: deciding from an early stage that there is nothing to be gained from attempting to impose an artificial economy on the area.

Natural resources must be utilised or the effort will fail. He said: "My HIBD experience taught me that to try to bring in totally new forms of industry and a new form of work is recipe for fairly quick disaster. We are trying to base our efforts on the existing natural resources."

Hence fish, hence the prospect of establishing a wool marketing operation, hence the hopes for specialised tourism.

There are evident differences. Communications, for example, present a radically different challenge. The Falklands are eight times the size of Shetland — yet there is just one road.

But the founding ethos of the two development bodies seems, to me, to be the same: land use and the attempted retention of population by increasing the availability of smallholdings.

The most substantial controversy surrounding the

The Highlands Falklands comparison

FIDC centres on the potential powers of compulsory purchase — the very same argument which caused furious debate when the HIBD were established by a Labour Government in Britain.

Currently, the Falkland Islands Company hold 43% of the farm stock. The aim — spelled out by Shackleton and endorsed by the corporation — is to transfer this entirely into local, small-scale ownership. Potential compulsory purchase legislation has been passed by the Falklands administrators — but has yet to be ratified or enacted.

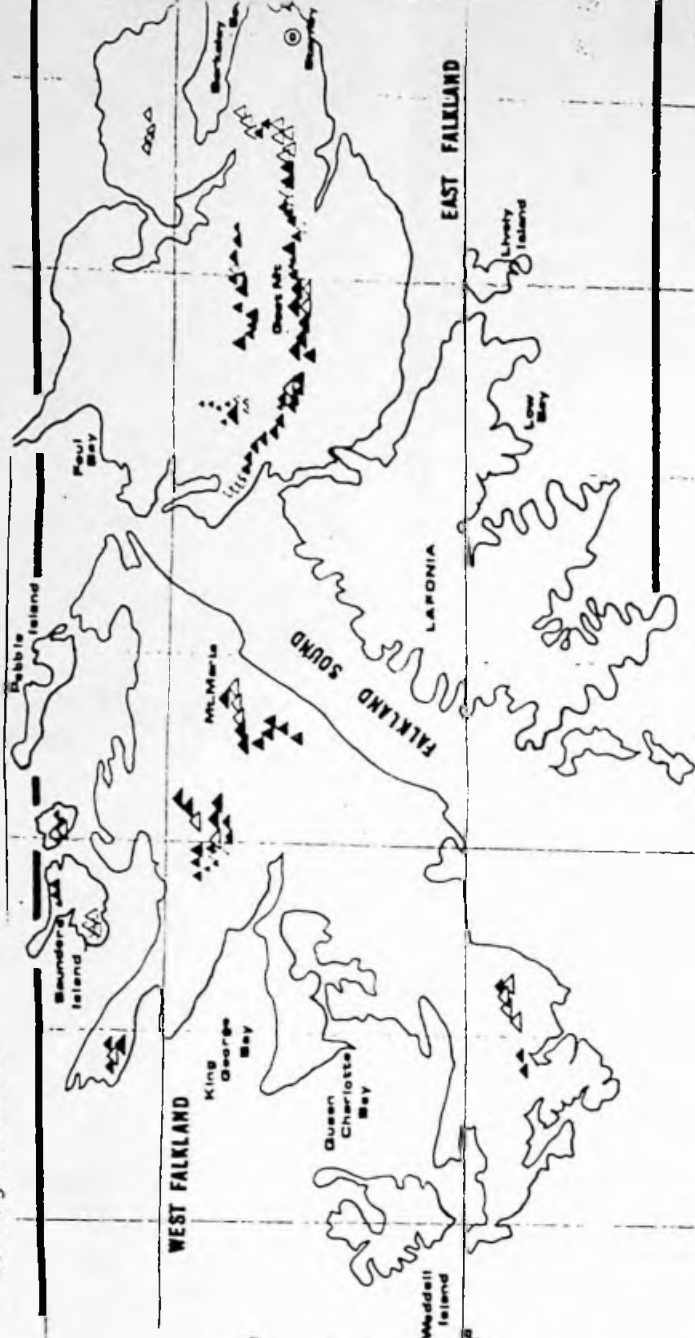
☆☆☆☆☆☆

I asked Mr Armstrong about the parallel in this sector with the Highlands. He agreed that comparative difficulties existed — and noted that the problem of lack of investment was greater in the Highlands.

The Falklands Corporation general manager was warm in his praise for his former HIBD colleagues. He believes the Inverness-based operation to be a fine example of a functioning development agency — and acknowledges that he regularly applies lessons from his HIBD days to his Falklands work.

But, intriguingly, he insisted that the challenge of the South Atlantic was potentially the more rewarding because the difficulties were so much more sharply defined.

By comparison with the Falklands, he said, it was "hard now to consider the Highlands and Islands so much as an under-developed area".



TTG UK & IRELAND
16 August 1985

Scottish retailer links Falklands

by DAVE RICHARDSON

THE first packaged holidays in the Falklands Islands since the conflict with Argentina in 1982 are being marketed in the UK by Edinburgh agency Ian Dickson Travel.

Managing director Ian Dickson — who is also secretary of ABTA's Scottish retail region — has succeeded in persuading the Ministry of Defence to sell him seats on the regular TriStar charters from RAF Brize Norton to the new Falklands airport at Mount Pleasant.

Groups are due to leave the UK on November 21 and on January 23, 1986, for a two-week trip taking in Stanley, some of the main battle-field sites and places of wild-life interest.

The tours, costing £2,995,

will be lead by former naval commander and naturalist Angus Erskine.

Mr Dickson says he hopes to visit the Falklands but the high fare charged by the Ministry of Defence was a deterrent.

"If all goes well with these two departures, I hope to get a regular series operating," he said. "British Airways is due to start operating regular scheduled services sometime

next year, and hopefully the fare will then come down by at least £500.

"We have already got a few bookings for the January departure and I am prepared to pay an introduction fee of £100 per person to any agent who books with us."

Twickenham Travel, which operated to the Falklands before the 1982 war, is expecting to feature the islands in a South Atlantic cruise.

TTG UK & IRELAND
16 August 1985

Pick me up for the Falklands

■ **TARGET** of 1,000 UK tourists a year to Falkland Islands set by islands' development corporation. Extensive hotel building programme planned, and hopes for tourism to earn £500,000 a year (see page two).

Pick-me-up for the Falklands

By Helen Fearnley

THE first fruits – or more accurately, the seed corn – of the Falklands Islands Development Committee, set up by the Government in response to the 1982 Shackleton Report after the Falklands conflict, were on display in London this week.

FIDC general manager Simon Armstrong, was here with the 1984 accounts and a progress report, doing a good job upgrading the islands' image.

The Falklands War, he pointed out, was fought in the islands' winter. Television pictures of freezing weather were atypical. In fact, the islands have a pleasant climate, fascinating flora and fauna, nil unemployment, gaping job opportunities, 15,000-acre farms (with housing) going for £50,000 a piece or so, and FIDC grants of around 41p in every pound spent on approved development schemes.

What schemes are likely to be approved by FIDC? Just about anything which uses the natural agricultural or fishing resources, or facilitates what FIDC hopes will be a flourishing tourist trade – albeit of only 1,000 visitors, across the two-month season, to boost the economy by £500,000 a year.

Already the 1984 accounts, covering the first five months

of FIDC activity, show some £1.24m committed or incurred, out of a total Overseas Development Administration-funded budget of £8m.

FIDC has a large degree of autonomy in granting those loans. And in allocating funds its sights are set on a diversified economy, population increase through selective immigration, improved community facilities, and eventual Falklands self-sufficiency.

Its progress so far includes the breakdown of absentee-owned farms into smaller owner-occupied units, and subsequent assistance to the unit-owners. A new dairy is due for completion in 1986 to supply military and civilian needs and alterations are in hand to the local abattoir so as to supply the military with mutton, with further changes planned with a view eventually to supplying all the military's meat needs. In time local supplies will enable the 8,000 mile shipments of meat, fruit, vegetables and milk to be stopped.

Fish, though, is planned to travel in the other direction, either by ship or air freight.



A Falklands resident

Three projects are currently seeking to make fishing an economic strength.

Offshore, FIDC is involved

with a Japanese company in a two-year survey to establish an appropriate fisheries regime once the UK Government makes the expected declaration of an exclusive fisheries zone.

Tourism is perhaps the most ambitious of the islands' projects. It is a long way to travel for the wildlife- and botany-mad tourists they hope to entice from Britain. The one Edinburgh travel company currently offering trips, has pitched in at a hefty starting-price of £2,900. But FIDC reckons it will be worth it, for snob-value alone. In order to gear up, even for the modest 1,000 visitor target, however, the FIDC reckons it must build several new eight to 10 bedroom hotels dotted round the islands.

Renewed UK Government support for the Falklands has now stemmed the flood of Islanders anxious to leave. Armstrong is currently rejoicing in the influx of such much-needed additions as two electricians and a plumber.

Selective immigration is still wide open, he says, to other applicants of that ilk...

Falkland Islands Development Corporation

Press Information

RADIO WALES

13/8/85 4.00 - 6.00

It was reported that the Falkland Islands Development Corporation today announced its first financial report. Simon Armstrong, the Corporation's managing director, said that they Islands have been a net contributor to the UK economy, and up to now there has been no system of grants.

Falkland Islands Development Corporation

Press Information

THE ECONOMIST
16/8/85

WORLD BUSINESS

Falkland Islands

A long way to go

Travelling 8,000 miles to see colonies of petrels and penguins, poke around 130 shipwrecks, nuzzle 680,000 sheep or watch 4,000 soldiers marching about may not be the average British tourist's idea of a good time. But the Falkland Islands Development Corporation (FIDC) is not looking for the average tourist. It plans to spend £38,000 (\$50,000) of its development budget on advertising that is designed to lure wildlife enthusiasts and military buffs to the Falklands.

Tourism, with its hoped-for knock-on effect on local business, is one less likely way of diversifying the Falkland's wool-dependent economy identified by the

corporation in its first annual report. If it gets the 1,000 tourists each season that it is hoping for, the FIDC will be doing well. If it can actually accommodate them, it will be performing a miracle. The island's sole hotel, the Upland Goose, sleeps only 30.

The bulk of the corporation's money allocated so far is being spent more sensibly. Almost £950,000 will go on developing salmon fisheries and processing plants for local crab and krill. The whole Falk-

lands lobby is raising Cain with the British government about the existing three-mile territorial waters limit. It, and the FIDC, wants a 200-mile exclusion zone reimposed around the islands, but this time to control the world's trawling fleets that have come to factory-fish the local waters' abundant shoals of squid. The Falklands would then license foreign ships to fish within the new limits. Fees from licences, estimated at £10m-20m a year, could transform the islands' economy. Howev-



Ruddy tourists

er, the British foreign office is stalling, since a 200-mile limit would be regarded as a hostile act by Argentina, other Latin American countries and possibly the United States.

The FIDC was set up following Lord Shackleton's report on the economic development of the islands after the Anglo-Argentine war in 1982. Between 1984, when the corporation was formed, and 1989, it plans to spend a total of £8m. In addition, the British government's overseas development agency (ODA), which also funds the corporation, will have spent £23.5m on infrastructure projects between 1982 and 1987. Combined development expenditure on the Falklands is roughly £3,200 a head a year, which compares with £100 a head spent by the Scottish Highlands and Islands Development Board.

The FIDC has set aside £140,000 to help those who want to become owner-occupiers of the small parcels of sheep-rearing land known locally as sections. Some 45% of the islands' land is owned by the Falkland Islands Company, a subsidiary of Britain's Coalite group, under whose influence the islands' one-commodity economy stagnated. The development corporation is diluting the company's influence and also helping existing section holders to start new businesses; they range from a market garden to supply the British garrison to a wool marketing board. That may help to create jobs by diversifying the economy and so increase the 1,900 civilian population. But the long-term prospects for the islands will depend far more on what is ultimately agreed on between London and Buenos Aires than what is done in Port Stanley.

DAILY TELEGRAPH
15/8/85

Falklands plan for a 1,000 tourists a year

By DAVID ADAMSON Diplomatic Correspondent

INTEREST by British tourists in visiting the Falkland Islands is running so strong that the construction of five or six small hotels near the main wildlife centres is being recommended to the island's Development Corporation.

Mr Simon Armstrong, general manager of the corporation, said in London: "Our concern is not so much how to attract tourism but whether we can control it."

At the moment there is only one hotel, the Upland Goose, in Stanley, with 30 rooms.

The aim is to bring in about 1,000 tourists a year, adding £500,000 to the Islands' income. Two pioneer parties of six people in each are to visit the islands in November.

They will stay with farmers when they visit the wildlife centres.

Transport constraint

The hotels are envisaged as having eight to 10 bedrooms. They would be built to blend with the landscape and cost between £120,000 and £150,000 each.

Because of the constraints imposed by transport and lack of accommodation no efforts have been made so far to tap the potential for tourism among European and North American birdwatchers.

Discussions are taking place with the Chileans on establishing an air link with the Islands.

But it is not known whether this would be politically acceptable to the Chilean government. It has opposed the "militarisation" of the Islands following the opening of the new airport.

Plentiful crab

The first annual report of the Falkland Islands Development Corporation shows that it incurred and approved development assistance worth £1,245,000 up to the end of last year.

Fisheries were the major item. A Grimsby firm has begun a survey of the coastal waters, with initial catches including large numbers of a marketable but previously unrecorded red crab.

A second project involves the participation of a Japanese firm in a survey of offshore fish resources. Any commercial outcome will depend on the political factors governing a British decision on whether to declare an exclusive fishery zone.

The Falkland Islands Development Corporation and the University of Stirling are co-operating in a third fisheries project — a small pilot salmon farm. The fish will be fed on local mutton and mullet.

Voting weakness in the Lords

From Mr Andrew Roth

Sir, One can appreciate Lord Beloff's loyalty (August 9) in defending fellow Conservative peers against the accusations of poor voting turnout by Labour's Chief Whip, Lord Ponsonby. But his explanations do not meet the high research standards expected of a Professor Emeritus of Government.

Lord Beloff claimed that busy (or recently busy) Tory tycoons, academics or professionals could not bear being "lobby fodder" as readily as seldom-hereditary Opposition peers.

Checking this against those 170 peers with titles beginning with "A" or "B" - a seventh of their Lordships - indicates the weakness of the thesis. This sample includes 76 who take the Tory Whip, 16 Labour peers, 6 Liberal, 5 SDP and 35 Cross-Bench.

Some business magnates take to the Lords, while others do not. Lord Amptill, still a director of United Newspapers and of Dualvest, is a Deputy Speaker and Deputy Chairman of Committees. Lord Boyd-Carpenter was an active government defender, even before he gave up his chairmanship of Rugby Cement. Lord Bancroft, who went on its board in 1982 - and is also on those of Bass, Grindlay's and Sun Life - made a telling speech favouring the top people's pay increases. However, Viscount Boyd of Merton, Deputy Chairman of his mother's family firm, Arthur Guinness, has yet to make his maiden speech.

There is the same variety among academics and professionals. Few academics, even retired ones, put in the time Lord Beloff does, preferring to turn up for subjects of particular interest. Curiously, the lawyers and journalists are being overtaken by accountants as Lords activists. In the Insolvency Bill debate, City accountants, led by Lord Benson, a partner in Coopers and Lybrand, managed seriously to alter the Government's legislation.

One has to look elsewhere for voting weaknesses. There are the overseas residents, often in tax exile. The Duke of Bedford is in Paris, Baron Blyth in Galway, Baron Brownlow in Jersey and Baron Bruntisfield in Gstaad.

The Tory Whips' problem is that so many are territorial magnates, with thousands of acres to supervise and castles to maintain. Not many have the more than the 200,000 acres of the Duke of Buccleuch. But the Duke of Argyll had 90,000 at last count, together with Inverary Castle; the Duke of Atholl had 120,000 and Blair Castle; the Earl of Beaufort had 100,000 plus Badminton. Baron Brocket is pulling expensive guests into his 80-roomed Brocket Hall. When the Whips call only a few turn up, like the Duke of Atholl.

Sincerely yours,
ANDREW ROTH,
Press Gallery,
House of Lords.

From Lord Falkland

Sir, The recent pattern of voting in the House of Lords gives cause for concern for a very simple reason. That is that the high standard and wide range of debate is ill served by many of the decisions which come out of the division lobbies. Too many peers are content to vote on party lines without paying the slightest heed to the argument.

This trend was illustrated in a deplorable way during the passage of a recent Bill to abolish female circumcision in these islands. This was not a party matter and indeed the proposal that these mutilations should be made unlawful was not at issue.

However, a short amendment drawn up by experts to remove any hint of racial discrimination in the Bill as drafted was vigorously opposed by the Government.

The arguments were complex but attendance in the Chamber was modest. The Government, determined to oppose this amendment, whipped in scores of jovial supporters who had dined agreeably during the final stages of the debate and defeated the amendment by a wide margin.

The standing of the House of Lords is high at present but how long can it so remain if its ability to revise in depth, with a degree of independence and expertise at its disposal probably unequalled anywhere, is impeded by this "come on the school" mentality when it comes to a vote?

Yours faithfully,
FALKLAND,
House of Lords.

Memorial stones

ONE OF THE MOST unusual memorials to the Falklands war—two one-ton blocks of stone from the quarry opened for the building of the island's Mount Pleasant airport—will be delivered on Monday to a back garden in Cornwall.

The quartzite rocks will join 16 other monoliths collected by Edward Pryn, a former quarry worker and now a full-time stone collector, at his house in St Merryn. They will become part of his stone ring, dubbed by neighbours the "Cornish Stonehenge".

The rocks have been shipped the 8,000 miles in a Government-chartered ship, the Leicesterbrook, after Pryn wrote to Sir Rex Hunt, the retiring governor of the Falklands, asking for his help. Sir Rex plans to visit the Cornish shrine soon after his return to Britain.



Falkland Farewell: Sir Rex and Lady Hunt

The Guv's goodbye

CONFESSING that he is 'fed up' with mutton, beef and beer, Falklands Governor Sir Rex Hunt is in the middle of his good-byes from the South Atlantic islands—a chore which requires him to travel to 38 different and widely scattered settlements.

Every single islander (there are just over 2,000) will have the chance to say farewell to the man who led them through the 1982 crisis. To do this Sir Rex, 58, is 'cadging' lifts on naval patrol vessels and the islands' air service.

'It's a bit of a mara-

thon, but I feel I owe it to these wonderful people,' said Sir Rex in Port Stanley yesterday. 'I've just come back from Weddell Island in the south west which is the farthest and most remote place.'

'What heartens me is how optimistic everyone is now—certainly as long as this government is in power. There will be a farewell party in the Town Hall on October 12, and we sail back on the Sir Geraint (a sister ship of the ill-fated Sir Galahad) the following day.'

Call to dismiss Galtieri

A MILITARY prosecutor has called for the former Argentinian President, Leopoldo Galtieri, to be dismissed from the armed forces and gaoled for 12 years for leading the country to defeat in the 1982 Falklands war, military sources said in Buenos Aires yesterday.

Brigadier Hector Canale, the court-martial prosecutor, also recommended dismissal and prison terms of 12 and eight years respectively for the two other members of the military junta at the time of the conflict.

They are former navy commander Jorge Anaya and former air force commander Basilio Lami Dozo.

Galtieri has been under arrest at an army base since February 1984, when the Supreme Military Tribunal made a preliminary ruling that he had failed to carry out his duty during the 10-week war. — Reuter.

Falklands get taste of package tourism

By Nicholas Ashford
Diplomatic Correspondent

Package tourism is about to make its appearance on the Falkland islands - if not on the scale of the Costa Brava or the Cote d'Azur, at least in numbers never previously experienced by the islands's 1,800 inhabitants.

A Scottish tour company is sending 12 British holidaymakers on the 8,000-mile journey across the Atlantic in November to enjoy the remote islands' abundant wildlife.

Mr Simon Armstrong, general manager of the Falkland Islands Development Corporation, hopes their visit will set off a modest tourist boom which, he believes, could soon be earning the islands about £500,000 in badly needed revenues.

However distance, shortage of hotel facilities and the climate will ensure that the islands do not succumb quickly to a Majorca-style influx.

The 12 tourists who will fly there in November will be paying almost £3,000 each.

At present the only reasonable hotel accommodation is to be found in the 30-room Upland Goose Hotel and although Mr Armstrong insisted that the climate is not as cold as is generally perceived in Britain, it has more in common with, say, Scotland than Sardinia.

Mr Armstrong, who held a press conference in London yesterday to proclaim the corporation's achievements in its first five months, believes that a target of 1,000 tourists a year can soon be achieved.

The corporation intends to build six small lodges in the main wildlife areas which would almost quadruple the amount of hotel space.

Mr Armstrong said that tour companies had shown "an extraordinary amount of interest" in sending visitors to the Falklands. He noted that the membership of ornithological societies in Britain and the United States was about 1.5 million, so that there was no shortage of potential visitors who would be interested in seeing the islands' birdlife.

At present the only direct flights to Port Stanley are from London. However talks are at an early stage with two Chilean airlines about the possibility of establishing a once-a-month direct air link with Chile.

The corporation was established in July last year, after the recommendations of the Shackleton report, to assist economic development on the islands in the wake of the 1982 Falklands war. In its first five months it approved assistance for development projects totalling £1.13 million. Most of the projects are related to fishing and sheep-farming, the islanders' two main activities. The corporation has, for example, helped small farmers to buy their own land, most of which is owned by the British-based Falkland Islands Company.

Prices are cheap by British standards - £60,000 can buy a 15,000-acre farm - but the land is only good for rearing sheep, the island's most numerous inhabitants.

Mr John Check, an elected member of the Falklands legislative council, said that the corporation's activities had helped to raise morale among the kelpers, as the islanders are known.

"We no longer feel we are on the slippery slope of being handed over to the Argentines", he said.

Falklands plan for a 1,000 tourists a year

By DAVID ADAMSON Diplomatic Correspondent

INTEREST by British tourists in visiting the Falkland Islands is running so strong that the construction of five or six small hotels near the main wildlife centres is being recommended to the island's Development Corporation.

Mr Simon Armstrong, general manager of the corporation, said in London: "Our concern is not so much how to attract tourism but whether we can control it."

At the moment there is only one hotel, the Upland Goose, in Stanley, with 30 rooms.

The aim is to bring in about 1,000 tourists a year, adding £500,000 to the Islands' income. Two pioneer parties of six people in each are to visit the islands in November.

They will stay with farmers when they visit the wildlife centres.

Transport constraint

The hotels are envisaged as having eight to 10 bedrooms. They would be built to blend with the landscape and cost between £120,000 and £150,000 each.

Because of the constraints imposed by transport and lack of accommodation no efforts have been made so far to tap the potential for tourism among European and North American birdwatchers.

Discussions are taking place with the Chileans on establishing an air link with the Islands.

But it is not known whether this would be politically acceptable to the Chilean government. It has opposed the "militarisation" of the Islands following the opening of the new airport.

Plentiful crab

The first annual report of the Falkland Islands Development Corporation shows that it incurred and approved development assistance worth £1,245,000 up to the end of last year.

Fisheries were the major item. A Grimsby firm has begun a survey of the coastal waters, with initial catches including large numbers of a marketable but previously unrecorded red crab.

A second project involves the participation of a Japanese firm in a survey of offshore fish resources. Any commercial outcome will depend on the political factors governing a British decision on whether to declare an exclusive fishery zone.

The Falkland Islands Development Corporation and the University of Stirling are co-operating in a third fisheries project — a small pilot salmon farm. The fish will be fed on local mutton and mullet.

12-yr JAIL CALL FOR GALTIERI

By CRISTINA BONASEGNA in Buenos Aires

THE prosecution has called for a jail term of 12 years for Gen. Leopoldo Galtieri, the former Argentine President who led his country into the Falklands war with Britain in 1982 and now faces court martial.

Sentences of eight to 12 years have been demanded for Adl Jorge Anaya Air Force Brig Basilio Lami Dozo who were members of Gen Galtieri's ruling junta in Buenos Aires.

Brig Hector Canale, the court-martial professor, has also called in a 210-page dossier containing the formal charges for all three to be dismissed the Service for their conduct in the 10-week South Atlantic conflict.

45 days for plea

The defence has 45 days to enter a plea and reply to the charges. A verdict on all three men is expected in November.

The Rattenbach military commission appointed to investigate the mishandling of the Falklands war, had suggested the death penalty or life imprisonment for both Gen. Galtieri and Adl Anaya, and a lengthy prison term for Gen. Lami Dozo, whose pilots were the only servicemen to perform well during the conflict.

Gen. Mario Benjamin Menendez, former military governor of the Islands, could face four years in jail, while Lt-Cdr Alfredo Astiz, who surrendered his troops on South Georgia, is likely to get off with a disciplinary caution.

Gen. Galtieri, however, is among nine former junta leaders who are on trial in separate proceedings over Argentina's "dirty war" when some 9,000 people disappeared under military rule between 1976 to 1983.

Chilean airlines plan link to Falkland Islands

By John Ezard

Talks are under way to open the first transport link between South America and the Falklands since the 1982 conflict, it was disclosed yesterday.

Two of the main Chilean airlines are in discussion with the Falkland Islands Development Corporation about starting a scheduled air service — possibly monthly — between Punta Arenas, South Chile, and the new long range airport at Mount Pleasant on East Falkland.

The flights, which would avoid overflying Argentina, would be seen as a significant thaw in relations between the islands and a country which only last week supported Argentina in a United Nations motion complaining of British "militarisation" of the Falklands. They would also provide a "spectacular" boost for existing plans to take 1,000 tourists a year to the islands by the late 1980s. They would greatly shorten the journey for

American wildlife enthusiasts.

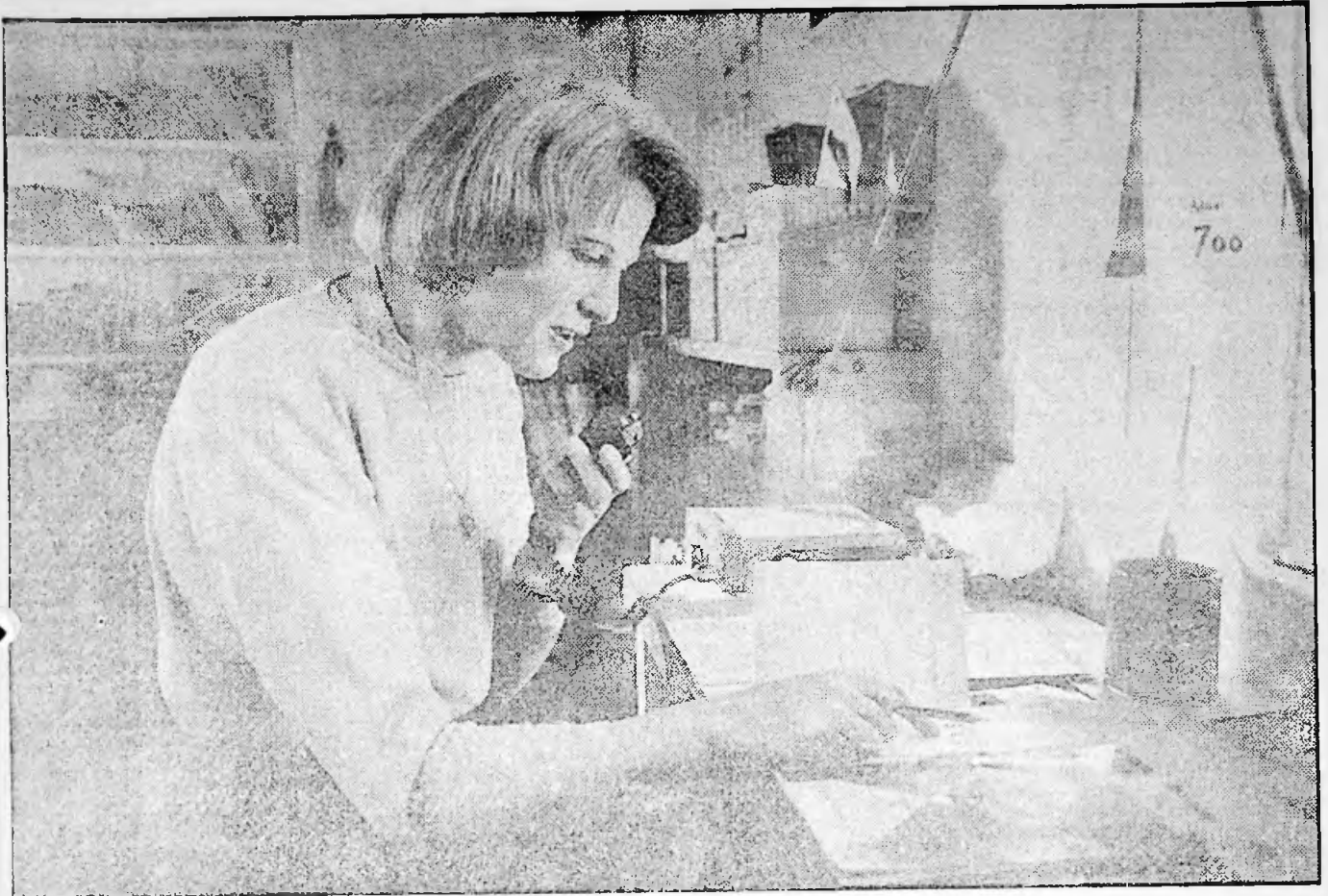
But the development corporation's general manager Mr Simon Armstrong stressed yesterday that the talks so far were strictly "between commercial bodies," with neither the Foreign Office nor the Chilean Government involved. He added, "I think we've got a prospect, despite possible commercial and political difficulties". The two airlines are Lan Chile, the state airline, and Ladeco.

Mr Armstrong is flying to Santiago shortly for further talks. He spoke while presenting the corporation's first annual report at a London press conference. The document gives a broadly hopeful picture of economic diversification projects which have so far taken a budgeted £1.13 million from the corporation's five year British Government budget of £8 million.

"For every pound invested, we have put up 41.7p and the balance has come from private funds," Mr Armstrong said.

"That is a pretty healthy balance in development terms." Projects range from grants to land reform farmers to a mechanised peat cutting scheme to discussions aimed at raising cash "in the order of £750,000" from the City venture capital organisation Investment in Industry for fisheries development.

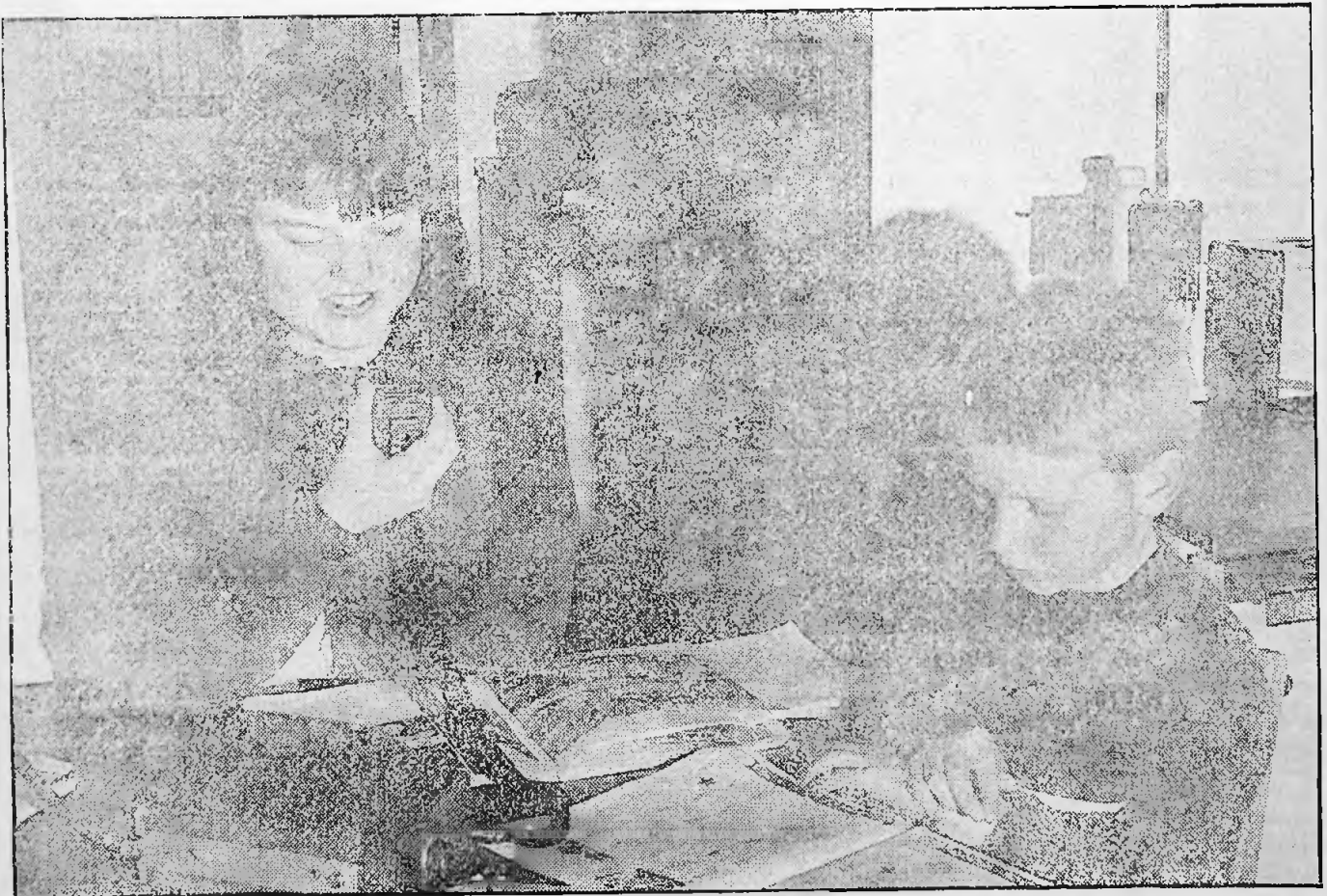
The winners of a travel industry race to be the Falklands' first pre-conflict tourists will be two groups of six people booked by a Scottish agency to arrive in November and December this year. The next group in the 1986 Falklands summer will stay at tourist lodges to be built by the development corporation in wildlife areas in a £600,000 five-year programme. "There has been a quite extraordinary degree of interest," said the English Tourist Board's publicity head Mr Patrick Roper. "The emphasis has switched from whether we can attract people to whether we can control the numbers."



Phyllis Rendell, the Camp Education Supervisor, making radio contact

Small but powerful VHF radio sets are opening up unprecedented opportunities for young people in the Falkland Islands. John Leonard reports

Yomping across the airwaves



The message gets through to the kitchen classroom

POSTWAR Falklands Islands is enduring the pangs of rebirth. Like any birth, it is painful, uncertain in its timing, and perhaps a bit on the dangerous side. It is already clear however, that the new accent on development promises to provide unprecedented opportunities for many young people in the Falklands. Educational problems which have bedevilled the islands for generations are being tackled by a largely restaffed and revived Education Department.

The problems involve the two schools in Port Stanley — the infant-junior and the senior school — but to a greater extent they relate to children who live in the "camp" (from the Spanish "el campo," meaning the countryside), a term designating all the territory outside Port Stanley, which, aside from some wild-life sanctuaries and those areas now occupied by the military garrison, is devoted to sheep farming.

To gain a real feeling for the problems of education in the camp, it is best to fly over the islands. One travels for miles over seemingly empty space — the land mass on both East and West Falkland Islands is unexpectedly large and incredibly vacant. Here and there one spots an isolated house, and still less frequently a small farm settlement — reminders that people really live in this great open area.

Offshore there are scores of smaller islands — many of them inhabited by people as well as the ubiquitous sheep: all of them enhancing the general feeling of isolation and remoteness.

Children live in many of these lonely spots. Over the decades that have presented a major challenge to the resources of the Education Department, a challenge which can hardly be said to have been met successfully. Until very recently, the solution devised for most areas was to send out travelling teachers to visit the various houses and settlements. Although policy varied over the years, the teacher would generally spend a week with each single child on his beat, and two to four weeks with a group, depending upon its size. The length of a beat depended, of course, on the number of teachers available for the camp, and inevitably the measure of the child's achievement was what the mother could provide.

Although it was long recognised that radio links might make a vast difference in camp education, there remained always the problem of money.

The answer that finally appeared, in the late 1970s, was small but powerful VHF radio sets, with as many as 800 channels, and relatively cheap. Within two to three years the "two-metre" sets, as they came to be known locally, were in the majority of camp homes and a good many in Stanley as well.

Then came the war between Britain and Argentina, and suddenly it was a new situation. Immediately after the Argentine surrender, the Falklands Islands appeal fund was set up in both Britain and the Falklands.

The result was the arrival, in June, 1983, of 18 "two-metre" sets, complete with beams, batteries, and battery chargers. Initially it was an embarrassment of riches, because the travelling teacher network, on which everything else depended, had been shattered by the war and was still in disarray.

There were, for a time, only two travel teachers. Nor was it a simple matter to recruit more: despite the rise of unemployment in Britain, there was no response to advertisements for teachers for the Falklands, and no local applicants for the positions. A fresh approach in 1984, which involved shortening the contract to one year, and recruiting through the Falkland Islands Office in London instead of the Crown Agents, yielded dramatic results. Within a short time there were scores of applicants, and suitable candidates were selected and engaged.

The system they have now evolved seems ideally suited to local needs: a combination of travel teacher stimulation combined with radio input from three key centres in the islands. Between them, the radio centres — namely, the Stanley Camp Education Centre, and the settlement schools at Darwin, on the east

island, and Fox Bay East, on the west island — can reach twenty-four of the thirty-two children at present on travel teacher beats.

Before leaving a child, the travel teacher informs the child's radio centre of exactly where his pupil has reached in such key subjects as reading, English and maths. The radio teacher then contacts the child daily after the travelling teacher has left, following him from page to page and encouraging him in his work.

Optimism pervades the teaching staff. Their objective is to bring their pupils to a level where, at age 13, they will be qualified to enter the Stanley senior school and successfully complete a two-year preparatory course for GCE examinations, thus making them eligible for further education overseas if they wish.

Apart from camp education, the Department's main problem has been with secondary education. In the 40s, 50s and early 60s the answer

had to be provided overseas. Only in the mid-60s was a limited O level programme introduced in the islands.

The next big step came in the early 70s as a result of a communications agreement signed by Britain and Argentina. For the first time the Falklands were provided with an air link, via Buenos Aires, to the outside world — operated by the Argentine Air Force.

The Argentine Government offered an unlimited number of scholarships for Falklands children to attend secondary schools in Argentina, and, in spite of deep parental suspicion, about 20 children accepted.

For reasons ranging from homesickness to difficulty in coping with being taught entirely in Spanish, and the constant reminders from Argentine teachers and pupils that, in their opinion, the Falklands belonged to them, the scheme ran down. Replacing it came an increase from eight to 11 in the senior school's teaching force, and an arrangement that the Thomas Peacock School in Rye, here in Britain, would accept for A level courses Falklands children with adequate O levels.

One thorny problem connected with the GCE curriculum is the absence of a foreign language, which, says Jeremy Baylis, the senior school head, most universities include among their entrance requirements. This requirement has hitherto been waived in the case of young people from the Falklands, but the authorities feel under some obligation to introduce language teaching to GCE standard. The choice of language, with an entire continent of Spanish-speaking people just 300 miles away, is obvious, but the question is highly emotive among many Falkland Islands parents, who dislike Spanish because they associate it with Argentina.

In the unfavourable climate of feeling following the end of the conflict in 1982, the question of language teaching was quietly left in abeyance, says Baylis, especially as the school was fully occupied in a struggle to return to normal operation. The problem remained, however, and although alternatives to Spanish were considered, it was evident that no other language would be as relevant to Falkland islands children. The decision, in principle, to introduce Spanish to GCE level has now been made, says Baylis, adding, "I've got high hopes that very shortly we'll have a Spanish teacher." This time the teacher will come from Britain.

At present, there are six Falklands young people on A level courses in the United Kingdom, one of whom wishes to become a maths teacher and return to Stanley. Another is already at university preparing to be a teacher, while still another is studying for a Higher National Diploma in dairy farming.

Nine young people have recently returned after successfully completing such diversified courses as fishery management, Customs and Excise, motor vehicle engineering, and telecommunications technician, while nine more, preparing to go away this year, will include in their ranks a trainee pilot, another potential teacher, and one each studying microcomputers and diesel engines.

John Leonard, who still lives in Port Stanley, worked for many years as a travelling teacher in the Falklands.

Falklands war leaders charged

FORMAL CHARGES have been filed with Argentina's Supreme Military Tribunal against senior officers who led Argentina to defeat in the 1982 Falklands conflict with Britain, **Reuter reports from Buenos Aires.**

In one of the final moves in the two-year-old court martial of 16 officers, the chief prosecutor in the trial filed the written accusation on Sunday. A court spokesman declined to say what the charges were and what sentences were requested.

The defendants include Sr

Leopoldo Galtieri, former president and the two other members of the military junta which ordered the capture on April 2 1982 of the South Atlantic islands.

A British task force recaptured the Falklands in June 1982 after heavy fighting in which more than 1,000 Argentines died.

The defence is allowed 45 days to reply before the court delivers its verdict.

Sr Galtieri and Sr Jorge Anaya, former Navy com-

mander, could face the death sentence if charges contained in a separate military investigation of the defeat are confirmed.

Sr Horacio Jaunarena, Defence Secretary, said the court martial should end in October or November.

Sr Galtieri, Sr Anaya and Sr Basilio Lami Dozo, former Air Force commander, are also on trial with six other former military rulers for a campaign against leftists under military rule from 1976 to 1983 when over 9,000 people disappeared.

Falklands charges are filed

Buenos Aires: Formal charges have been filed with Argentina's Supreme Military Tribunal against senior officers who led Argentina to defeat in the 1982 Falklands conflict with Britain, a court spokesman said yesterday.

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The defendants include former president Leopoldo Galtieri and the two other members of the military junta which ordered the capture of the South Atlantic islands, known in Argentina as the Malvinas, on April 2, 1982.

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Galtieri and a former navy commander, Jorge Anaya, could face the death sentence if charges contained in a separate military investigation of the defeat are confirmed.

The Defence Secretary, Mr Horacio Jaunarena, said the court martial should end in October or November.

Galtieri, Anaya, and a former air force commander, Basilio Lami Dozo, are also on trial, with six other former military rulers for a campaign against leftwingers under military rule from 1976 to 1983 when over 9,000 people disappeared. — Reuter.

NEWS in BRIEF

A charity run with a difference has been completed in the Falklands by two soldiers, two sailors and two airmen. The six ran from San Carlos to Stanley over two days to raise £350 to buy radios and other comforts for Service patients in BMH Stanley.

Not to be outdone, 30 soldiers from 2 Field REME Workshops pulled an old Land Rover from their former base at Moody Brook through Stanley to their new base at Tin Strip on the other side of town, to raise funds for the Corps and other charities.

Former Falklands commander Vice-Admiral Sir John (better known as Sandy) Woodward, and now Deputy Chief of the Defence Staff (Commitments) has officially declared open the new joint warfare HQ at Poole, Dorset. Courses are run for officers from all arms of Nato. As many as ten nations have been represented at one time.

8



MAJOR GENERAL PETER DE LA BILLIERE: Falklands farewell

Another top soldier on the move is Major General Peter de la Billiere. After 14 months as Commander British Forces in the Falklands, he takes over as GOC Wales next month. A tri-Service line-up gave him a rousing farewell as he boarded the aircraft for home.

Allan's got a driving ambition



Dr Allan White: returning?

Thought to be the first Falkland Islander to join the Army since the 1939-45 war, 17-year-old Allan White has one driving ambition — to return to Port Stanley as soon as possible.

With six months service with the RCT to his credit,

his sights set firmly on a Corps career and his name clearly printed on a Class 3 HGV licence, Driver White's next posting will be from Aldershot to Germany.

"By then," said Allan, "I'll be 18 and eligible to apply for a posting to the South Atlantic with the RCT."

Although born in the Falklands, Allan has lived with his family in Plymouth for the past seven years.

Now, with 40 or so relatives, including his 87-year-old grandad still living in and around Stanley, Allan sees a Corps posting as the only way he's likely to make a return visit.

"From what I hear it's not too popular a posting," said Allan. "But I'd love to get a move there. It can't come quickly enough for me."

Argentina has UN backing on Falklands

By Michael Kallenbach
at the United Nations

THE United Nations Decolonisation Committee yesterday approved a harshly-worded resolution in Argentina's favour, which criticised Britain for "militarisation" of the Falkland Islands.

The resolution, sponsored by Chile, Cuba and Venezuela, received 20 votes in favour, none against, with four abstentions, from Fiji, Sweden, Sierra Leone and Trinidad and Tobago.

The resolution, which will be submitted to the General Assembly session which begins next month, said that Britain's actions on the islands were "detrimental to the climate of confidence that should prevail for the resumption of negotiations".

It called on London and Buenos Aires to resume diplomatic talks to end the dispute.

Shortly before the debate began, Britain took the unusual step of arranging for the screening of a Central Office of Information film, "The Falklands, a Way of Life," in a nearby room.

However, despite British requests, the United Nations failed to advertise the showing of the film, as is normal practice, in the daily JOURNAL of events. In the end, only a handful of diplomats turned up.

Uncleared minefields

Although the Argentine ambassador, Senor Carlos Muniz, stayed away, Senor Rogelio Pfirter, a counsellor at the Argentine mission, was present.

Afterwards he told the DAILY TELEGRAPH that while he did not object to the showing, the film was "incomplete" in that it failed to emphasise the political use of Mount Pleasant airport. It "de-emphasises the need for a political solution to the sovereignty dispute," he said.

The film stressed the deep island roots of many of the Falklanders and their self-reliant way of life — "a sturdy, hardy, independent people" as one of them described the 2,000-strong community.

Others spoke of the still-uncleared Argentine minefields as a lasting reminder of the 1982 conflict and of the "incredible amount of damage" resulting from the occupation.

Britain and Argentina took part in the debate, although neither country is a member of the 24-nation committee. Britain's Deputy UN Ambassador, Mr Peter Maxey, spoke of the Government's "best efforts" to achieve normal relations with Argentina.

Referring to the recent decision to lift the ban on imports, he said: "We did so in the belief that the only realistic way to achieve better relations is through agreement on practical issues.

Islanders' message

"If trade was to flourish, it had to be a two-way street. As your committee will be aware, the Government of Argentina declined to reciprocate our unilateral gesture."

This, he said, was a source of "considerable disappointment," but would not deter the British Government from continuing its policy of seeking a better relationship with Buenos Aires.

Charges that the function of the Mount Pleasant airport was for military purposes, were "far-fetched and fanciful," he added.

Earlier, Mr Check, of the Falkland Islands Government, sent the UN a message saying: "We are a small people and remote. We have been in the islands for a number of generations, but our closest links are with Britain.

"Argentina cannot turn back and rewrite the pages of history."

Dalyell on attack over Chile 'deal'

By James Naughtie,
Chief Political Correspondent

Labour should attack the Government for concealing details of cooperation with General Pinochet's Chilean regime in return for assistance in defending the Falklands, Mr Tam Dalyell said yesterday.

Mr Dalyell, MP for Linlithgow, told his constituency party that the Commons foreign affairs select committee said in its report last month on the sinking of the General Belgrano that some information would continue to be withheld on national security grounds. He said this was a reference "to Mrs Thatcher's debt to General Pinochet for the help he provided during the Falklands War."

Mr Dalyell also said he was writing to Sir Geoffrey Howe, the Foreign Secretary, to ask for his reaction to the suggestion by Dr John Habgood, the Archbishop of York, that Argentine fishermen should be allowed into the Falklands exclusion zone as a gesture of reconciliation.

Bogged down with Bennies and Whenis

by Alan Knowles

Freelance journalist

In the Falkland Islands the war is over but problems remain.



Wrecked Argentine gunboat
Goose Green

Photographs: Alan Knowles

THE PEAT BOG shakes as a phantom jet roars overhead and it shakes again when a Falkland Islander cuts a sod for the fire. Some say the economy here is as shaky as the peat bogs but beneath the peat is a rock so hard it has broken the spirit and machinery of many a contractor fool enough to treat it too lightly.

The man on the end of the peat spade is Lewis Clifton. Along with every other Falkland Islander he has been nicknamed "Benny" by the British army squaddies reluctantly serving postings in the colony since the conflict with Argentina. Benny is the simple but likeable character from the British television series *Crossroads* who wears a bobble hat similar to those worn by many Falklanders. But Clifton is no simpleton although he does own a bobble hat and is proud to be a Benny. At least it means he is not a "Wheni" which is the nickname for military personnel whose conversation consists of: "When I was in Cyprus ... When I was in Belize ..."

Standing in his peat bog, 29-year-old Clifton forgets about his high pressure job as manager of the Government's lucrative Philatelic Bureau. His spade rhythmically slices 23 centimetre cubes of peat from the face and throws them into neat rickles to dry. I watch him wield the spade with the precision of a surgeon and the grace of a gymnast, and begin to understand how a good peat cutter can throw up a hundred metres (that's as

many tonnes) in a day, which is about as much as a household requires for a year. Peat cutting is as basic to the islanders as the air they breathe. It is the only affordable energy source for cooking and heating, as the 10p (24c) per unit charged for electricity is beyond anyone's pocket for anything more than lighting.

Clifton eyes my spindly frame and invites me to "have a go with the spade". It looks easy enough and I foolishly accept the challenge. Standing before the neatly squared face of shiny black wet peat I swing the heavy spade at the top sod. It has grass growing on it and takes three blows, instead of one, before I can wrench it free and place it at my feet to stop erosion. I manage to roughly rit (slice) the face into sections and now with two deft strokes each sod should come free. The first sod takes five cuts and is so heavy it shivers off the spade. My next sod is a slim light one and flies over the rickle into no-man's land. Eventually I get the 16 sods up and, burrah, I've moved a quarter tonne of peat! Sweating profusely I attack the next line of sods. After half a tonne I get the staggers, my eyes cross and arms seize. The neat geometric lines of the face look like they have been hit by a bazooka. I quit.

Clifton resumes his position at the face muttering something about "Wheni weaklings", and I stagger off into the vast peat swamps to inspect Argentinian foxholes.

More than two years after the conflict — January 1985 — the bodies of Argentinian soldiers are still being found in the peat where their mates had buried them, or in foxholes where they had been shelled. Lying in the peat in one foxhole, in which a very young soldier had been found three weeks before, are his tooth-brush, shoes, "clean" socks neatly folded into each other and a tiny enamel mug on which flowers had been painted. Such mute and intensely personal reminders of the conflict are to be found in most of the hundreds of foxholes hastily evacuated as the British forces advanced. Scattered around the foxholes are pieces of shrapnel, shells, mangled metal, live ammunition, pieces of bomb and rocket cases. Little effort has been made to clear it up as the locals don't give a damn about Argentinians; in fact, they hate them with a passion that is frightening.

I had arrived at the Falklands on the Hercules from Ascension Island and before any of the passengers could leave Stanley airport we had to listen to a lecture about mines and the grisly injuries they inflict. The mines have no metal parts and are almost impossible to detect, so the warning is "watch your step". The effect of this lecture on me is profound and for a long while I play chicken with 10-tonne army tractors rather than step off the road into the diddle dee (low scrub) and risk being bitten by a mine.

The cure for my fear of being blown up

is a hair-raising ride through the Wireless Ridge battlefield as pillion on a clapped-out 650cc Triumph with no brakes. Peter King, chief clerk for the Falkland Islands Government, is at the controls and we are going fishing for trout in the Murrell River. At a cracking pace we cross the open rough ground which is described on the latest minefield map as "may contain live bombs, missiles, ammunition, etc.". On the banks of the Murrell River the menace is visible behind a two-strand barbed wire fence on which hang signs saying "Danger, Mines" beneath the skull and crossed bones. Within 20 metres of where I stand by the fence I can see eight green plastic discs as wide as dinner plates lying innocently in the tussock and on the beach. Peter King mutters darkly about the good fishing spots that have been fenced off and cheerfully warns me to watch my feet as some of the mines might have been buried outside the fenced area.

We survive the minefield gauntlet and the fishing is fantastic. "Of course it is," blurts an anonymous Benny somewhat the worse for Penguin ale in the Rose a few nights later. "We've got the best trout fishing in the world down here." "Right mate," says this Wheni, who has learnt when to keep his trap shut.

Stock occasionally wanders into the minefields and blow themselves up but no one seems greatly bothered by it. While staying at Darwin a question to my host, Brooke Hardcastle, about the danger to

livestock is dismissed lightly. Hardcastle is general manager of the Falkland Islands Company and says that the 40ha fenced off out of the 200,000ha Lafonia block makes no difference to company profits. "The sheep are so light that they would have to stand on a mine with all four feet before they would set it off." Cattle and horses do set the mines off and three animals had to be shot at Moody Brook after standing on mines before Christmas. However, the cattle roam wild over much of the islands and are of little economic value as there is no export meat or dairy trade.

THE FALKLAND ISLANDS COMPANY is widely lambasted for the stranglehold it has on the community. It owns 43 per cent of the land and controls the import and export shipping and most of the retailing and wholesaling. So all-encompassing is the influence of the land-owning companies that private enterprise is stifled leaving ambitious and talented individuals no option but to emigrate (many to New Zealand) and leave the colony desperately short of skilled workers and labourers.

In a 1976 economic survey of the islands, the land-owning companies were criticised for taking their profits out of the colony and not reinvesting there. It was recommended that the land be taken by the Government and split into smaller units for owner-occupiers who would reinvest in the land.

This view is widely supported on the islands and civil commissioner Sir Rex Hunt talks seriously of introducing legislation to enable compulsory acquisition of land. A surprise supporter of breaking up the large farms is Brooke Hardcastle who was instrumental in his company selling off its Green Patch block for subdivision into six owner units. So far four blocks have been sold to the Government, subdivided into 27 economic units and sold to owner-farmers. The sales were advertised in New Zealand and Peter Henderson from Hunterville, amid considerable publicity, moved his family to what he calls a "land of opportunity". He was offered a farm at San Carlos but turned it down as too expensive. When I met him he was recovering from accidentally squashing his head in a wool press while working for the FIC at Goose Green.

Not everyone believes in the wisdom of splitting up the large tracts of land. Straight-talking Jim Clement, executive secretary of the Falkland Islands Sheeppowners' Association Ltd, says it would be madness and that the calls to subdivide under the present conditions were based on "stupidity and ignorance". He points to the enormous costs of setting up a 400 hectare, 3000-sheep farm with no road access, as impossible for the owner-farmer to service from present returns on wool. A six-strand fence alone costs £5150 a kilometre to erect because of high freight costs, although cheaper electric fences from New Zealand are being investigated.

These sentiments are echoed by association vice-chairman Syd Miller, who says that before the land can be split up on a large scale an infrastructure of roads and farm contractors needs to be

established to reduce the capital investment for the small farmer. But he admits that small farms are the ultimate answer. "It is the only way to keep the good young stockmen on the land. If they don't get their own land they will shove off to New Zealand." The existing farm labour pool is becoming increasingly elderly as young people are opting for high-paying labouring jobs or leaving the colony. The big farms are being forced into the costly exercise of importing shepherds from New Zealand.

New Zealand veterinary parasitologist Neil Pullan and his wife Margaret arrived on the islands in October 1983 and have been doing government veterinary work for 14 months. They describe the islands as having Alice in Wonderland qualities where nothing is as it appears at first sight. It was the Pullans who acquainted me with the term "Falklands factor" which is used to explain the numerous delays and cockups that beset this tiny community. It was the Falklands factor that caused the huge escalation in cost to £7 million for the 54 "Brewster" houses paid for by the British Government to ease the acute housing shortage in Stanley. Shipping delays and the diamond-hard quartzite rock also contributed to the cost. And it is the Falklands factor that has you waiting three months for spares for your Land-Rover to travel the 13,000km from England, only to find the wrong ones have been sent. But bellyaching does not become the Falklanders. When something goes wrong these people prefer to pour another large rum and have a belly-laugh about it.

There is no doubting that at first sight the islands are a shambles. The six-kilometre road from the airport to Stanley is so rough and dusty that half-way along it visitors are likely to have the teeth rattled out of their heads. Half the roads of Stanley are concrete, the only surface that can withstand the climate, and the rest are so pot-holed that even Land-Rovers balk at them. The back yards of the houses sport an array of dead cars, boats, clapped-out machinery, ship-

ping containers, wooden pallets and rubbish — enough to make a dedicated Kiwi junk collector green with envy. The Stanley rubbish tip is referred to as the "supermarket" by the locals, with the army throwing away such exotic luxuries as wood and fresh fruit! Even the burned out wreckage of King Edward Memorial Hospital remains almost a year after the fire — a sad grim memorial to the eight people killed in the blaze.

The Falklands are so short of labour that locals are refused positions on the high paying Mount Pleasant Airfield construction and with the military. Workers at the Mt Pleasant site, which has been shortened to MPA (later explained to mean Maggie's Present to Argentina), are paid more than twice the local wage, tax free. Locals would leap at the chance of such high wages but that would leave the island's administration and farms bereft of labour.

The Falkland Islands Government expends its energies looking after its 1900 locals and doesn't even know how many military personnel and MPA contractors there are on the islands, although rumour says 2000 contractors and 4000 military. The military operates largely as a separate economy and doesn't interact with the island economy to any great extent. They even eat New Zealand lamb, while Falkland farmers drive ageing sheep into the sea as the only means of culling their flocks.

The separate economies are necessary when one compares the estimated expenditure of the Government this year, a paltry £4.8 million, to the budgeted £3500 million for the island's defence over the five years following the conflict. If such funds flowed into the local economy, inflation would go mad and the Government administration would be swamped.

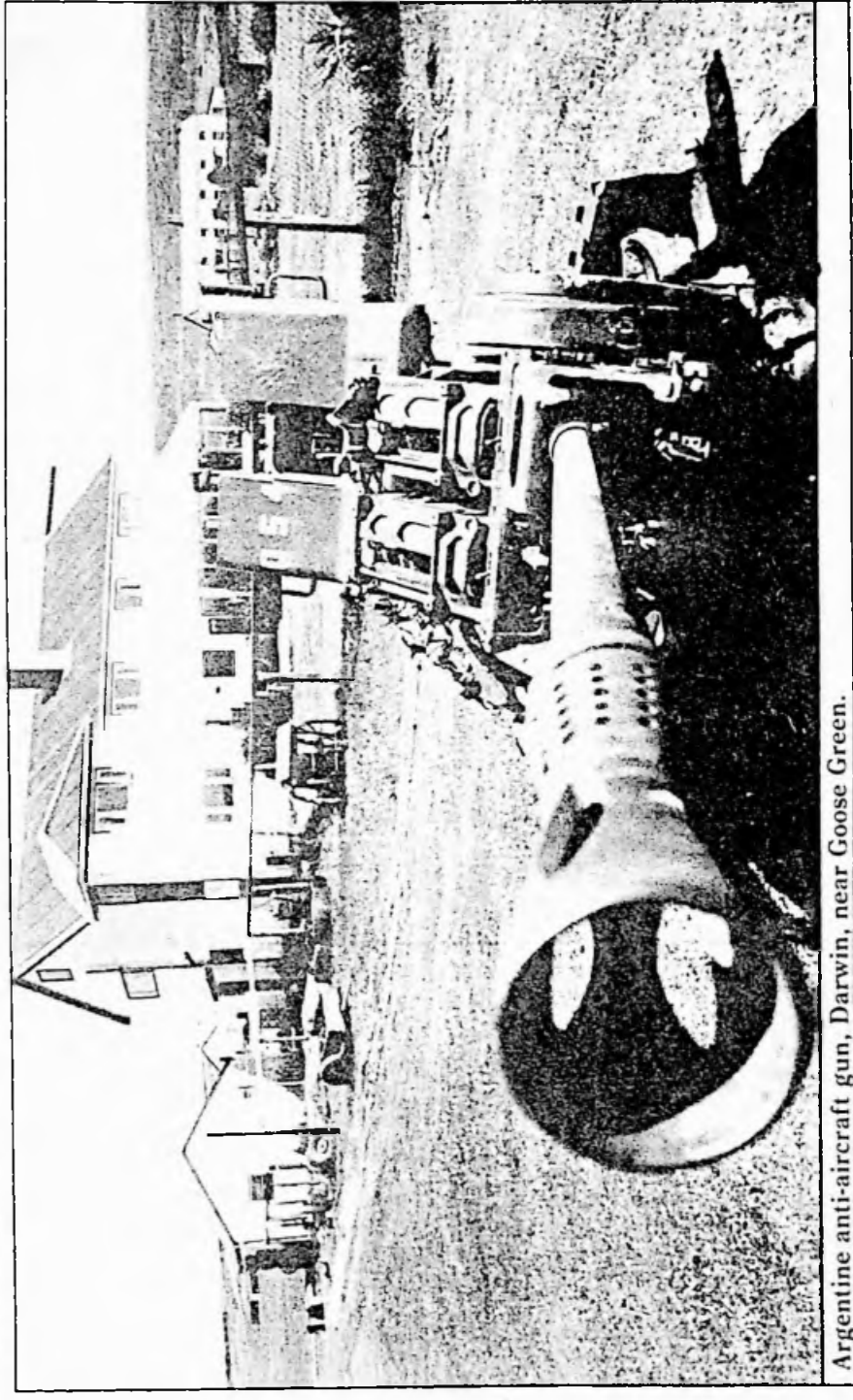
Fighting away to improve the lot of the islanders is the new Falkland Islands Development Corporation. From an office lined with computers and modern office machinery its function is to develop the resources of the colony and aim at

self-sufficiency. General manager Simon Armstrong doesn't mince his words when talking about corporation objectives. "We're not interested in Mickey Mouse schemes whereby foreign companies use cheap Falklands labour in sub-assembly plants. We just don't have the labour to put screws in spectacle frames and the like."

The British Government has made a grant of £31 million to the FIDC to fund a five year economic development programme. "We are prepared to help anyone, and we can give up to 50 per cent assistance in the form of a loan, a grant or by taking up a shareholding in a company," says Armstrong. After only five months in existence the FIDC is committed to a salmon ranching trial at Fox Bay, where it is also helping a small woollen mill start production. A town milk supply dairy for Stanley is also planned as most of the milk consumed on the islands is imported.

The training scheme for farmers is being looked at to help people living in the camp (rural land outside Stanley) to cope better with the isolation and poor communications. "We would like farmers to control their own destiny," says Armstrong, referring to the stranglehold the FIDC has on the community. To do this the corporation is investigating farmers' co-operatives and would probably use those in New Zealand as a model. The New Zealand Wool Board is also helping with the establishment of the Falkland Island Wool Board. "We hope to keep the money in the islands and promote Falkland wool as a special product," said Armstrong who opposes farm profits leaving the colony.

The corporation is placing advertisements which state that it "has helped local residents to set up new firms and others to expand their existing business. These enterprises need skilled people, and opportunities in other fields are waiting to be exploited". The headline on the advertisement asks enticingly: "Falkland Islander? Thinking of coming home?"



Argentine anti-aircraft gun, Darwin, near Goose Green.

Argentine suspicions chill UN Falklands debate

From Zoriana Pysariwsky
New York

Britain and Argentina crossed diplomatic swords at the United Nations yesterday, with each side seemingly as polarized as ever on negotiations over sovereignty for the Falklands and the normalization of relations.

Despite the recent British decision to lift its three-year trade embargo, there were no

signs in the first of two annual Falklands debates that the mood in Buenos Aires had shifted enough to allow the government a dialogue that did not include sovereignty.

Instead, the Argentine representative, Señor Carlos Muniz, chose to question Britain's motives in lifting the trade embargo. Its avowed intention to improve relations, he said, did not correspond

with the increasing militarization of the Falklands.

For the British, who face an uphill struggle in winning UN support and sympathy, the argument centred largely on its gestures of goodwill and the right of the islanders to self-determination. To drive home the message, a film, *The Islanders - A Way Of Life*, was shown to members of the decolonization committee.

Mr Peter Maxey, the British representative, described Britain's obligation to protect the Falklanders' pastoral way of life interrupted by Argentina's invasion in 1982.

The decolonization committee approved by 20-0 with four abstentions the resolution of Chile, Cuba and Venezuela urging resumed negotiations and criticizing British "militarization" of the islands.

Film of Falklanders to back British case

By MICHAEL KALLENBACH
at the United Nations in New York

BRITAIN, in an attempt to avert passage of a resolution on the Falklands crisis with Argentina, has received approval to show a film of the islanders to the United Nations decolonisation committee today.

Called "The Islanders, a way of life," the 26-minute documentary prepared by the Central Office of Information, will be shown in the Economic and Social Chamber before the decolonisation committee's annual debate on the Falklands.

Permission to arrange the screening was given by Mr Abdul Koroma, the chairman of the committee, after an official request from Mr Peter Maxey, the British alternate United Nations Ambassador, this week.

"to make it very clear that there will be no weakening of our case when it comes up for debate during the 40th session of the General Assembly beginning next month."

Last night, the Cuban delegate in the decolonisation committee, Sr Eumelio Caballero-Rodriguez, objected to the decision by the committee chairman to allow the British delegation to screen its film today.

He said that he hoped that the film would depict the British military presence on the islands as well as the stationing of 4,000 British troops in Argentina.

Before petitions

It is the first time members will have had an opportunity to see a film of the islanders' way of life, and is an effort by Britain to convince some of the United Nations countries that the islanders "want to stay as they are, and that they are real people."

The screening of the film is arranged before the petitioners from Argentina and the islanders present their cases to the committee, also known as the committee of 24.

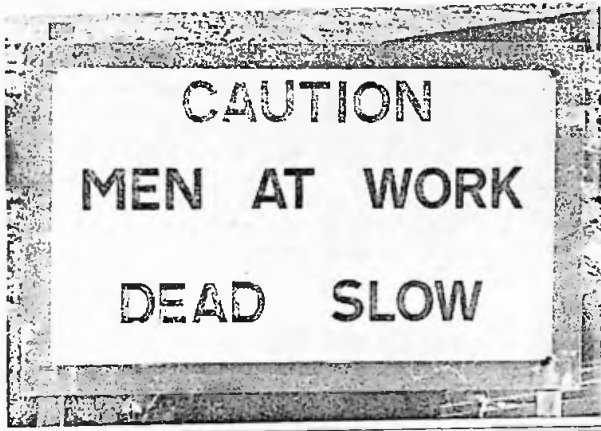
Already, three Latin American countries, Chile, Cuba and Venezuela, have submitted a strongly-worded draft resolution to be voted on today accusing Britain of "militarisation" of the area, and thereby causing a detrimental effect to the "climate of confidence that should prevail for the resumption of negotiations."

British diplomats last night expressed regret at the draft resolution and have been lobbying members not to lend their support to the document.

The debate today is intended to prepare the ground for an onslaught against Britain in the General Assembly this year.

But British diplomats are determined to use the occasion

Private Eye
9 August 1985



I-SPY

Port Stanley

Submitted by Pete King. £10
paid for similar submissions.
(SAE required for return of
photographs. No transparen-
cies.)

'Dirty war' hearings to end soon in Argentina

By *CRISTINA BONASEGNA* in Buenos Aires

HEARINGS in Argentina's human rights trial of nine former military rulers could conclude as early as next week after a four-month account of horror, barbarism and impunity during the former régime's "dirty war"

against subversion, Señor Luis Moreno Ocampo, Assistant State Prosecutor in the public junta trial, said yesterday.

He said that after the hearings, prosecution and defence would take a month to make formal charges and enter pleas of "not guilty" for the former commanders.

The nine are accused of overseeing a campaign of systematic violation of human rights between 1976 and 1982 during which at least 9,000 people "disappeared."

Sentences are expected to be handed down by the end of the year.

A medical doctor abducted in 1978, along with social workers who had been doing relief work in an impoverished area on the outskirts of Buenos Aires, told the court on Wednesday that he was brutally tortured and held prisoner for four years although he had been cleared of all charges by military and civilian courts.

Dr Roberto Liwsky, now a Welfare Ministry official, told the six judges that a doctor working for his captors seemed to have experimented on victims to discover the chemical effects of electric shocks on tortured human beings, including children.

Those present in court could not help smiling when Señor Horacio Levy, who is in his early 50's recalled that in 1976 at an Air Force base he underwent "so many mock executions" that—in the end they did not affect him.

Smiles ceased when he said that his wife and the eldest of his five children were abducted

with him and that he never saw them again.

The State Prosecutor, Señor Julio Strassera, a chain-smoker, recently announced he was dropping about 1,000 witnesses from an original list of 2,200.

The prosecutor, who has received repeated death threats, said that evidence gathered so far was more than enough to incriminate the retired officers in illegal arrest, torture, theft, and murder.

The nine include former Presidents Jorge Videla, Roberto Viola, and Leopoldo Galtieri, who presided over Argentina's invasion of the Falklands in 1982.

Should old acquaintance be forgot . . .



AVM Kemball cunningly disguised as an Air Commodore, flew a Phantom from Coningsby to "renew acquaintance" with the aircraft before going to Stanley.

A touch of nostalgia will be in the air for Air Vice-Marshall 'Kip' Kemball as he takes over as Commander British Forces Falkland Islands this month. He will be making close acquaintance again with the Phantom aircraft, 16 years after he became the first RAF pilot to log 1,000 hours on the type.

At that time he was the fighter weapons instructor at Coningsby in the rank of Squadron Leader.

AVM RJ 'Kip' Kemball joined the Royal Air Force in 1957 and after pilot training became a Qualified Flying Instructor at the Royal Air Force College Cranwell until 1962 when he was appointed ADC to the Chief of Staff, Headquarters, Allied Air Forces Central Europe.

After a tour as Deputy Flight Commander, No 8 (Hunter) Squadron at Khormaksar and an exchange posting at the Davis-Monthan Air Force Base, Arizona he was promoted to Squadron Leader and became a Fighter Weapons Instructor at Coningsby.

He graduated from the RAF Staff College in 1971 and after a short tour at Headquarters, RAF Germany was promoted to Wing

Commander and returned to the United Kingdom for staff duties at Headquarters No 38 Group. In 1977 he commanded No 54 (Jaguar) Squadron at Coltishall and on promotion in late 1978 became Station Commander at Laarbruch.

On return to the United Kingdom in 1981 he spent 18 months as Deputy Director Air Plans, Ministry of Defence, before being promoted to Air Commodore and taking up the appointment of Commandant, Central Flying School in January 1983.

He was made Commander of the Order of the British Empire in January 1981 and appointed Aide-de-Camp to Her Majesty The Queen in February 1984. He took up the appointment of Commander British Forces Falkland Islands this month in the rank of Air Vice-Marshall.

THE literature of the Falkland Islands is not extensive. But the islands have now been celebrated in verse by their own poet, Mr Des Peck. Mr Peck runs a general store in Port Stanley, where he sells souvenir banners inscribed with his poesy. Without further ado I offer Mr Peck's A Little Piece of Heaven:

"Why are the Falkland Islands outstanding? / So many have said this before / I've tried to find the answer / As Tourists increase more and more.

Why are these islands so peaceful? / The answer which surely must be / They are really part of Heaven / Which came tumbling down to the Sea.

Maybe there was an eruption in Heaven / Which caused this land to break away / So the angels chased it down to earth / And decided, this is where it should stay...

Yes! I think we are part of Heaven / That's why I picked up my pen / Where we don't like war, sorrow or strife / But peace and goodwill among men."

Falklands shortage

THOSE teachers who are becoming increasingly frustrated with the mixture of strikes and poor pay in this country might wish to apply for jobs going in the Falkland Islands, where about 30 farm settlements are without a permanent teacher.

At present itinerant teachers spend two weeks at a time teaching anything from one child to 10, with age ranges from five to 14 years. Now the Falkland Islands government, whose London office is at Tufston Street, Westminster, has offered jobs for travelling teachers.

They will be expected to take on three settlements on their "beat" and will have transport at their disposal: Land Rover and small aircraft with a radio link to Stanley and with the children in their care. The jobs are on offer to newly qualified teachers or for those with a "good level of education" ready to accept the challenge.

As for the salary, this will range from £5,624 to £4,608 a year. That compares with the average of £7,687 for a Scale 1 teacher here. But then the cost of living in the Falklands is minimal.

CHURCHES URGE FALKLANDS PACT

British and Argentine churches, meeting at a World Council of Churches gathering of the central committee in Buenos Aires at the weekend, said in a joint document that any solution to the Falkland Islands had to have an agreement on sovereignty.

Commercial relations should also be restored, said the document, and the creation of fishing pacts should be explored.

—Reuter.

Churchgoers urge Falklands deal

BRITISH and Argentinian churchmen attending the World Council of Churches annual central committee meeting in Buenos Aires said yesterday that any solution to the dispute over the Falkland Islands must involve an agreement on the question of sovereignty. Commercial relations should also be restored and the creation of fishing pacts should be explored, they said in a joint document.

New call for Belgrano probe

LABOUR MPs are planning to renew their calls for a full-scale inquiry into the sinking of the Argentine cruiser the *General Belgrano* when parliament resumes after the summer recess.

The call for an inquiry – demanded last year by the shadow cabinet – was supported by the minority report of the commons foreign affairs select committee last week.

Seven Tories on the committee concluded that the sinking of the

ship was necessary for military reasons.

But the four Labour members of the committee – Ian Mikardo, Nigel Spearing, Michael Welsh and Dennis Canavan – said in their report the order to sink the *Belgrano* was: “. . . a hasty and unjustifiable decision to risk many lives and a possible disaster . . . to ensure the life of an administration which was itself palpably negligent.”

They accused the government of “a cover up and lying”.

Belgrano

... or conspiracy?

It was always wishful thinking that the house of commons select committee on foreign affairs would "solve" the matter of the sinking of the Argentine cruiser *General Belgrano* during the Falklands war. But the reports of the committee—two of them, the Conservative and Labour members having come to different conclusions from the same evidence—have revealed the basis of disagreement between the Belgranauts.

This disagreement has little or nothing to do with whether sinking the old ship was a deliberate attempt to scupper the Peruvian peace initiative—the original claim by Mr Tam Dalyell, MP. Even the Labour report can only conclude that linkage between the sinking and events in Peru and New York is "an open question". But to keep the question open it is necessary either to believe that both Mr Francis Pym, then foreign secretary, and Mr C. W. Wallace, then ambassador to

Peru, lied to the committee—or that Mr Pym lied and Mr Wallace was kept in the dark about negotiations with the Peruvians. Neither hypothesis is plausible.

The real difference is about what might be reasonably expected from a government: muddle or mechanics. For the Conservative majority, whose report gives the government a cleaner bill of health than it can have expected, muddle is endemic to government, whether when code-breaking Argentine signals, or when explaining itself to the house of commons. So some enemy communications will not be intercepted; some will be intercepted but not transmitted in time to ministers; some unfortunate phrases will slip out in the commons; some ministers

will forget to correct them. All this is understandable in the heat of the moment. It would be nice to do better next time, but in the meantime we must make do and mend.

For the Labour members, on the other hand, government is, or should be, a mechanical process. All relevant communications should have been intercepted; all should have been decoded and passed on to ministers quickly; all parties should know what each other is doing; all mistakes and mis-statements should be spotted and rectified. If there is any indication that the mechanics have broken down, we must have another inquiry; and that, almost unbelievably, is the Labour report's main conclusion.

State industries



STANLEY 'FIRST' FOR BRAZEN

A run for their money

Falklands

SIR—The states of France and Spain have no sovereignty over Andorra. This is shared, under one flag, by two co-princes. One, who has inherited the feudal rights of the Counts of Foix, is also president of France; the other, the Bishop of Urgel, owes his title to papal, and not secular Spanish, authority.

It would seem improbable that anything closely resembling Andorra's constitutional arrangements, unchanged in essence since Charlemagne's day, could usefully be implanted in the Falklands (July 13th). But the high degree of local autonomy exercised by the Andorrans in practice might well prove attractive to the Falklanders, if they could achieve comparable economic self-sufficiency.

Fordingbridge,
Hampshire C J H. KEITH

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MUSEUMS

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MUSEUMS

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Just south

1985 ...

STANLEY 'FIRST' FOR BRAZEN

HMS BRAZEN returned to Devonport after a break in Baltimore, USA, on her way home from a five-month Falklands duty tour.

Down South she had been the first Type 22 to anchor inside Port Stanley, taking advantage of a recent survey by HMS Endurance. She also visited Mare harbour, the sea end of the new airport complex at Mount Pleasant.

SOUTH GEORGIA

There was a visit to South Georgia and, much praised and endlessly photographed though the island is, no one was disappointed by the reality, reports

the ship. Some people spent several days continuing the restoration of Grytviken church, a project started by other RN ships.

The run to Baltimore on the passage home proved a huge success and some ship's company members also made trips to Washington and New York. Among a series of activities, the WEO, Cdr. Nick Hillier, inspected an honour guard at Fort Mclenny, while more than 5,000 people went on board in two days.



A run for their money

ROYAL Navy personnel in the Falkland Islands have in recent weeks helped to run up £770 for charity.

Jogging in sleet, snow and rain, a 14-strong relay team of RN and RFA men from RFA Diligence completed a 33-mile course in 3 hours 20 minutes to raise £420 for the Plymouth Leukaemia Fund.

Two Royal Navy sailors were also represented in a tri-Service six-man team who ran from San Carlos to Port Stanley at the end of June. The relay marathon took 11 hours and was run over two days, taking in such places as Goose Green, Fitzroy and Bluff Cove.

RADIOS

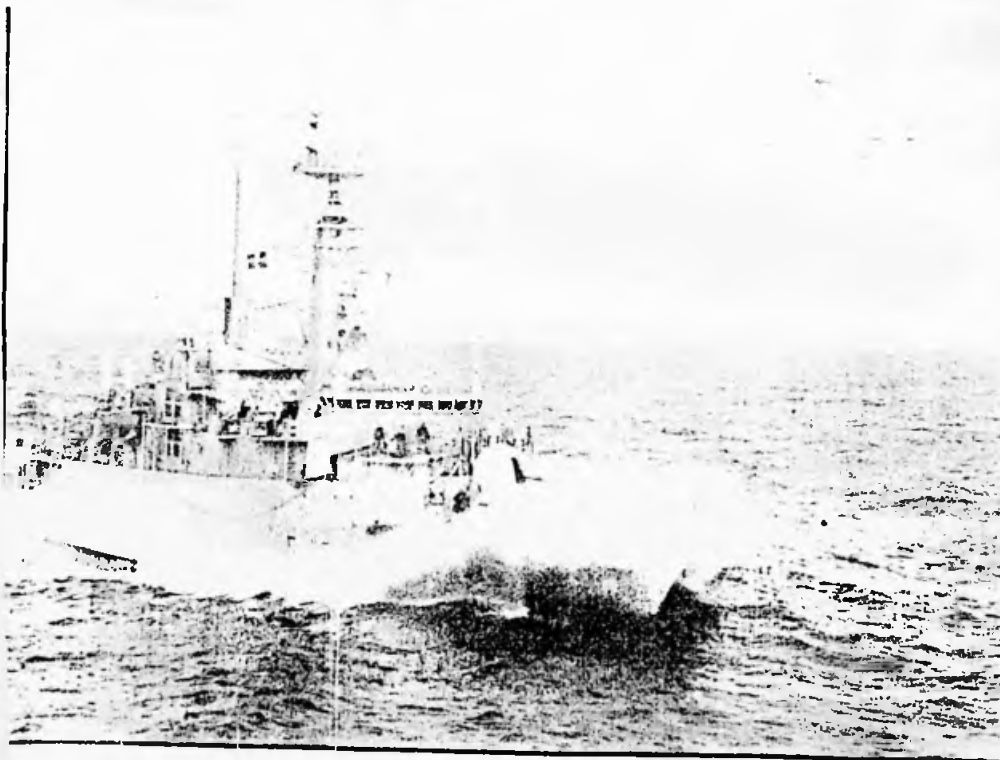
The team was expected to raise £350 to buy radios and other comforts for patients at Stanley military hospital.

All six Servicemen are serving at Kelly's Garden overlooking San Carlos Water, and on completion of the run were greeted by Maj.-Gen. Peter de la Billiere, Commander British Forces, and Mrs de la Billiere, matron of the hospital.

There was naval involvement, too, in the raising of £720 at a bring-and-buy sale held by the islanders at Stanley Town Hall. The event, in aid of Sir Galahad Life Boat Appeal Fund, was organised by Mrs Norma Edwards — herself an islander and wife of Lieut.-Cdr. Roger Edwards on the staff of HQ British Forces Falklands Islands.

Museum missile

A Sea Skua air-to-surface missile has been added to the Fleet Air Arm Museum's Falkland Islands exhibition. The weapon, of a type first fired in anger during the Falklands war, was presented by the makers, British Aerospace Dynamics, as a tribute to the officers and men of 815 Naval Air Squadron and the flights of HM ships Coventry, Glasgow, Ardent, Antelope and Penelope.



Just swell!

HMS Avenger ploughs through the South Atlantic swell as she prepares to RAS with RFA Olwen. Her ship's company includes men from HMS Ardent and HMS Antelope which were sunk during the Falklands war. The picture was taken by B.B.C. TV reporter Gavin Hewitt.

A tribute in granite

BRITANNIA surmounting a tall plinth of Dartmoor granite forms the centrepiece of the newly completed Falklands war memorial, pictured here.

The monument was finished in time for this year's remembrance service held on June 14 — anniversary of the Argentine surrender.

Hundreds of islanders joined members of the armed forces to lay their wreaths at the 25ft memorial which bears the names of all the ships, air squadrons and ground units which took part in the conflict.

Among those present at the gathering were the Military and Civil Commissioners, Maj.-Gen. Peter de la Billiere and Sir Rex Hunt.

Earlier, on May 23, 80 members of the present Southampt Task Unit held a service at the

Type 21 Memorial on top of Campito Hill overlooking San Carlos Water and Falkland Sound.

On that date in 1982 HMS Antelope was sunk, her sister-ship HMS Ardent having been destroyed two days previously. Members of the ship's company of HMS Avenger attended the service, at which prayers were read by Captain Christopher Craig, Captain of the Fourth Frigate Squadron, and by CPOWEA S. J. Palmer (ex-HMS Ardent) and AB(M) S. Garrigan (ex-HMS Antelope). Both now serve in HMS Avenger.

The wreaths were donated by the Ardent Association and Devonport Branch of the Royal British Legion.



Jottings that steered a course to victory

ONE of the latest of the growing library of books to have some connection with the Falklands war was, in fact, the first to be written.

Most of the material was jotted down three years before the Argentine invasion, yet in April 1982 it became one of the most important series of documents to be carried south by the Task Force.

Compiled by yachting enthusiast and Royal Marines major Ewen Southby-

Tallyour, it was at the time the most detailed study of the islands shores. When the major made known the existence of his work to the Task Force leaders, the charts and descriptions were immediately classified and used to plan the British landings.

Now, Major Southby-Tallyour's *Falkland Islands Shores* is off the secret list and has been published for all to read. It was compiled in 1978-9 while the major was in command of the Royal Marines detachment on the islands, and it was the fruits of a series of fact-

finding yachting expeditions on which he embarked around the craggy lapped coasts.

In his foreword to the volume, Major Gen Julian Thompson (who as brigadier commanded 3 Commando Brigade during the campaign) describes the author as the one man "whose knowledge and expertise was irreplaceable in the planning and conduct of the amphibious operations . . ."

But the irony of his own authorship is not lost on Major Southby-Tallyour.

He opens his work with these words: "That this book has been published at all is a tragedy. Under happier circumstances my original notes on the coastlines of the 200 or so islands that make up the Falklands archipelago would have received no publicity; they would have remained in their original pencilled form available for inspection and copying by members of those yacht clubs of which I am a member."

"Falkland Islands Shores" is published by Conway Maritime Press (price £12.95).

Admiral who won a war of nerves

THREE years after the end of the Falklands War a remarkable insight into the stresses on the Task Force commander, then Rear Admiral John Woodward, is given through his own words in a new book on the conflict.

In *Above All Courage* — a compilation of first-hand experiences — Admiral Woodward gives candid accounts of his hatred of the publicity that suddenly surrounded him, of the mental strain under which he worked, of the need for clear and cool thought when ships were being destroyed.

In the last chapter of the book by Max Arthur, the admiral tells of the "near-panic" reaction in the ops room of his flagship HMS Hermes when the Sheffield was struck by an Exocet missile:

"Voices were raised and getting louder and one said, 'Come on, Admiral, you must do something!' I had to say, 'No. Leave it to the people on the spot. . . . If we get involved with the tiny detail we'll only bring the operation to a grinding halt."

"On that occasion there had been a near-panic reaction; people were pressing me to do something, when all we had to do was to sit cool and calm."

It was coolness, too, that had to rule when it became necessary to send his officers and men on extremely hazardous missions, such as that which Cdr Christopher Craig was ordered to carry out with HMS Alacrity.

Before the landings the Task Force needed to know if there were mines in Falkland Sound. The only way to do that was to send a ship through — and the frigate Alacrity was chosen.

"I wasn't going to tell him about the mines," writes Admiral Woodward. "I dissembled because I never wanted to put the frighteners on my captains any more than I had to. But Craig, bless him, saw through me straight away: 'Oh, I expect, Admiral you'd like me to go in and out of the northern entrance several times before I

come home? . . . I imagine, Admiral, that you want me to find out if there are mines in the northern entrance."

"I thought that was a bloody brave thing to do . . . he had seen instantly what I wanted and had accepted with honour."

The Admiral trusted the men around him and pays tribute to them. But he was uneasy with the news media, and it is obvious from his comments that he was hurt by one particular matter — his reported comment "What I expect is a walkover."

"What I actually meant was something very different: I said I much prefer a walkover, in the sense of a tennis match where your opponent doesn't turn up and you're given a 'walkover.' The Press had a field day . . . That caused a lot of trouble back home and I had to live with the repercussions for a while."

He hated the publicity in general. "I've always preferred

to do my business from the edge of the stage. I therefore found the change to being an admiral, and, indeed, an internationally known one, extremely difficult. I'd been rather pitchforked into the front of the limelight business."

Admiral Woodward describes the military problems with which his force had to cope — particularly the shortage of equipment — and touches briefly on the origins of the conflict and the strategic lesson that should be learned:

"The concept of deterrence is important, and in the history of that funny little war we did in fact fail it . . . You can't entirely blame the Argentinians for not being deterred, but at the time we could not find it in our hearts to believe that the removal of the Endurance would tip the balance. But that's the danger of deterrence — you don't know when the balance is being tipped until it's too damned late."

Long after the war was over, Admiral Woodward asked one of his commanding officers what was the single, most important lesson he had learned from it. "I learned to cry," came the reply.

"Above all Courage," which carries many accounts of officers and men from all three Services, is published by Sidgwick and Jackson (price £12.95).

Falklands novel. . .

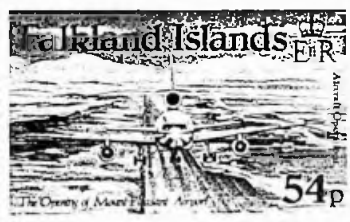
FORMER Royal Marine Walter Winward has turned to fiction to tell his Falklands War story *Rainbow Soldiers*, published by Hamish Hamilton (price £8.95). In his novel he traces the lives of a group of commandos from the peace-time soldiering of 1981 to the battles of 1982.

Whether this is an authentic portrayal of some of the men who fought can only be judged by those who were there; for this reviewer the true-life accounts have the edge on the fiction.

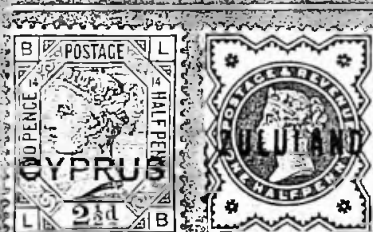
STAMPS

August 1985 90p

AND FOREIGN STAMPS



Mount Pleasant Airport



GB
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SPECIAL ANNIVERSARY
COVERS
TO BE WON

Falklands International



Ronald Spafford gives the background story to a recent stamp issue.

ON THE morning of Sunday May 12, 1985, in front of 1,000 Falkland Islanders and 2,200 construction workers assembled in the enormous TriStar Hangar, his Royal Highness Prince Andrew pulled a cord unveiling a plaque, and the Falkland Islands Airport at Mount Pleasant was officially opened. It marked a magnificent achievement: an international airport, with an 8,500 ft runway built on a once desolate peat bog, had become operational after just eighteen months since the first construction workers from Britain landed in the Islands. Records of all sorts had been broken, and the cheering of the men reflected their pride in this achievement, which had been accomplished with a spirit that is all too rarely seen today among construction workers anywhere.

It took a war...

A magnificent achievement, yet for me Mount Pleasant Airport will always be something of a stable door belatedly closed after the event — a permanent reminder of unheeded warnings to successive British Governments. From the early planning in 1974 of the first Falklands airport at Stanley, built by Johnston Construction and operational from November 1977, several of us pressed and continued to press the British Government for a full-length international airport in the Falklands, evidenced by piles of published papers and documents in my study, which must be duplicated somewhere in Whitehall. In his *Economic Survey of the Falkland Islands*, published in July 1976, Lord Shackleton pressed strongly for this, and estimated the cost of an extension to the strip, then under construction at under £4 million. Without it there was no way that the Falkland Islands in an emergency could be reinforced in under ten days, without passing through Argentina, and without it new development would not take off, thus leaving the economy to stagnate. "We told them so", but like Cassandra our warnings went unheeded and when, in April 1982, the inevitable took place, with the subsequent massive combined operation to regain the Islanders' homeland and set them free, it was at the expensive of many young lives.

Now, having to cope not only with inflation but with the loss of facilities in South America, the Airport had to cater for aircraft flying the even greater range to Ascension Island. The total cost had risen to over £200 million.

The Consortium

The Property Services Agency awarded the contract for the new airport to a joint venture made up of three company groups: John Laing, John Mowlem and Amey Roadstone Construction, a consortium which came to be known everywhere in the Falklands by the initials 'LMA'.

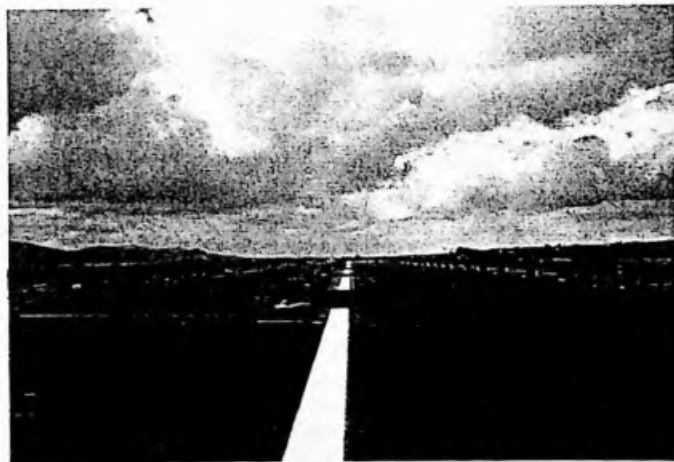
Probably one of the deciding factors behind the award of the contract was the Consortium's novel idea of converting a ship into a bridgehead at East Cove, six miles south of Mount Pleasant, and to use this as a floating jetty for the duration of the contract. Mount Pleasant, termed a 'green field site', is some 30 miles to the west of Stanley, and after establishing a bridgehead, the first tasks were to construct a pioneer camp to accommodate and feed the workforce, which would rise to over 2,000 and to build a road from East Cove to the airfield site.

The Pioneer Camp.

The 14,000 ton cargo ship *Merchant Providence*, loaded to the gunwales with 4,000

tons of plant and equipment and the first 24 men to form the bridgehead at East Cove, slipped her moorings at Avonmouth on September 26, 1983; three days later a further 76 workers, the first of a continuous supply, sailed from Tilbury aboard the Cunard ship *England*, which subsequently remained in the South Atlantic transporting the contractors between South Africa, to which they were flown from the U.K., and the Falklands.

When the *Merchant Providence* arrived at East Cove on October 28, she was pinned to the shore by means of 50m-long tubular struts, and anchor chains were installed both inshore and offshore, to prevent movement fore and aft. A 30m Bailey Bridge was then constructed between the ship and a short causeway, so that cargo from visiting ships could be loaded straight onto the flush deck, of the *Merchant Providence* and taken ashore. The *Merchant Providence*, at this stage, ceased to be a ship and became a jetty. Inmarsat satellite communications equipment was installed on the vessel to establish communication links between the construction site and the support office in Surbiton, Surrey. This was vital to ensure that the right equipment arrived 8,000 miles away at Mount Pleasant, in the right order, at the right time. The construction of the Pioneer Camp at East Cove, using Portakabins, followed, and this is illustrated on the 7p stamp



Runway awaiting arrival of first jumbo and with obstructions to prevent an unofficial 'opening ceremony'.

Airport



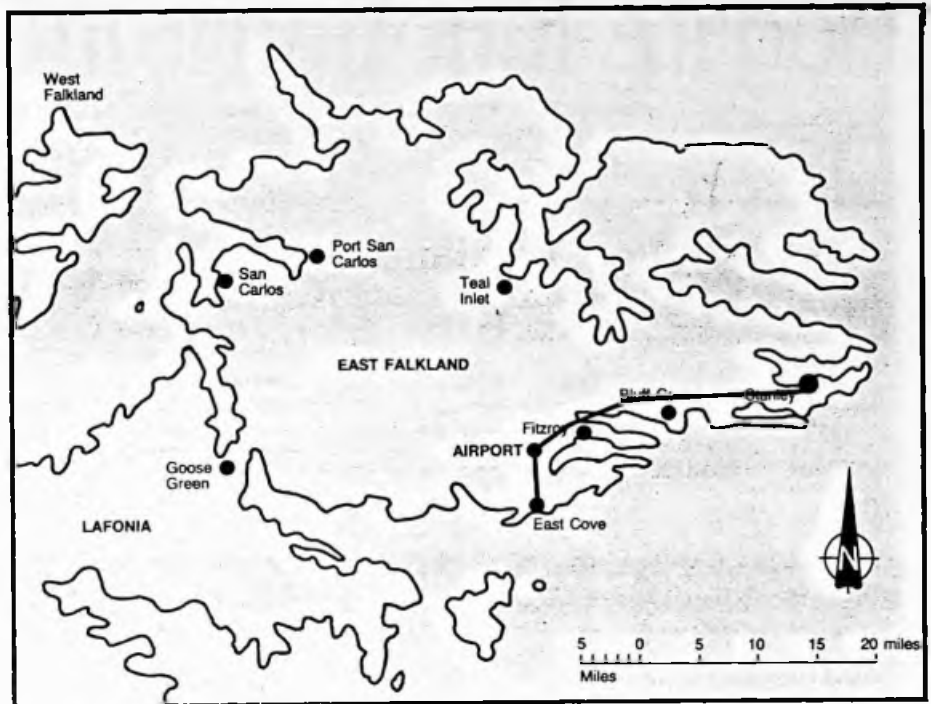
with the *Merchant Providence* pinned to the shore in the background. By December 17, the access road had reached March Ridge, the perimeter of the airfield site, so that the runway work and the construction of the main contractors' camp could begin. On December 31, 1983, Major General Keith Spacie, then the Military Commissioner of the Falklands, performed the turf cutting ceremony, starting the work on the main runway on time — it was actually one day early!

An amusing sideline is that amongst the kit supplied by the consortium to the workforce at Mount Pleasant were chainsaws to cut down trees! — apparently the standard kit for a 'green field site'.

The Airport Construction

Construction plans were phased to get the Airport operational as soon as possible. Phase 1, completed by April 15, 1985, included the 8,500 ft main runway, which I saw all ready to receive the first aircraft, with the white lines down the middle, on 5th March; as it was ready so early they had to line it with tar barrels to prevent the RAF, Army Air Corps or the Falkland Islands Government Air Service from carrying out their threats, each to be the first to land on the tarmac in an unofficial 'opening ceremony', a precedent FIGAS created in November 1977 at Stanley Airport. I also saw the Main Power Station in a state of completion. An estimated time to build such a power station in the U.K. would normally be two years, but the first concrete for this massive building, with its generators producing 7½ Megawatts, was poured in May 1984, and here it was ten months later, all ready to be commissioned. They were still however, concreting the floor in the gigantic TriStar Hangar, illustrated on the 22p stamp in an early state of construction. This is now available for the repair and servicing of a TriStar or a Boeing 747, but will be used more normally at present as a passenger terminal, until one has been constructed in Phase 2. The other facilities completed under Phase 1 are the Bulk Fuel Station and part of the Hangar Apron. I have never seen British workmen work so hard for such long hours with so much good humour and such pride in their achievement.

Phase 2, which has a completion target date of December 1, 1985, will include the Standby Power Station, which will produce a further 3 Megawatts, a pipeline linking the



Cover made up by Eric Ogden for Inauguration flight to Mount Pleasant from RAF Brize Norton. The TriStar 500 carried the VIPs to the opening ceremony at Mount Pleasant — including Eric Ogden. The cover is signed by Wing Commander Keith Filbey, the pilot.



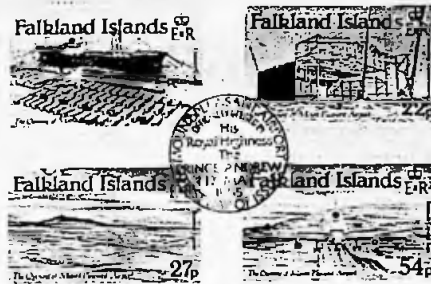
Cover made up by Eric Ogden for return of Inauguration Flight to Brize Norton from Mount Pleasant Airport after the opening ceremony. The cover was serviced by the Post Office at Stanley on the day of the return flight and is signed by Wing Commander Keith Filbey, the pilot.

Falklands International Airport

Falkland Islands Mount Pleasant Airport

Officially opened by
His Royal Highness
The Prince Andrew

K. Filbey



MAJOR. R. SPAFFORD
29 QUEENS ROAD
WESTON SUPER MARE

AVON

official first day cover

Official First Day Cover.

fuel tanks at Mare Harbour with the Bulk Fuel station at Mount Pleasant, a Passenger Reception Terminal, a Medical Centre, the completed Apron, and a Second Runway.

The Airport will not be completed until sometime in 1986, when both the Army and the RAF will move from Stanley into permanent barrack accommodation on the site, with all the attendant amenities such as sports fields and so on.

Runways.

In the early planning stages there was much discussion about the necessary length and the number of runways required. Many people were naturally very sensitive to the issue after the fiasco of Stanley Airport with its inability to accept anything larger than the small local planes from Argentina. The criterion is that a wide-bodied jet must be able to take off with a full load of fuel and passengers, because it will be operating at extreme range, making its first landing at Ascension Island. It is now agreed that the 8,500 ft of the main runway is adequate. (Heathrow's 12,000 ft, I am assured, is a luxury now scarcely required).

The direction of the main runway is East/West, roughly following the line of the 'mountain' range to the north, with the secondary runway of 5,000ft lying South West/North East. I was assured that wide bodied jumbo jets are not wind sensitive, and it does not really matter in what direction take off or landing is relative to the wind. On the other hand, the other aircraft users of the Airport, such as the RAF fighters and the FIGAS light aircraft, are sensitive to wind direction, and the secondary runway will be important to them. The layout of the runways is illustrated on the 27p stamp.

It is a Civilian Airport.

Mount Pleasant is not a military airfield, nor a military encampment: it is the Colony's Airport. Contrary to fears that it would be yet another restricted area, within which civilians would only be permitted to board or leave a military aircraft for flights to the outside world, Islanders may visit the Airport when they want, and use its facilities in exactly the same way as people in Britain can visit Heathrow. It is their Airport.

There will, of course, be small restricted peripheral areas, such as the Harrier and Phantom parks, strictly reserved for the military, and, in due course, there will be barracks for the Army and the RAF, but these will not be a major part of Mount Pleasant Airport. Although the vast majority of passengers on the aircraft, at least initially, will be military, seats will be reserved specifically for civilians, and for the present these have been calculated on the demand for civilian passages over the last two years.

Flight Details

Although the initial flights were made by the RAF using their fleet of Lockheed TriStar 500s — illustrated on the 54p stamp — from June until about November the service is being operated by British Airways using Boeing 747s, arriving and departing twice weekly on Tuesdays and Fridays, and then, so it is understood, the RAF will take over again with their TriStars.

Flights, both British Airways and RAF, leave from RAF Brize Norton for Ascension, 7½ hours flying time away, where there is a refuelling stop of about 2 hours, then on to the Falklands, another 7½ hours flying time, with a midday arrival time at Mount Pleasant, and a 3pm take off time the same day for the return journey.

The first plane to land at Mount Pleasant

was a TriStar, of 216 Squadron RAF piloted by Wing Commander Keith Filbey, making a proving flight on Wednesday May 1. Not leaving again for the return journey to the U.K. until Friday May 3, the Thursday was used for making test landings at Mount Pleasant, and some of the contractors were given the opportunity to view their achievement from the air. I can understand their reactions; my own on seeing Mount Pleasant Airport for the first time from the air was one of disbelief: "Was this really the Falklands that I knew? It looked more like an industrial estate on the outskirts of London!"

The service was inaugurated when a TriStar, again piloted by Wing Commander Filbey left Brize Norton on May 11, this time carrying VIPs for the Opening Ceremony, and landed at 10am on May 12 at Mount Pleasant. It departed again on Tuesday May 14, carrying its first load of passengers from the Falklands, in addition to most of the returning VIPs. Now, at last, a full international airport had been opened and the scheduled service had begun.

Not only can the Islands now be reinforced within 17 hours, but this is the break-through in the development of the Falkland Islands economy so long awaited. So many opportunities now lie open with the assistance and guidance of the now well-established Falkland Islands Development Corporation. The Islands are full of hope, full of expectancy and full of industry. Those young men did not die in vain.

The set of four stamps, designed by Nick Shrewing of Garden Studio, lithographed by the House of Questa in panes of 50 (2 x 25) on CA Spiral watermarked paper, were released on May 12. An Official First Day Cover, cancelled at Mount Pleasant Post Office is available.