



GOTCHA !: Captured Argentine anti-aircraft guns blaze away during target practice last week on the South Devon coast. They were taken as booty during the Falklands War, which began three years ago this Tuesday.

The guns—part of a consignment of 15 twin-barrelled Oerlikons brought back to Britain after the fall of Port Stanley—have been acquired by the Royal Auxiliary Air Force for a new unit at RAF Waddington, Lincolnshire. They were tried out at the Navy's land-based gunnery unit, HMS Cambridge, at Wembury, near Plymouth.

Mail on Sunday
31.3.85

Up for sale: A piece of history

SOME enterprising British soldiers are attempting to give thousands of people a foothold in the Falklands.

They have bought a 50-acre plot from the Falklands Islands Company and plan to sell off shares at £12 each.

Shareholders will be allowed to plant trees, raise the union flag, place a plaque or just wander freely on the site.

'It is the perfect patriotic

souvenir of a great moment in British history,' said the group's leader, Warrant Officer Jim Hartey, a master chef with the 15/19 Hussars.

'There are hundreds of soldiers who fought in the Falklands who will want some tangible memory of their war.'

Argentines discuss how to improve relations

By Henry Stanhope
Diplomatic Correspondent

A group of Argentine academics, including a former foreign minister, yesterday discussed how to improve relations with Britain at the Royal Institute of International Affairs in London.

One of the group, Señor Carlos Helbling, is expected to meet Mr David Thomas, an assistant under-secretary in charge of South American affairs, at the Foreign office today.

But sources are anxiously playing down the significance of the visit.

Mrs Shirley Williams, president of the Social Democratic Party, and Lord Shackleton, Britain's leading authority on the Falklands Islands, were among those who attended the Chatham House meeting.

British sources said last night that while the Anglo-Argentine dispute over the

Falklands had dominated the six-hour meeting, the visitors did not seem to have come with any officially-inspired proposals.

"It was all very academic. We discussed a number of other issues, including Argentina's debt problems", he said.

For information only.

Daily Mail
29.3.85

Britain fined over fish tax fiddle

BRUSSELS: Britain was fined £140,000 yesterday over a tax fiddle operated by British and Polish fishermen.

More than 2,500 tonnes of cod were landed in Britain without payment of Common Market import levies, the European Court of Justice in Luxembourg heard.

The fiddle involved British and Polish trawlers switching nets at sea to make it look as if a fresh trawl by Polish boats was a British catch.

This meant EEC import levies were not paid when the cod was landed in Britain and the skippers shared the extra illegal profits.

The court ruled the fish was Polish and ordered Britain to pay £140,000 to the EEC Commission to cover import levies.

Britain and Argentina meet in Bonn

From Anna Tomforde
in Bonn

British and Argentinian politicians met in Bonn yesterday to pursue independent efforts for an improvement in relations three years after the Falklands war.

A confidential meeting in the government's foreign Policy Institute was attended by the Conservative MP, Sir Anthony Meyer and the La-

bour MP, Mr Tom Clark. On the Argentinian side, two senators from President Alfonsín's ruling Radical Party were among the six participants.

The director of the Royal Institute for International Affairs, Admiral Sir James Eberle, said the talks focused on European-Latin American relations.

Senator Adolfo Gass, of the Radical Party, however, said

before the talks opened that they were necessary to "re-affirm the need for British compliance with UN recommendations to resume the dialogue on the future of the Falklands including sovereignty."

Reuter adds: After the meeting the Argentinians issued a statement calling for further discussions with Britain on sovereignty.

Daily Mail

28.3.85

PEACE BID

FIVE Argentine foreign affairs experts are due in London today for wide-ranging talks on the future of the Falklands initiated by the Royal Institute for International Affairs.

"WHAT precisely did we get out of the Falklands war except a warm glow, the experience of feeling good, and a roll of honour? ... It was a collective act of retarded adolescence ... the most discreditable, amoral and improper episode in British postwar history, a gamble not worth the taking, a war fought for reasons of amour-propre mingled with election considerations ... pathetic ... a pantomime war in which men had their faces burned off ... What have we done to be drawn into such folly and death and still be proud of it?"

Who can this be? Some cuckoo? No, it is Edward Pearce, Parliamentary sketch writer of the Daily Telegraph. Will he be sent to the Tower for this? "Not at all," he breezes. "There's no whip on at the Telegraph, you know. We have all sorts of strands, including Queen Anne Tories and harder line than me. I'm a Cobdenite, dry on the economy but not rightwing."

Alfonsín 'sure' on Falklands

From Peter Chapman
in Mexico City

Argentina's effort to get an agreement on the Falkland Islands has collapsed "in the face of the permanent intransigence shown by the government of Great Britain" the President, Mr Raul Alfonsín, said yesterday, during a three-day visit to Mexico.

Mr Alfonsín said he was confident his country would regain sovereignty over the islands by negotiation.

"We are sure that the strength and solidity of our position will allow us to get rid of these last vestiges of colonialism in America," he said.

In an otherwise laconic performance over breakfast with members of the foreign press here, President Alfonsín reserved some of his strongest words for the Falklands issue.

Argentina's desire for dialogue, he said, was backed by the international community and the United Nations but had achieved nothing because of Britain.

On the question of Argentina's foreign debt, the third largest in the world, the president said he was still hoping for a rescheduling deal with the world bankers and the International Monetary Fund.

The IMF suspended financial support for Argentina last week, complaining of Argentina's failure to impose economic austerity measures, in particular against an inflation rate now running at about 800 per cent.

He suggested, however, that a loan package from other Latin American countries such as Mexico might be possible to help Argentina through in the most immediate problems.

Argentina, he added, gave absolute support to Mexico and the other members of the contadora group, Colombia, Panama and Venezuela, in their search for peace in Central America.

The Falklands £5m. and the Jersey Jetty

THE BAILIFF, Sir Frank Ereaut, made the following statement to the House in relation to Jersey's £5m. gift to the Falkland Islands:—

"Recently, some publicity has been given to an allegation that Jersey's gift of £5m. in relation to the Falkland Islands has not been used, or is not going to be used, as intended.

"I wish to make a statement about that allegation, and because a new House has been constituted since the gift was made, I will first briefly recount the history of the matter so far.

"On June 14, 1982, the States approved a gift of £5m. from the Island to Her Majesty's Government 'towards the expense of the recovery and re-establishment of the Falkland Islands'.

"Although the gift was made to Her Majesty's Government towards the expenses either of recovery, which was the primary concern at the time the offer was proposed, or of re-establishment, Her Majesty's Government stated that it would wish the whole of the amount to be applied to re-establishment.

"The sum of £250,000 was therefore allocated at once to the Falkland Islands Appeals Fund, which was set up to provide immediate short term relief.

"As regards the balance of the gift, namely, £4.75m., Her Majesty's Government expressed the wish that it should be allocated to a specific project

or projects in the Islands, and in March, 1983, and at the suggestion of the Falkland Islands Government it was proposed to Jersey that the gift might be put towards the provision of a new deep-water jetty for civilian use, as part of the development of the harbour at Port Stanley, to be known as the Jersey Jetty. The House was so informed on March 15, 1983, and agreed to this suggestion.

"I am informed by Her Majesty's Government that the present position is this.

"There is no question of the balance of Jersey's gift of £4.75m. not being spent for the purpose of contributing towards the expenses involved in the re-establishment of the Falklands Islands. The options in relation to the rehabilitation of Port Stanley Harbour, including the provision of the jetty, are still being considered, in view of the very high costs involved. If, at the end of the day, a decision is reached that a new civilian jetty is not required, then Her Majesty's Government will again consult with the Government of Jersey with a view to identifying a specific project or projects with which the Island's gifts can be associated from among the rehabilitation schemes which are proceeding, or are being planned, in the Falklands."

Falklands £5m. 'may not be for jetty'

JERSEY will have the final say in how the balance of its £5m. gift to the Falkland Islands is spent, although it may not now be used in the construction of a new deep-water jetty at Port Stanley.

That reassurance was given in the States this morning in a statement by the Bailiff, Sir Frank Ereaut, who was presiding over his first sitting of the

House since recovering from his recent operation.

Sir Frank said that he was making the statement because of recent publicity given to allegations that Jersey's gift had not been used as intended, and particularly as it was a new House and some of the Members had not been present when the original decision was taken on June 14, 1982.

Going over the background of the gift,

Sir Frank pointed out that £250,000 had been allocated at once to the Falkland Islands appeal fund.

The British Government, he said, had then expressed the wish that the £4.75m. balance should be allocated to a specific project or projects to help in the rehabilitation of the islands, and in March the following year the States approved the use of the money towards the construction of "the Jersey jetty".

Sir Frank said: "There is no question of the balance of the gift not being spent towards the rehabilitation of the Falkland Islands."

But he added: "The options are still being considered, and if at the end of the day the decision is reached that the new jetty is not required, HM Government will again consult the Jersey Government to identify a specific project with which the gift can be associated."

GREEN JACKETS RE-TRACE SHACKLETON'S EPIC TREK

THE Royal Green Jackets have re-traced the steps of Sir Ernest Shackleton's epic antarctic trek across South Georgia.

The team, led by Captain Roger Morgan-Grenville, included Captain Peter Gilbert, RAMC, and Royal Marines Sergeant 'Tug' Wilson, and left Pegotty Bluff on King Haakon Bay in darkness.

Despite two stops forced on it by high winds, driving rain and sleet, poor visibility and a high chill factor, it still managed to reassess the Shackleton route on the thirty mile west to east transit of the islands that took only 31 hours.

Although only 30 miles in a straight line, this became 40 miles by enforced deviations that still

could not avoid wading waist deep in streams of glacier melt, made all the more physically demanding by each man being in patrol order with more than sixty pounds on his back!

The leader calculated that in a single stretch of two kilometres they crossed 300 crevasses!

Shackleton's dash across took 36 hours. It was a last desperate act in an effort to summon help that began with Shackleton and five companions sailing an open boat, the tiny 'James Caird', across 800 miles of antarctic seas from Elephant Island to beach at Pegotty Bluff on the south west coast of South Georgia on 16 May 1916.

Shackleton with two companions, Crean and Worsley, set off lightly clad, without sleeping



Captain Roger Morgan-Grenville by Shackleton's grave at Grytviken

bags, tents or skis, well knowing that they could not sleep, shelter or turn back. They carried only an adze, 50 feet of rope and tea sufficient for three brews.

This successful feat of endeavour and endurance maintained Shackleton's immaculate record — he never lost a man under his command.

For the end result was that all 22 men on Elephant Island and the three left at Pegotty Bluff were picked up alive and lived to tell of their ordeal.

Throughout the reconstructed trek the Royal Navy kept a weather eye open for the team.

The exercise controller, Commander Simon Moore, RN, commanding officer of HMS Berwick, was the first to greet and congratulate the patrol on its jubilant arrival at Stromness.

He was closely followed by Major Christopher Mieville, RGJ, Officer Commanding Troops South Georgia.

Other team members were: Corporal David Tainty, Lance Corporals Stephen Pearce, Sean Mayer, James Harris, and Riflemen Andrew Patrick, Gordon McGlure, 'Jeff' P W Jephcote, Roy Smith, Clive Rowlands.



Story: Keith Ansell

Rifleman Roy Smith crossing Konig glacier melt stream, above, and Captain Peter Gilbert and Lance Corporal Sean Mayer move away from the comfort of a Royal Navy Sea King.



SIGNALS HERO IN BRABANT RESCUE DRAMA

WHEN Lieutenant Commander Clive Waghorn, RN, fell into a crevasse on Brabant Island, it was the quick reaction of 22-year-old Lance Corporal Kerry Gill, Royal Signals, that saved him from certain death.

What began as an adventure training trek on the Antarctic island — where temperatures fall to minus 40 degrees centigrade — has now ended in relief all round, Waghorn's leg in plaster and showers of congratulations for both.

Gill of 4th Armoured Division HQ and Signal Regiment, Herford, West Germany had just skied over an ice bridge crossing the crevasse on the last day of a four-day trek back to their base.

Waghorn, who was roped to Gill, followed. But when half way across the bridge collapsed and the Commander fell dragging Gill with him.

As the officer fell a large chunk of ice fell on him breaking a leg.

Dragged backwards, Gill jammed himself across the top of the crevasse and stayed there until pulled clear by their two companions. Then started a five-day wait for rescue. The alarm was raised when their friends reached base and set the rescue into operation.

But neither Gill nor Waghorn had any idea whether the other two had reached base safely.

With sufficient food and fuel for 15 days, they fully expected to be marooned that long in their little tent because of the dreadful weather.

Freezing cold and in a lot of pain, Waghorn was kept cheerful by the young signaller.

They chatted, told jokes, drank tea and read to pass the time. All the while, unknown to them Navy

rescue ships *HMS Endurance* and *RFA Olva* were battling through gales towards the 37-mile long island, which is the subject of the two-year Joint Service Expedition.

Speaking on BBC radio from the *RFA Olva* Corporal Gill said: "Someone had to stay with Clive. Because I had fallen when he plunged into the crevasse, and my fitness wasn't 100 per cent, I was the obvious choice.

"We talked of home and what we had done before and learned a bit more about each other."

He added: "We also talked about what would happen if help didn't come in a certain time."

But after five days the weather improved sufficiently for Sea Kings to fly in with a doctor and three Royal Marines to winch the pair to safety.

FALKLANDS TV BOOST

TROOPS in the Falklands will, next year, be able to see their favourite TV programmes within days of their UK screening in a £325,000 scheme mounted by the Services Sound and Vision Corporation (SSVC).

It will be operated from the Mount Pleasant airfield and details of the scheme were announced by Mr John Stanley, Minister for the Armed Forces in a Commons written reply.

It is unlikely that the TV service will reach those personnel serving in the remoter parts of the islands.

Young medic's bravery award

When the hospital at Port Stanley in the Falklands caught fire, Lance Corporal Neil Senior groped his way through dense smoke and flames to rescue two old ladies.

Now Neil, of 3rd Armoured Field Ambulance in BAOR, has received a commendation for bravery and distinguished conduct. His parents flew to Germany for the ceremony.

COUPLES

Mail on Sunday
24.3.85



The C & A team

Cindy Buxton, on the right, and Annie Price became world-famous wildlife film-makers when their documentary on the king penguin was interrupted by the Falklands conflict. Lee Wilson reports

Cindy Buxton and Annie Price were sitting in their potting shed home on the island of South Georgia when the Argentinian navy fired the first shots of the Falklands War.

'We heard the gunfire from over the mountain,' said Cindy. 'Our only slight concern was that we were the only two women for 1,000 miles. We just hoped the Argentinians would be nice to us when they came.'

But the enemy didn't come. British marines had badly damaged one of the attacking boats and shot down two helicopters before being overwhelmed, and despite broadcast threats from the invaders to 'come and get them', the days drifted into weeks.

'It was the one time I really longed for a brandy. We waited and waited, packed up ready to go,' said Annie. 'In the end we got so bored and fed up we thought, "Oh sod this," and we got our cameras out and started work again.'

Some 'idiot' once had the temerity to describe the Buxton-Prices as intrepid. What a laugh, said a scornful Cindy. They may possess a certain capacity for adventure. But they are not especially daring and they never knowingly take chances.

'Mind you,' said Annie, 'I can remember sitting on the edge of a cliff in Ascension last year, with the sun beating down and the temperature about 140° and being exhausted to the point of wondering if we weren't both quite mad.'

In the past five years, but especially since their innocent documentary on the life of the king penguin got tangled up in the South Atlantic conflict, the Misses Buxton and Price have become probably the best-known team of women wildlife film-makers in the world.

cont...

because of the network of mutual friends and experiences from their schooldays they were never short of something to talk about.

But life in the early months wasn't easy. Annie had a lifelong passion for housekeeping which she couldn't suppress, even in the rigours of an Antarctic winter. She swept and dusted and polished their tiny hut until she drove Cindy 'almost barmy'. She had no grasp of the practical mechanics of survival, couldn't understand electric voltages or the inside of radios or even how to change a plug.

For her part, Cindy was infuriatingly single-minded, overbearing and selfish. After years of working alone she never got into the habit of pouring out two cups of coffee.

'The problem at first was that we hadn't worked out the dividing line between friendship and business,' explained Annie. 'If Cindy yelled at me I would sulk for days.'

They had one particularly bitter argument, when Annie fell behind on the hike to a filming location and caused her boss to lose precious moments of daylight. Standing in the bleak, empty landscape they yelled at each other all the pent-up frustrations their partnership had unwittingly provoked. Afterwards, with the air cleared, anger spent, they walked on, finished their work, and have never looked back.

She made two other films in Africa on her own before teaming up with Annie Price, whom she met again in 1977 on the old-girls' reunion network. When she reconnoitred the Falklands for her penguin film she realised she would need an assistant, both to help cope with some of the hardships of Antarctic life and to act as a safety back-up in case of an accident.

She considered hiring a man, but concluded that what she would gain in muscle power would be countered by discipline problems and possible emotional complications. She planned to live in a hut 8ft by 12ft in the middle of nowhere for nine months. So she settled for Annie.

'We have a lot in common because we both like going to isolated places and getting on with our work,' explained Cindy. They also discovered they liked the same classical music, the same sort of books, mostly biographies, and

in a convent school in Essex, but barely spoke until 20 years later. Annie, at 36 the elder by two years, was in a higher form than Cindy, and in the rigid protocol of the adolescent pecking order never lowered her voice to inferior orders.

By coincidence they both drifted into photography - Annie into children and weddings, and Cindy into filming for television. She had been working as a secretary when two friends, wildlife photographers, asked her if she would become their unpaid assistant on a trip to the Galapagos Islands and Mexico.

A year later, fired with a newfound interest in wildlife and cine photography, backed up by a crash course in theory, and armed with a simple, wind-up 16mm camera, she blew her savings to finance a six-month trip to Kenya to make a film about flamingos. It was bought by Anglia Television.

After three trips to the icy islands of the Antarctic, each lasting nine months and more, and a lengthy sojourn in the stultifying heat of a tropical rock, they are planning an even more hazardous operation this year: a summer in the West Country. They will be filming the antics of the red squirrel and keeping an eye open for a short-eared owl and the odd magpie and jay.

It won't be as physically exhausting as their sorties after penguins, when they once walked for 28 hours on the track of one film sequence. But they will have to cope with one novel experience: flocks of *homo sapiens*, which will test their unique professional relationship at least as much as an arctic blizzard.

They have known each other since they were both junior boarders

Both of them feel that in another few years they would like to settle down, perhaps marry, certainly pick up abandoned friendships and be reunited with families they rarely see now from one year to the next. Yet although they both have home bases in London it is hard to see how the city can provide enough stimulation to keep them happy for long.

Just before they were rescued from South Georgia by the Royal Navy they were seriously considering how to replenish their dwindling stocks of heating oil with the help of an elephant seal. They would have had to persuade it to give up its blubber to keep them warm, with no more persuasion than they could accomplish with a catapult and a Swiss army penknife. An elephant seal weighs three tons, but suitably distilled it would have kept C & A (as they became known to the British navy) alive.

It was a dilemma, admits Cindy. After all, they regarded the seals as friends. On the other hand, deep-frozen photographers are not much use to anyone. 'It would have been difficult,' she said briskly. 'But I'm sure we would have managed it somehow ...'

YOU

Falkland troop flights at centre of BA dispute

By Rodney Cowton, Defence Correspondent

Two Cabinet ministers and British Airways are locked in a dispute which has lasted six months over arrangements for carrying troops to the new £250 million airport in the Falkland Islands, scheduled to be opened in May.

The new airport at Mount Pleasant, west of Port Stanley, will enable the Falkland Islands to receive wide-bodied, long-range jet aircraft for the first time.

Last October, as part of arrangements under which there is to be a reallocation of routes between British Airways and British Caledonian, it was disclosed that British Airways was to operate a twice-weekly troop-carrying flight to the Falklands.

Mr Michael Heseltine, Secretary of State for Defence, appears to have been persuaded reluctantly to accept this arrangement by Mr Nicholas Ridley, Secretary of State for Transport. However, the detailed contractual arrangements had still to be worked out.

Since then there have been almost continuous negotiations between the Ministry of Defence and British Airways with occasional reference to ministers. The matter has been back on Mr Heseltine's desk within the past few days.

It is believed that the original plan was that British Airways should lease two TriStars from the RAF to operate the service.

20,000 join in march for rights

From Douglas Tweedale
Buenos Aires

More than 20,000 people turned out in Argentina on Thursday night to demand the punishment of military officers they consider guilty of human rights crimes under the country's previous Government.

The march was the culmination of a campaign by the mothers of Plaza de Mayo, a human rights group, to gather support for their calls for information about missing relatives who disappeared in the 1970s after being kidnapped by security forces.

Using the motto "Give the disappeared a hand" the group gathered some 700,000 cardboard cutouts in the shape of a human hand, each signed by a supporter. The hands hung along the route of the march.

Human rights groups have criticized President Alfonsín's effort to bring military officers blamed for atrocities to justice, and have accused him of secretly planning an amnesty for the military.

Señor Alfonsín's Government has focused its efforts to solve what is called the "human rights problem" on the trial of nine former members of military juntas which ruled from 1976 to 1983.

On Thursday the civilian court of appeal, which is trying the nine former leaders, opened the trial to the presentation of evidence by prosecution and defence.

On Wednesday the federal prosecutor made public the charges against the former President Jorge Videla, and the eight other accused officers. He said that they will be tried for crimes including kidnapping, torture, murder, theft and falsification of documents.

Señor Julio Strassera, the prosecutor, has said he will present more than 700 cases of so-called disappearances to prove the guilt of the military officers. Public hearings, an unusual feature in Argentine trials, are expected to begin early in April.

Alfonsín attacks US Latin America role

From Zoriana Pysariwsky, New York

President Alfonsín of Argentina has strongly criticized President Reagan's Central America policy, saying it is based on misguided principles and a lack of understanding of the region's concerns.

In an address to business leaders and foreign affairs experts in New York on Thursday, Señor Alfonsín said the US should not apply its security concerns to Latin America at the expense of democratic freedoms. These countries could not be expected to share US concerns unless they had democracies of their own to defend.

"To achieve security it is

necessary that one has the desire to defend something that he already has," he said. "But what meaning can there be for the majority of a population ... in defending a freedom it does not enjoy or a prosperity it does not have?"

Señor Alfonsín conferred yesterday with Senor Javier Pérez de Cuéllar, the United Nations Secretary-General. Argentina's dispute with Britain over the Falkland Islands were thought to be high on the agenda. Diplomatic sources did not expect new ground to be broken during the session since the positions of the two sides are still too wide apart.

Alfonsin in U.N. talks on Falklands deadlock

By MICHAEL KALLENBACH at the United Nations

AFTER their 40-minute meeting in New York yesterday, Señor Alfonsín, the Argentine leader, and the United Nations Secretary-General agreed on the need for London and Buenos Aires to resume a dialogue to settle their Falkland Islands dispute.

Senor Perez de Cuellar said after their breakfast session at New York's Plaza Hotel: "At the moment, I have the dialogue, but I would like them to have the dialogue."

Senor Perez de Cuellar, has reported of his meeting last January with Mrs Thatcher in London, when she repeated that Britain rejected United Nations resolutions on the Falklands question.

Senor Alfonsín, who termed his visit to Washington a "success," despite being snubbed by Congress when he talked about the Falklands question.

Senor Alfonsín, who termed his visit to Washington a "success," despite being snubbed by Congress when he talked about the Falklands crisis, reminded correspondents that America had twice supported Argentina's case for a resumption of negotiations with Britain in the U.N. General Assembly.

However, he stipulated that any future talks with Britain must be with an "open" agenda and the sovereignty question also has to be included.

Britain has refused this approach.

Senor Perez de Cuellar had reportedly returned to headquarters after his London visit disappointed that his talks with Mrs Thatcher had not yielded positive results.

He reported to Argentine diplomats at the United Nations that "it takes two to tango, and Mrs Thatcher won't dance," a reference to Britain's rejection of the General Assembly resolution which gives the secretary-general a mandate to use his good offices to resolve the Falklands dispute.

Chance encounter for a Royal . . .

PRINCE ANDREW, on a four month tour of the Falklands as a helicopter pilot in the frigate Brazen, has had his first encounter with a local shepherd in rather strange circumstances.

While fishing for trout on the Murrell River Andrew was approached by the owner of a nearby sheep farm, Claude Molkenburgh, a Chilean resident in the Falklands for 50 years.

The Prince asked after the shepherd's dogs and Molkenburgh politely responded by inquiring whether he owned dogs in England. Andrew mentioned the Queen's corgis. Unaware of his new friend's identity the local man suggested very strongly that corgis were useless for sheep work.

Prince incognito

Invited to take a cup of tea in the farmhouse Prince Andrew was told that it would be more quickly prepared if a quantity of peat was removed from a trailer. The prince duly obliged.

Over tea the conversation turned to houses and Molkenburgh described how his home had been severely damaged by the Argentine forces. He then asked the Prince "Do you or your parents own a house?"

The reply came that er, yes, they did—two in fact, one in London and another in Scotland. The farmer, still unaware of the identity of his guest, was surprised and replied "You must have bloody rich parents."

RAF take command in Falklands

AIR COMMODORE Richard 'Kip' Kemball, Commandant of the RAF Central Flying School, will be Commander British Falkland Islands in August this year, with the rank of Air Vice-Marshal.

His appointment, to succeed Major General Peter de la Billiere, was announced by the Ministry of Defence last week.

Air Commodore '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 he 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 to group captain 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 RAF Central Flying School in January 1983.

Air Commodore Kemball was made Commander of the Order of the British Empire in January



Air Cdre Kemball

1981 and appointed Aide-de-Camp to Her Majesty The Queen in February 1984. When he takes up the appointment of Commander British Forces Falklands Island in August he will be the first RAF officer to hold the post.

Royal Air Force NEWS, March 22-April 4, 1985—7

A new coat for Jaeger



WHEN RAF Stanley decided to have its own police dog mascot, the competition for the job was a bit fierce for there was the scent of promotion in the air!

The lucky dog selected by the Station Commander Gp Capt Mike Gibson, was Air Dog Jaeger, a seven-year-old Alsatian.

And, rather than see a Sergeant

Air Dog with no official uniform two Stanley ladies, Mrs Hilary Blyth and her daughter Mrs Gale Steens volunteered to remedy the situation and got busy with their sewing needles. The result was a fine newly embroidered coat that not only carries the rank stripes but also the badges of Strike Command and the Falkland Islands.

Our picture shows a very proud Jaeger wearing his uniform for the first time being checked over by Sgt Norrie Pearce, the Police Dog Inspector, watched by Mrs Steens, Mrs Blyth and Gp Capt Gibson.

Photo by Cpl Dave Liwehellen, Photo Section, Stanley.

Falklands mission for Gardner Merchant

GARDNER MERCHANT is to play a leading role in helping the Falklands Islands to develop its tourist industry.

Gardner Merchant's Consultancy Division has been given the task of preparing a design scheme to develop tourist accommodation on the islands.

This unique project is one of the priority tasks outlined in the Falkland Islands Development Corporation's strategy for tourism.

The first phase is to convert an existing farm building to a small hotel. This involves the preparation of conversion plans and a detailed design brief followed by recommendations for the interior design of the hotel.

The provision of accommodation is one of the urgent requirements to encourage tourism — and Simon Armstrong, general manager of the Development Corporation (FIDC) believes the policy will succeed.

The Falklands offers a variety of wildlife and dramatic landscapes ideal for exploring.

The FIDC aims to develop

centres on the islands with comfortable accommodation for visitors. The first phase of the consultancy project will be completed this spring. Further consultancy work will then begin on other conversion schemes.

Edward McGarvey, Gardner Merchant senior consultant, said he was delighted to be involved in the Falklands contract. He will be working closely with Mr Armstrong with whom he has previously worked on consultancy projects for the Highlands and Islands Development Board in Scotland.

This is the third contract Gardner Merchant has undertaken in the Falklands. The first, operated through an associate company, Kelvin Catering, provides catering, laundry, accommodation, recreational, medical and security services for workers constructing the new airfield and for personnel based at the Hillside Camp in Port Stanley.

Fishery zone for Falklands urged

THE European Parliament gave full backing to European Democrat proposals to declare a 200-mile fishery zone round the Falkland Islands.

It agreed in Strasbourg on "fisheries potential of the Falklands which is an overseas territory of the Community" and called on the UK government to declare the 200 mile zone.

The move by James Provan (Scotland North East), the European Democrats spokesman on fisheries and agriculture, followed his call to Sir Geoffrey Howe for the limits to be introduced to save the Falklands rich fishing waters from being plundered by Soviet bloc fishing fleets and those from other countries outside the Community.

His message to Sir Geoffrey also urged the foreign ministers of the Ten at their next meeting, when they consider again the accession of Spain and Portugal, to "see the Falklands as a positive element in resolving the difficulties in integrating the massive Spanish fishing fleet into the Community."

Parliament backing for the proposal has great political and economic benefits for the Falklands as well as helping solve the problems over Spain joining the Community.

Said Mr Provan: "This Community involvement in the South Atlantic goes a long way towards reducing the political pressures in the area, provides a sound economic future for the islanders and helps solve the problem of this great Spanish fishing fleet.

"It would allow the EC to negotiate a fishing treaty with others over these rich fishing waters, at present unmanaged, which have a potential catch of about 475 million tonnes a year. The Community is very concerned about conserving fishing stocks and stop plundering by ships from the Philippines, Liberia, Japan, the Soviet Union, Poland, Bulgaria and East Germany.

Daily Mail
22.3.85

Reagan's stereo hearing

WASHINGTON: President Reagan has gone stereo, with hearing aids in both ears.

He has worn one in his right ear for 18 months. Now one has been fitted in his left ear 'to balance sounds', White House spokesman Larry Speakes explained.

But Dr John House, who has treated Mr Reagan's hearing difficulties since 1979, stressed that they had got no worse.

The president wore the twin aids at a White House dinner for Argentina's President Alfonsín, who made an impassioned plea for aid for his debt-ridden country.

CONGRESS SNUBS ALFONSIN

By FRANK TAYLOR
in Washington

PRESIDENT ALFONSIN of Argentina took his country's case on the Falkland Islands to the American Congress yesterday — and was met with stony silence.

Senators and members of the House of Representatives who attended a joint meeting to hear Senor Alfonsin applauded his many references to the need for nurturing democracy in Latin America. But when he turned to the Falklands dispute not a murmur of approval was heard.

In contrast to Mrs Thatcher's appearance on Feb. 20, when the chamber was packed with senators and representatives, only a few dozen of the 555 members of both Houses turned up to hear Senor Alfonsin. They included less than 20 from the 100-member Senate.

Some empty seats were filled by guests invited by members and the Argentine Embassy.

Attack on Thatcher

President Alfonsin later declared that Mrs Thatcher did not know the difference between dictatorship and democracy.

After addressing journalists at Washington's National Press Club, he was asked if he thought the United States had a role to play in bringing about a settlement of the Falkland dispute.

"The difficult role is to deal with Mrs Thatcher," he replied. The intransigence of the British Government has made it impossible to negotiate.

"I get the impression that Mrs Thatcher does not understand well the difference between dictatorship and democracy. I believe the United States can help make her understand."

Alfonsín's appeal on Falklands

From Christopher Thomas
Washington

President Alfonsín of Argentina told a joint session of Congress yesterday that the territorial dispute with Britain over the Falklands, the South Sandwich Islands and South Georgia "nourishes a situation of tension". He called for direct negotiations with Britain.

Speaking on the final day of a three-day state visit to the U.S. he said: "Our will to resolve the question of sovereignty by means of a frank and complete dialogue with the Government of the United Kingdom - which will include the legitimate interests of the island population - will not be altered, despite the reiterated British refusals to engage in negotiations on the substance of the issue."

He implied that the continuing dispute could lead the entire South Atlantic region into a broader East-West confrontation. "The delay in solving this controversy produces international intranquility, 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."

President Reagan, who discussed the Falklands issue with President Alfonsín at the White House on Tuesday, is determined not to become involved in the dispute. The United States took Britain's side during the Falklands War in 1982 and President Alfonsín has been feted in an attempt to put relations back on firmer ground.

President Alfonsín made it clear that Argentina's conviction about its "rights" in the disputed territories, would not diminish with time. He emphasized that Argentina sought a peaceful solution, and cited the recent negotiated resolution of the territorial dispute with Chile.

He told Congress that the Contadora group - Colombia, Venezuela, Panama and Mexico - was the "appropriate mechanism" for finding a solution in central America.

Alfonsin ignores Falklands in Washington aid-seeking trip

From Mark Tran
in Washington

President Alfonsin of Argentina put his country's need for economic aid ahead of any concern about the Falkland's issue in his meeting with Mr Reagan at the White House yesterday.

In a reference to stiff IMF conditions for its loans, Mr Alfonsin said that it was necessary for the emergent democracies of Latin America to achieve tangible economic results.

President Reagan said he appreciated the severe economic problems that Mr Alfonsin had inherited, and pledged that the US would do what it could to assist him in his efforts to improve the Argentine economy. He also used the occasion to denounce Nicaragua, and said that the countries of the hemisphere could not just watch "the Communist tyranny imposed in Nicaragua spread to the free lands of the Americas."

The President also claimed that there were nearly three times as many people fighting the Sandinista Government as there were fighting the previous Somoza regime.

Given the Argentine leader's

preoccupation with the plight of the economy, the Falklands issue seemed to be pushed into the background. He simply told Mr Reagan that the issue was still of great concern, and hoped that Argentina would be able to sit down with the British again. But, according to a US official, he did not ask for any help from the US on the matter.

His main mission seems to be to solicit US support for Argentine positions in further negotiations with the IMF. Argentina has to discuss the setting of targets for June and September, in order to receive more IMF funds. Argentina has argued that the belt-tightening has gone as far as it could. But the IMF wants Mr Alfonsin to do more to bring down the inflation rate of 800 per cent.

The US official refused to be drawn into saying whether the Administration would support Argentina. He said there were always going to be differences between the IMF and debtor countries over the harshness of austerity measures, but noted that the US had participated in bridging loans for Argentina in the past.

Jeremy Morgan adds from

Buenos Aires: President Alfonsin's trip to Washington is the latest step in his Government's attempt to convince the world that Argentina is relinquishing the unpredictable ways of its recent past.

The Government claimed last weekend that it had persuaded the IMF to renegotiate the targets set under the \$1.425 billion standby credit, from which Argentina is thought to have seriously strayed.

The Economy Ministry said that regular monitoring of the economy had been "suspended" and bankers said yesterday that the Government had probably accepted a "shadow programme" of more stringent emergency measures.

Hopes that the Government was abandoning the unfulfilled aspirations of its first year in power were dimmed by the reappointment of Mr Edouard Grinspun last week as the new head of the Planning Secretariat, where, it is feared, he will continue to wield influence over the economy. President Alfonsin's apparent inability to make a clean break with an old friend and close political associate has only added to doubts about his will to follow through unpleasant decisions.

Alfonsin and Reagan discuss \$45bn debt

**From Christopher Thomas
Washington**

President Raúl Alfonsín of Argentina, who is on a three-day state visit to the United States, conferred with President Reagan yesterday on Argentina's staggering \$45 billion foreign debt. Inflation in the past 12 months exceeded 700 per cent.

Mr Reagan offered to help Señor Alfonsín reverse his country's economic decline but warned that tough austerity measures would be required. Señor Alfonsín, who addresses a joint session of congress today, stressed he could be overthrown if he did not satisfy workers' demands.

Other topics discussed at the White House included Argentina's claim to the Falkland islands.

News Round-up

FALKLANDS HOPE OF ALFONSIN

By FRANK TAYLOR
in Washington

PRESIDENT Alfonsin of Argentina said yesterday that he would like to start direct talks with Britain on the future of the Falkland Islands.

During discussions at the White House with President Reagan, Senor Alfonsin expressed his hope that Argentina could "sit down with Britain and see if we can arrive at a solution."

But, according to a senior American official, he did not try to enlist Mr Reagan's help in bringing pressure on Mrs Thatcher to agree to talks.

President Reagan is understood to have told Senor Alfonsin that Washington would like to see a negotiated settlement of the dispute and to have stressed that both Britain and Argentina are "good friends" of the United States.

Mr Reagan used the occasion for another attack on the Marxist-led Sandinista government in Nicaragua. President Alfonsin, in his reply, called for a peaceful solution to the troubles in Central America and said this should be based on non-intervention, whether extra-continental or not.



Back where it began—a British expedition camp on Brabant Island

I want to go back says ice-hell hero

RESCUED Antarctic explorer Clive Waghorn flew back to Britain yesterday and said: 'I want to go back to the Antarctic again.'

The bearded submarine weapons expert lay or six days in freezing temperatures in a tent on windswept Brabant Island after breaking a leg in a 100ft fall into a crevasse.

Helping Lieut. Commander Waghorn, 36, to survive in the icy waste was Lance Corporal Kerry Gill, 22, who wedged himself across the crevasse to support his fallen comrade dangling from a rope.

Yesterday, a hero's welcome awaited the men as their plane from the Falklands landed at RAF Brize Norton, Oxfordshire.

Commander Waghorn, from Weymouth, Dorset, who was on a stretcher, said of his ordeal: 'It was just a matter of grinning and bearing it. Now I want to get fit and get back to work.'

Corporal Gill, of Bovingdon Green, near Marlow, Buckinghamshire, said they had made contingency plans in case the rescuers failed to appear. 'After two weeks, I would have gone for help leaving Clive on the mountain.'

He added: 'It's great to be back home but I'm sorry the expedition had to be cancelled... I, too, want to go back.'

Also on the flight were three other members of the British Services Expedition who went for help after Commander Waghorn's fall—civilian geologist Mike Ring, Lieutenant Richard Clements and Captain Stuart Martin.



Back home—Antarctic heroes Kerry Gill, left, and Clive Waghorn. Picture: TED BLACKBROW

DIOMEDE'S WORLD OPENS UP

HMS DIOMEDE reports that she worked up a particularly close and affectionate relationship with Portland before sailing for the South Atlantic. Many of her young crew had begun to believe the world stopped at Alfa Ensl, West South — the Portland work-up areas!

After completing her refit in late July, the

Diomede, pictured here, carried out post-refit trials in the Portland area, spending week-ends alongside.

Basic Operational Sea Training went on through October and November, and the whole Portland package ended with a bang in three months.

January with a pre-Southern week of weapon training.

Having logged 12 sea and two harbour weeks at Portland, the frigate headed south claiming a Portland RHOC (Return to Harbour on Completion) record of 66 in three months.



Berwick directs ice trek

DURING her recent spell of duty in the South Atlantic, HMS Berwick took charge of a combined Royal Navy-Army exercise to retrace the steps of explorer Sir Ernest Shackleton across South Georgia.

In 1916 Shackleton reached Pegotty Bluff, South Georgia, exhausted and starving after an 800-mile journey in an open boat, in a desperate attempt to find help for 22 men left behind on Elephant Island.

Faced with hazardous glaciers and mountains, he and two ill-equipped colleagues trekked nearly 28 miles from King Haakon Bay to the safety of the whaling station at Stromness in just 36 hours.

For Exercise Green Skua, a patrol of 13 highly trained men of the Royal Green Jackets under the mountain direction of Sgt. Tug Wilson RM, marched from King Haakon Bay across the Murray Snowfield, Green Glacier and the majestic Fortuna Glacier before descending to the now abandoned station at Stromness.

Their mission was not to re-create Shackleton's epic journey but to learn more about it and to study snowfield changes and

● Brabant — the bleak and the beautiful, pages 16 and 17.

glacier movement. No safety procedures were left to chance, with each man carrying full Arctic kit and the patrol accompanied by a doctor.

Almost constant radio contact was maintained, a Sea King helicopter of 826 Naval Air Squadron was on immediate notice to airlift the patrol out in an emergency, and the Berwick was patrolling off shore, directing operations and ready to implement safety procedures.

HMS Berwick, which recently celebrated her 25th birthday, also visited the whaling station at Leith for a weekend.

At Grytviken, seven of the ship's company spent five days repairing the church roof.



Fitzroy monument honours RFA dead

Islands aboard RFA Olina. It bears the names of men of the Royal Fleet Auxiliary Service who died during the war, and is to be sited on a headland at Fitzroy Cove.

A Celtic cross in Welsh granite, in memory of men of the 1st Bn Welsh Guards lost in the air attack on the RFA's Sir Galahad and Sir Tristram, is situated on the opposite headland.

The Olina has received her own Falkland Islands battle honour to mark her role as a tanker to the main battle group.

RFA Sir Lancelot, which survived an unexploded Argentine bomb lodged below decks, has also received her Falkland Islands battle honour.

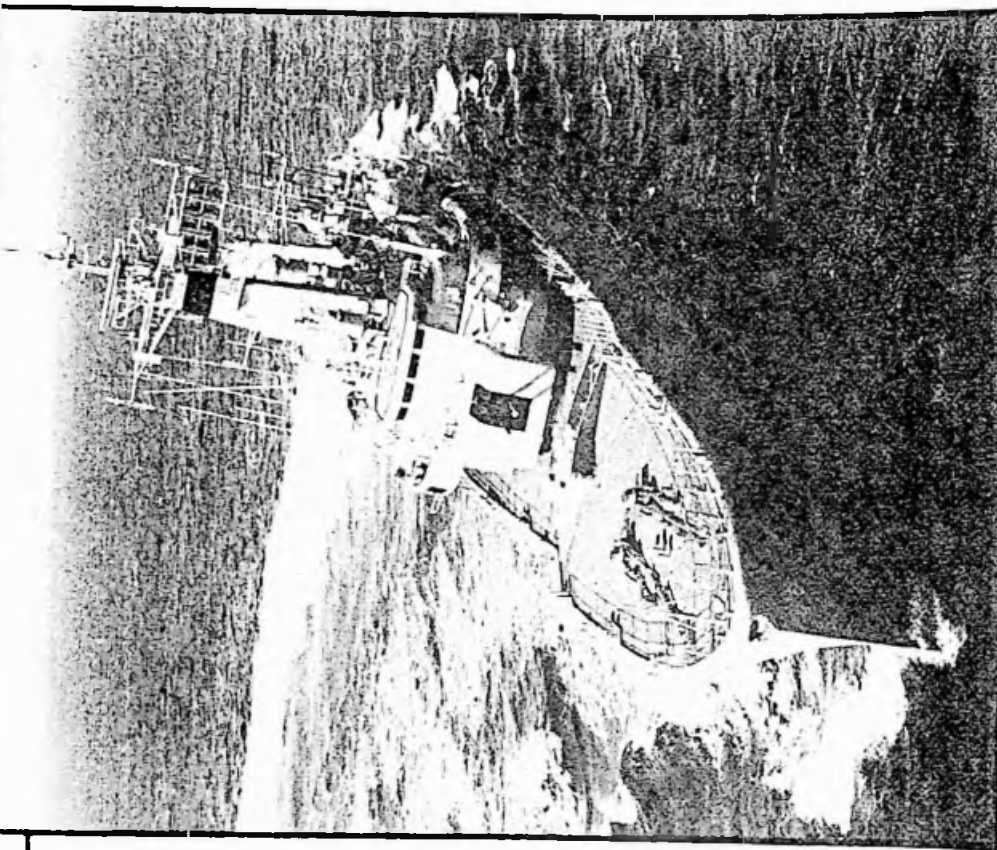
● An altar cloth embroidered in gold and white and incorporating the Flying Angel emblem of the Missions to Seamen has been presented to Port Stanley Cathedral on be-

'DIL' TRIBUTE TO TYPE 21s

A PLAQUE to commemorate HM ships Antelope and Ardent, both sunk during the Falklands War, has joined several others on the plateau at Campillo, overlooking San Carlos Water.

The ceremony brought back many memories for CPOs Ian Ralph (left) and John Reed, survivors of the Antelope and the Ardent respectively, both serving in Falklands waters on board RFA Diligence. Capt. Jack Ferrie, commanding officer of Naval Party 2010, assured locals that men of "The Dil" will maintain the memorial for as long as they are in the area.

Picture: LA(Phot) Bernard Pettersen.



Southampton hit-men

SHARPSHOOTERS in HMS Southampton caused the Fleet Target Group to return home from the Falkland Islands minus one target and with another badly damaged.

The sure aim of the destroyer's weapons team was demonstrated during a high seas firing.

During the first firing slot, the Chukar target was splashed by a Sea Dart missile in a round-the-corner shot that caused the target to disintegrate completely.

In the second slot, the ship's 4.5 Mk 8 gun brought down its target, this time leaving behind a shell-shocked wing as a souvenir.

Pictured (left) with Sea Dart are PO Dickie Davis, CPO Pete Moir and CPO Mac McLafferty, and with the 4.5

Mk 8 gun, Lieut. John Burrows, PO Bob Strong, LS Paul Wilcox, LWEM Del Munroe CPO John Twyman, LWEM Dickie Francis, CPO Tony Ireson, WEM Dave Lench and Lieut.-Cdr. Peter Matthews (rear).

SHELL HOLES

HMS Berwick supplied Lieut. Dick Hale and LS Broshan, so the Royal Navy had five runners in the military race of eight starters over the flat. Despite the occasional shell hole, going was good to firm, a surface obviously suited to the Army.

They took line honours, leaving the Navy with the consolation of not having lost a man overboard during the race.

The Minerva and the Berwick have now finished their patrol and are due home this month via Fort Lauderdale.

NOT TO BE missed on the South Atlantic social calendar are the Stanley Races held on Boxing Day. Which is why HMS Minerva, doing a six-month stint on Falklands patrol, decided to form the Minerva Jockey Club.

Commanding officer Cdr. Mark Masterman, Sub-Lieut. Simon Barrett and Lieut. Doug Steers put their heads together to overcome certain fundamental problems — like where to obtain horses.

With a little persuasion, and a bargain struck in the local currency of onions, bacon and whisky, a sheep farmer agreed to lend the ship three mounts. And the embarked Chinese tailor soon knocked up some fine looking silks.

A good to firm run ashore

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ALFONSIN'S 'DIFFICULT' U.S. TALKS

By DAVID SHEARS
in Washington

PRESIDENT ALFONSIN of Argentina flew to Washington yesterday for a state visit likely to be dominated by difficult discussion of his Government's apparent inability to come to grips with Argentina's 800 per cent. annual inflation rate.

The Argentine leader, the first head of state from his country to visit the United States since 1959, is welcomed in Washington as a symbol of the trend towards democracy in the Western Hemisphere.

Since he came to office 15 months ago after seven years of military rule in Buenos Aires he has worked to strengthen democratic institutions.

But his efforts depend heavily upon mastering Argentina's financial and economic crisis.

The country has a \$48 billion (£43.8 billion) mountain of foreign debt, and twice since President Alfonsin came to power it has had to be bailed out by the American Treasury and its other creditors to avert collapse of the world banking system.

The austerity problems

A problem all along in Argentina's protracted debt-financing negotiations with the International Monetary Fund has been to find ways in which the Alfonsin Government can impose austerity policies to control inflation without provoking its overthrow and a return to dictatorship.

Besides meeting President Reagan and Mr Shultz, Secretary of State, Senor Alfonsin will see Cabinet-level officials in the United States Treasury and the Commerce and Agriculture Departments.

American officials doubt that the Falklands dispute will rate as a burning issue in the talks.

Like Mrs Thatcher, during her Washington visit last month, President Alfonsin is to address a joint meeting of Congress.

Falklands in the air

Breaking with previous tradition, the Government has gone to the Royal Air Force for the next commander of the British forces on the Falklands. Air Commodore "Kip" Kemball, to be promoted to Air Vice-Marshal, takes up the post in August.

He has considerable experience in operational flying and the appointment suggests that the future emphasis of the garrison commander's job will be on aviation. The new Stanley airport, able to handle big jets, opens in May.

The main military threat to the islands is seen as a wild hit-and-run raid by Argentine pilots. Perhaps it is only coincidence, but the appointment comes only ten days after the Argentine military high command has been shaken up. For the first time an air force officer, Brigadier General Teodoro Waldner, heads the joint chiefs of staff. His personal view is that the Argentinian navy and army let the air force down in the Falklands conflict.

Hongkong rights for extra generation

By HUGH DAVIES in Peking

HONGKONG has reacted positively to a "major concession" offered by Britain to allay fears voiced by some residents that they may become stateless after the 1997 Chinese takeover.

The Government has conceded that citizenship can be passed on to an extra generation.

In negotiations, China stood firm on its refusal to grant dual nationality, saying all Hongkong "compatriots" were Chinese nationals.

However, Peking agreed that after July 1997 residents could use travel documents issued by Britain, such as the British dependent territory citizen passport.

This is considered in the colony a second-class document given to those born in Hongkong that describes them as British but gives no right of abode in Britain.

Under the pact with China, Britain agreed that after the transfer of sovereignty holders of the passport would be given an equivalent document that would essentially continue the status quo.

The point was made at the time of the announcement that the passports would not be inheritable.

Nationality promise

Now, under pressure from Hongkong and from within Parliament, the Government has decided that in the case of second generation children whose grandparents were passport holders and who would otherwise be stateless the same right would be offered.

In fact, the document is regarded by most people in Hongkong as virtually worthless after 1997.

Of more importance is the rejection by the Government of a move to give people of Indian descent the right to British citizenship plus the right of abode if they wished to leave Hongkong after 1997.

Lord Avebury told the Lords last week that the Indians, who are thought to number several thousand, wanted assurances that if things failed to work out for them "they would have somewhere to hang their hats." China has promised nationality only to "all Hongkong Chinese compatriots."

The nationality law in China, adopted by the Fifth National People's Congress, defines a Chinese as someone born in China and who has at least one parent who is a Chinese national.

This has provoked uncertainty in Hongkong. However, a clause in the law also states that people born in China—Hongkong has always been regarded as a part of the mainland—who are "stateless or of uncertain nationality" are Chinese.

As for the right of abode in the proposed Special Administrative Region of Hongkong, it will go to those born in Hongkong or who have lived there continuously for at least seven years.

U.S. SPEECH COUP FOR ALFONSIN

By TONY ALLEN-MILLS
in New York

PRESIDENT Alfonsin of Argentina has pulled off a major personal coup by persuading the American government to allow him to follow in Mrs Thatcher's footsteps by addressing a joint meeting of Congress during his visit to Washington this week.

The honour is highly prized by foreign leaders, but has only been accorded on 27 occasions during the last 24 years.

Last month Mrs Thatcher became only the second British leader to speak to Congress, 33 years after Winston Churchill did so during a visit to Washington.

Just as Mrs Thatcher's message about terrorist violence in Northern Ireland had a favourable impact on senators and representatives, so, too, are they likely to sympathise with Mr Alfonsin's case for negotiations over the Falkland Islands.

Falklands decision

By Colin Brown,
Political Staff

The security risk was not the prime reason for Mrs Thatcher not opening the Falklands airport, according to Whitehall sources yesterday.

It is to be opened by Prince Andrew, who is already in the South Atlantic on a normal tour of duty aboard HMS Brazen.

Official sources were anxious to avoid the suggestion that the risks were too great for the Prime Minister but acceptable for the prince.

Other factors involved were that the prince was likely to be available, and, the Commons would still be sitting.

Mr Tam Dalyell, the Labour MP for Linlithgow, and a consistent opponent of Mrs Thatcher's Falklands policy, said yesterday that she did not want to be too closely associated with the project because it would be a £350 million white elephant.

EH&LLO • •

FALKLAND TASK OF HERO ANDY

FALKLANDS war hero Prince Andrew is to open the remote islands' new £250 million airfield.

The helicopter-pilot Prince is currently back in the Falklands, serving aboard HMS Brazen.

Normally, he would not be allowed to mix Royal functions with his Navy duties.

But as his South Atlantic stint ends just before the opening of Port Stanley's Mount Pleasant airport in May, the Queen has waived the rules.

A plane-load of VIPs,

By PAUL POTTS
Political Editor

including Defence Secretary Michael Heseltine, will fly out for the ceremony.

There is speculation

He will open new airfield

that Premier Mrs Thatcher may join them.

The new airfield will give a massive boost to the Falklands' defences, tested so severely during the 1982 war with Argentina.

Then, Prince Andrew was a serving pilot aboard the aircraft carrier *Invincible*.

THREAT

He often risked his helicopter—and his life—as a decoy for deadly Exocet missiles aimed at our Task Force warships.

The opening of Mount Pleasant will enable long-haul jets to land in the Falklands, enabling reinforcements to be rushed to the islands in the event of a new threat from Argentina.

It will also cut the crippling cost of supplying the islands by RAF Hercules planes, which have to be refuelled on flight.



BRAVE pilot Andy: He decoyed deadly Exocets

PRINCE TO OPEN NEW FALKLANDS AIRPORT

Andrew's battle honour

EXCLUSIVE by DAVID ROSE

PRINCE ANDREW is to open the new Falklands airport in May — at Mrs Thatcher's request.

The Queen is said to be delighted that the Government is thus honouring her son's role as a helicopter pilot during the war against the Argentinians.

The opening date is being kept secret both for security reasons and to avoid any diplomatic reaction from Argentina.

The Prime Minister decided the opening honours should go to the Prince — who risked his life in the conflict — after it was decided on security grounds that she herself could not go.

Heroes

The Government will be represented by Defence Secretary Michael Heseltine. He, and other VIPs, will make the inaugural flight to Mount Pleasant Airport in an RAF TriStar.

The Prince is expected to be among the welcoming party as he is already in the South Atlantic with the Navy.

The airport is part of Britain's £2,000 million commitment since the war three years ago to make 'Fortress Falklands' impregnable. It can take troop-carrying, wide-bodied jets — a major deterrent to any future invasion threats.

Invitation delights the Queen

Prince Andrew was only 22 when he sailed with the Task Force to islands few people in Britain had heard of. He went on to have his own share of adventures — and scares.

Fears

At one point his Sea King helicopter was used as a decoy for the Exocets when the Sheffield was hit by the deadly missile. Another time, his helicopter plucked 26 seamen from the sea after the Atlantic Conveyor was hit.

He saw the attack and said: 'It was something I will never, ever, forget — it was horrific. I saw my ship, Invincible, firing her missiles. It was my most frightening moment of the war.'

There were fears that the

Argentiniens had been trying to sink the Invincible. Then there was the time when he was ordered to put on anti-flash gear and lie on the deck, 'the most lonely feeling in the world', he said.

The prince is now back helping to preserve the peace, serving on the type 22 frigate, HMS Brazen. Britain has begun to run down its forces in the South Atlantic. Whitehall sources say the number of warships has been halved from four to two over the past year.



FIGHTING PRINCE: Andrew — now back in South Atlantic

Sovereignty stand on Falklands 'could cause rift with allies'

By David McKie

Dr David Owen has predicted that Britain's unyielding attitude on the Falklands could lead to serious tension in its relations with the United States and Europe.

The SDP leader was speaking in a late-night debate in the Commons yesterday on a report from the select committee on foreign affairs on the future of the Falklands. He said the Americans and the Europeans simply did not understand why we did not grapple with the issue of sovereignty.

Britain would eventually find itself in an untenable position in claiming that the islands were a dependent territory of Britain, he told the Commons.

It was notable that President Alfonsín of Argentina had not only proved his democratic credentials but had solved the Beagle Channel dispute with Chile, over which the two countries had nearly gone to war in 1979.

Dr Owen also thought it would be a great mistake not to keep separate the constitutions of the Falkland Islands and South Georgia and the Sandwich Islands. The Government had been wrong to listen to the Falkland islanders on this issue. They deserved to be heard on issues affecting security and negotiations with Argentina, but they had no right

Dr Owen also thought it would be a great mistake not to keep separate the constitutions of the Falkland Islands and South Georgia and the Sandwich Islands. The Government had been wrong to listen to the Falkland islanders on this issue. They deserved to be heard on issues affecting security and negotiations with Argentina, but they had no right

to say how we should handle the issues of Sandwich and South Georgia.

The Foreign Secretary, Sir Geoffrey Howe, regretted that the select committee had not reached a categorical view on the legal validity of Britain's claim to the Falklands. He was backed by the committee chairman, Sir Anthony Kershaw, who said he thought Britain's claim was undeniable.

Mr George Foulkes, the Labour MP for Carrick, Cunnock and Doon Valley, said "for-tress Falklands" was untenable. When he was foreign secretary, Mr Francis Pym had said it would be a big change and an advance if Argentina returned to democracy, and a

respect for human rights. On both criteria Argentina had advanced. Why was the Government so reluctant to accept that fact?

At a conference in Maryland attended by British and Argentinian parliamentarians as well as an observer from the Falklands government, it had emerged that what Argentinians meant by sovereignty was very different from what many had assumed.

"They are more concerned with titular sovereignty—with the flag, the colour on the map, with their pride, which we ought to understand," Mr Foulkes said. "They believe that the transfer of sovereignty need not mean a change

of life for the islanders."

Mr Robert Harvey, the Tory MP for Clwyd SW, said that in the absence of negotiations, or even speaking terms, between the two countries, the Falklanders had only one present profound sense of commitment to them on which to rely.

"The commitment goes deep," he said, "but no British government can bind the hands of its successors. The Falklanders are realists and do not believe the present commitment is for ever. It will endure as long as we can afford it, no other way forward can be discerned, and Argentina continues to be unreasonable."

The Guardian
16th March 1985

Falklands: now for normality

by Malcolm Deas

The behaviour of Millwall football supporters – rather worse than that of the Argentinian occupation forces in the Falkland Islands – distracted the House of Commons and the country from Thursday's debate on the Foreign Affairs Select Committee's Falklands report, and the Government's White Paper in reply to it. This is deplorable, since the select committee reached a conclusion that ought to be properly weighed: "The present situation cannot be regarded as being in the best interests of either the United Kingdom or Argentina. That the present situation, although understandable in the short-term, can only offer an uncertain future for the islands in the long-term, and that some kind of accommodation with Argentina is not only inevitable, in view of the cost of the present policy to the UK, but also desirable if the Falklands are to have any prospect of long-term economic prosperity and political stability." The problem of the islands ought to command more attention than a little riot in Luton.

As a debate is a debate, the occasion did not pass without accusations of intransigence, the British Government does not yet deserve them. The situation in the South Atlantic is extraordinarily

complex and has no immediate single solution in the realms of practical politics and practical diplomacy. One can agree with the select committee about the need for "some kind of accommodation" with Argentina in future, while at the same time finding it hard to define with any exactness what that should be. One can also agree with the Government's belief that it is prudent and right "to avoid conjecture about the long term" – it can easily produce reactions in still-heightened sensibilities that merely make matters worse.

Unfortunately, the present poor state of communications between the two countries makes for misrepresentation, even at official levels.

The result is dangerous for all concerned. It is not a good thing if otherwise level-headed Argentinian rearmament represents an official attempt to paint an alarmist picture – the Foreign and Commonwealth Office does not share any such evaluation. Nor does the Government wish to see bad relations between Argentina and Chile, or try to create them by plants in the pages of the *New Statesman*. Nor is the preamble of the Falklands Consti-

tution part of some deliberate design to make an intractable situation even more intractable, or the restoration of the title of Governor – the islanders are used to it and prefer it – an aggressive "colonialist" revival. When sober assessments are hard to make, it is not the sober who make themselves heard.

The Government's White Paper repeats the formula that "successive British governments have made it clear that they have no doubts about our sovereignty over the Falkland Islands", but that is inevitable: governments involved in territorial disputes can never express the slightest public doubt on their position.

It is also inevitable that the document, on the Falklands constitution preamble, should contain paragraphs on self-determination. The Government gives a convincing account of its attempts to restore normal relations with Argentina, and our intransigence is essentially a "refusal to discuss sovereignty in the present situation".

Argentina had several possible motives for her decision at Berne that this was not enough; she was involved in negotiations with Chile and the IMF, and may have felt that

anything that looked like a concession could not be risked. There were clear signs that President Alfonsín's policy was not yet fully formulated, and that there were differences in his government about how best to proceed. The outcome was the notion that normalisation of relations could not be discussed without sovereignty.

It is understandable that Argentina fears a return in normalization to further decades of British diplomatic "Micawberism" with Britain idly waiting for proposals to turn down as the issue returns to its old low place on our list of priorities. If that were the case then we would have learnt nothing from 1982, and in due time the rest of the civilized world might line up with Lord Avebury. But normalization would be more likely to lead to dialogue of the sort that Dr Caputo has described in his recent interview with *The Times*, "which does not commit either side, it simply permits each side to understand each other's arguments".

The atmosphere can be changed, and as it changes different possibilities can emerge. The details of how this is to be done are best left to old-fashioned diplomacy.

The author is a Fellow of St Anthony's College, Oxford.

EEC tries to buy off Spain with hake

From Ian Murray
Brussels

Britain is supporting a new scheme to allow Spain and Portugal to become full "members" of the EEC Common fisheries policy from the moment two countries join the Community.

Negotiations for enlargement have been deadlocked dangerously over the fisheries issue, and the new British suggestion has been tabled on the eve of a crucial four-day session in Brussels starting on Sunday, which is intended to complete the entry terms.

The two countries would be allowed to join the CFP, being given their own quotas and a system of licenses to allow them to fish in some EEC waters, excluding the rich area around Britain and Ireland.

Negotiators will not say how much fish will be on offer, though it will not be much, given that there is scarcely enough to serve present EEC members. It is probable that sizable numbers only of hake would be on offer.

The scheme is to overcome strong objections to the previous plan, which was for an eight-year transition period in which Spain would have virtually no fishing rights, with a possible extension of this exclusion for a further seven years.

As the major CFP country, Britain has a central role in backing any compromise. The suggestion has the support of the five main fishing nations.

In the European Parliament in Strasbourg there has been a vote in favour of a scheme to declare a 200-mile fishery zone around the Falkland Islands.

The plan was put forward by Mr James Provan, the Conservative fisheries spokesman, who called for the area to be policed to stop the catch being "plundered" by Soviet vessels.

He also argued that reserving these waters for Community boats would provide Spanish fishermen with a potential 5 million tonnes of fish without further demands on scarce CFP resources.

● The European Parliament voted yesterday for a 3.5 per cent increase in EEC farm prices - even though this will add over £1,200 million to the cost of financing the Community at a time when it has no budget.

British members of both main parties voted to support the virtual freeze on prices

It takes two to tango

DESERTERS FROM the Argentine armed forces seldom play at the Purcell Room on the South Bank, but Dominic Miller who received his call up papers from their London embassy in 1982, has the best of family reasons to do so.

Buenos Aires born Miller, who is performing a recital with his friend David Heath next Tuesday based on compositions calling upon their combined classical and jazz musical training, had a grandfather who was Commander of the British forces on the Falkland Islands in 1942-43.

Why the gay ranks deserve a better service

9 *

Sir.—Bernard Dobson is absolutely correct when he says that gays serve with "honour and bravery" in the armed forces (March 13). Many have died for their country, from the last war to the Falklands. Many have been decorated for their actions. They serve with distinction today in all areas of the military in this country and abroad.

The standard MoD statement, justifying their discriminatory laws towards gays shows the ignorance, fear and bigotry of the military attitude towards gay sexuality. Many, many gays are affected by these archaic laws each year. At Ease — 1 Secker Street, London SE1 — deals with many cases,

but more go unheeded or unreported due to the prevailing atmosphere of fear and misunderstanding.

Having concerned myself with this issue for the last six years — including trying to set up a gay ex-military group—I know that many homosexuals would like to remain in the military, to do the jobs they were trained for, without the fear of questioning, interrogation, discrimination, courts martial and probable imprisonment.

I too, in my time in the RAF from 1969 to 1975, "broke the law" on numerous occasions, I had "relations" with several people and each of them had others, so it's not an isolated thing as the MoD always suggests.

It's about time that the armed forces were no longer exempt from the reforms carried out in 1967 and that courts martial and imprisonment of gays be stopped immediately. — yours

John McMullen,
Strafford Street,
London E 14.

Falklands 200-mile fish zone rejected

By NICHOLAS COMFORT Political Staff

THE Government has finally rejected calls from the Falkland Islanders for the establishment of a 200-mile fishing zone under British control, Sir Geoffrey Howe, Foreign Secretary, told the Commons last night.

Instead Ministers had decided to explore ways of establishing a "multilaterally based conservation and management regime" to make sure fish stocks were not overexploited by foreign fleets.

But the Foreign Secretary declined to be drawn by Labour questioners into saying whether or not Argentina might be asked to play a part in such a regime. He replied that he could say no more at this stage.

Sir Geoffrey also disclosed that a fresh series of proposals for resuming discussions with Argentina on issues other than sovereignty over the Islands had been forwarded by Buenos Aires at the start of the year.

'Practical steps'

The message had set out "practical steps which would enable confidence to be re-established," and Britain looked to Argentina for a constructive reply.

The Foreign Secretary insisted that details of the message, the latest in a series aimed at restarting the talks which collapsed at Berne last July, had to be confidential.

But he spoke in general terms of "improvement of commercial and economic relations" as a natural starting point, and singled out the reciprocal lifting of the trade embargo both countries had established when war broke out in 1982.

Sir Geoffrey also stated that Britain had once again told Argentina that it would welcome a visit to the Falklands of a "genuinely humanitarian" nature by the next-of-kin of men killed in the South Atlantic conflict.

Governor again

Opening a debate on the Commons Foreign Affairs Committee's recent report on Falklands policy, the Foreign Secretary rejected a number of its recommendations, including the unilateral lifting by Britain of the "protection zone" around the Islands.

He formally confirmed that the colony would once again have a Governor, instead of a Civil Commissioner as it has had since the conflict, when a new Constitution was promulgated.

The Governor would also be Commander of the Dependencies of South Georgia and the South Sandwich Islands, which would have a separate constitution of their own.

Runway feat

Sir Geoffrey also announced that the first runway of the new Falklands Airport would open in May, not long after the target date originally set for completion, and that the second runway to allow for all-weather operation would open next February.

He said that the construction of a full modern airport in such a short time on such a remote site was "a remarkable achievement", and a tribute to British engineering and management skills.

'SKY HIGH' RAF FARES TO ISLANDS

By Air Cdre G. S. COOPER
Air Correspondent

THE Ministry of Defence is making the RAF charge £2,250 for a return flight to the Falklands, nearly three times the cost of the flight if it was provided by an efficient long-haul airline.

More than half of those invited to provide Press coverage of the opening in May of the £250 million strategic airfield at Mount Pleasant have turned the trip down because it is too expensive.

Normally the RAF is permitted to carry passengers free, or at a reduced rate, if it can be shown to be a good public relations exercise.

A Defence Ministry spokesman yesterday said the charge was based on the commercial fare in use before the Falklands conflict in 1982, and updated for inflation.

14p a mile

The new fare works out at about 14p a mile, compared to 5p per mile for a long-haul flight on a commercial aircraft from, for example, London to Los Angeles.

The charge is the same whether the passenger flies on the RAF's inaugural VIP TriStar that will officially open Mount Pleasant, or by an air-bridge Hercules.

The monthly cost of the flight-refuelled Hercules operation has been about £2 million, and the RAF expects to save some £25 million on movements to the Falklands when the new airfield allows wide-body aircraft to make direct flights from Ascension Island without the need for refuelling in flight.

Extra charges

The Falklands fare of £2,250 does not include accommodation and messing charges, and any internal air travel between Mount Pleasant and Stanley will incur an extra charge.

The current rates are about £300 an hour for the Falkland Islands Government Air Service aircraft, to be shared with other passengers, while military helicopter costs are considerably higher.

For flights on military aircraft to Nato meetings, the RAF has to charge a fare that is five per cent. higher than the airline economy rate. This is to cover "the superior service" offered by RAF transport aircraft.

Jimmy Burns in Buenos Aires on jobs purge that has increased inter-service rivalry

Political tremors shake Argentine military

PRESIDENT Raul Alfonsín's sweeping purge last week of the Argentine military hierarchy has revived deeply entrenched inter-service rivalries. The Government's apparent policy of divide and rule, designed to weaken the latent power of the military, seems unlikely to lead to any lasting improvement in its tense relations with the armed forces.

The purge was prompted by the patent refusal by sectors of the military to accept civilian power and their obstruction of efforts to clear up human rights abuses committed under the former military regime.

President Alfonsín "retired" 10 generals, four rear admirals and two air force brigadiers, bringing to over 60 the number of high-ranking officers sacked since the return of democracy. He appointed an air force officer, Brig Gen Teodoro Waldner, to head the Joint Chiefs of Staff in a move that some officials claimed was a master stroke, aimed at putting the military firmly back in the barracks. Others believe, however, that the sacking was carried out with little regard for the consequences.

The Government's apparent alliance with the new air force leadership, also demonstrated last week by the tactical transfer of several air force squadrons from the interior to Buenos Aires, has already provoked the wrath of the traditionally more powerful army and navy. It is likely to make the civilian administration's attempts to professionalise the armed forces much more difficult.

The head of the joint Chiefs



Gen Waldner



Gen Waldner takes over (left), as Lt Astiz is returned to active duty

of Staff has assumed a key role since President Alfonsín began restructuring the armed forces last year. Following the removal of the junta, it has become the most important military post, subordinate only to the civilian Ministry of Defence.

Gen Waldner is the first ever air force officer to command the operations of all three services, upsetting the traditional tutelage of the army and, to a lesser extent, the navy.

Army and navy officers have now every reason to fear that the new appointment could lead to an attempt by the air force to secure a bigger slice of an increasingly small defence budget.

Both Gen Waldner and his new air force second in command, Brig Ernesto Crespo, belong to a generation of highly nationalistic air force officers who believe the nation owes them a favour on account of the role played by pilots during the Falklands war.

Brig Crespo earned public

by a statement issued last Tuesday by the outgoing commander of the second army corps, Gen Hector Pino, which said that the army's role in the fight against political dissidents in the 1970s and early 1980s was "inevitable and legitimate."

It was a sharp reminder of the difficulties that Gen Waldner and the new army chief, Gen Hector Rios Erenu will face in the run-up to the trial of the former junta members next month.

Gen Pino is understood to be highly respected among middle and junior ranking officers, who continue to insist that the "disappearance" of over 8,000 Argentines following the 1976 coup was necessary to defend "Western Christian civilisation" from the threat of Left-wing revolution.

The country's highest military tribunal, the Supreme Council of the Armed Forces, composed of officers from the three services, last week exonerated naval officer Lt Alfredo Astiz from any blame in connection with human rights violations.

Lt Astiz, captured on South Georgia during the Falklands conflict, was returned to Argentina by the British. The French and Swedish Governments, along with local human rights groups, continue to allege that he was a notorious torturer and murderer.

The decision to return him to active duties seems to be another indicator of the military's attempts to reassert its version of history of Argentine society.

Unlike Spain, where membership of Nato has acted as an important stimulant of professionalisation and depoliticisation, the Argentine military has had no defined strategic or financial context in which voluntarily to return to barracks.

President Alfonsín may have laid the emphasis of his foreign policy on world peace but he has so far failed to put together a coherent policy on the military's future role. Officers still see a need to think in terms of future potential wars, if only as the *raison d'être* of their existence.

While the army still fears its two biggest territorial neighbours, Chile and Brazil, and a renewed outbreak of terrorism, the navy continues to see the South Atlantic as its natural patch. The air force, because of its performance in the Falklands war is confident of engaging in any future conflict, given the necessary equipment and appropriate political conditions.

The division between the military sectors was highlighted

The Guardian

Friday March 15th, 1985.

Falklands rebuff

BRITAIN again rejected talks aimed at transferring sovereignty over the Falkland Islands to Argentina, in a letter to the UN made public yesterday. Sir John Thomson, Britain's chief delegate, said a precondition that the British Government must commit itself to "the absorption of the Falkland Islands by Argentina" was unacceptable.—Reuter.

Citizenship pledge to Hongkong's unborn

By WALTER ABURN Parliamentary Staff

NEW steps to overcome concern in Hongkong at the prospect that non-Chinese children born there after 1997 may become stateless because the colony will have reverted to China were announced by Baroness YOUNG in the Lords yesterday.

During the committee stage debate on the Hongkong Bill, Lady Young, Foreign Office Minister of State, reiterated that those who do not become Chinese nationals and who have no other nationality will be entitled to British Overseas Territory Citizenship from July 1, 1997.

She acknowledged the considerable anxieties voiced earlier both in the Lords and by non-Chinese British Dependent Territory Citizens in Hongkong about future generations born there.

Boost to confidence

The Government had decided that second generation children, whose grandparents were Hongkong British Dependent Territory Citizens before 1997, will be entitled to become British Overseas Citizens if they would otherwise be stateless and their parents or grandparents remain dependent territory citizens.

"This is a major concession and I hope this will meet the concern of all sides of the House," Lady Young said.

In the case of such a child not registered within 12 months of birth, it would still be open to the then Home Secretary, if he saw fit, to register the child under the British Nationality Act.

This, she believed, would be an additional boost to the confidence of non-Chinese British Dependent Territory Citizens in Hongkong.

It would confer British nationality on those concerned

until approximately the middle of the next century.

Looking to the future, she said the Government believed the right course of those Hongkong citizens permanently settled in what will then be China was ultimately to become Chinese nationals.

Lady Young thought it would be necessary to undertake further discussions with the Chinese Government on how people may acquire Chinese nationality if descended from non-Chinese British Dependent Territory Citizens and they wish to do so.

Lord CLEDWYN, Opposition leader in the Lords, welcomed "a substantial concession" which would further improve the climate of confidence in Hongkong, especially among the ethnic minorities there.

Settle anxieties

Lord GEDDES (C.) also saw it as "a very significant step forward" and the BISHOP OF NORFOLK, the Rt Rev Maurice Wood, said "this major concession" would do much to settle anxieties voiced to him by a very wide variety of people before his return from Hongkong yesterday.

In withdrawing an amendment on the nationality issue Lord AVEBURY (Lib.) said Baroness Young had met worries about the status of second-generation children.

She had also made an enormously important point that in the very unlikely event that something might go wrong for some people a future British Government could give their plight sympathetic consideration.

The committee stage was concluded.

Today in Parliament

HOUSE OF COMMONS

9.30: Private members' motions.

in the d
Lords

For your information
only

Lloyd's List 14 March 19875

Falklands plea

The UK Government was urged yesterday to declare a 200-mile fishing zone around the Falklands. Conservative MEP Mr James Provan said its rich waters were being plundered.

Falklands fish limit call

The European Parliament today backed calls for a 200-mile fishing limit around the Falklands.

Euro MPs voted to ask the British Government to declare an exclusion zone to keep out East European fishing fleets, said to be rapidly plundering the lucrative fish stocks around the islands.

Daily Telegraph 13 March 1985

MAJOR'S RETURN TO FALKLANDS

By Our Port Stanley
Correspondent

A former major in the Royal Military Police has returned to the Falklands as the islands chief police officer.

Mr Ken Greenland, 38, from Stafford served a four-month tour in the Falklands in 1983 and decided after retiring from the Army in November, 1984, to apply for the civilian post in the islands.

Times 11/3/85

Radar tests to detect mines in Falklands

By Rodney Cowton, Defence Correspondent

Trials are being carried out in the Falkland Islands of a new method, using radar, for detecting mines left behind by the Argentines after their invasion in 1982.

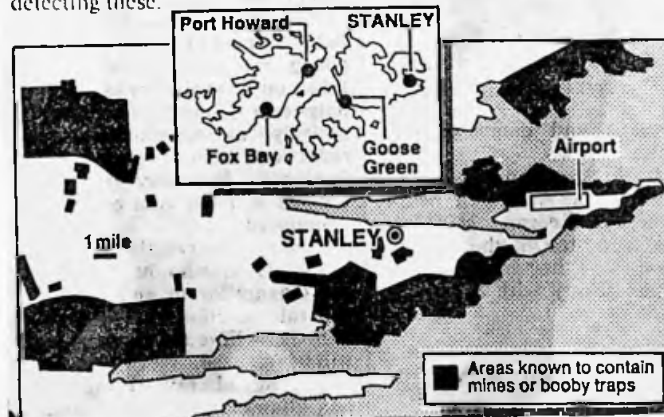
Mine clearance was halted more than two years ago because there was no completely safe method of detecting mines made almost entirely of plastic. There remain more than 100 minefields, many very small, but collectively holding thousands of mines, and these have been fenced off.

Mines containing a quantity of metal can be located by conventional means, but among the various kinds used by the Argentines are anti-personnel and anti-tank mines containing very little metal and the Ministry of Defence has been searching for a method of detecting these.

About 40 companies were invited to find an answer and more than half of them put forward ideas. Members of the public also advanced suggestions.

The radar system being tested in the Falklands involves transmitting a short range radar pulse into the ground and having the signals analysed by computer. The difficulty is that the radar will locate practically everything in the ground and it is necessary to build up a large memory bank so that the computer can identify a specific signal which indicates the presence of a mine.

The computer will have to be able to work at high speeds, so that it can in milliseconds analyse the signals as the radar transmitter is pushed forward at a slow walking pace.



Times 11/3/85

Factor of 1,000

How far would the Cabinet have gone to recapture the Falklands? No further, it transpires, than the loss of 1,000 men. This I learn from a single sentence, attributed to "private information", in an updated history of the Conservative Party by Lord Blake, Provost of Queens' College, Oxford, due out in May. Lord Blake was no more forthcoming on the telephone. Yes, he knows the figure is correct. Yes, it surprises him: "I'd have thought they would have been prepared to lose a good deal more." No, he did not know what would have happened had the figure been reached. (260 men were killed). Labour MP Tam Dalyell plans to draw attention to the figure - with its implications for Britain's commitment to the Falklands - during Thursday's Commons debate on the islands' future. He believes it represents not the point at which the Cabinet would have found the losses unacceptable so much as that at which public support for despatching the task force would have begun to evaporate. Had Argentinian shells been properly fused, it might have been reached very quickly, he points out: as it might yet be, should Argentina, humiliated but better armed, be rash enough to attack again.

Times 11/3/85

Argentina accuses Britain of closing door to dialogue on Falklands

From Douglas Tweedale, Buenos Aires

Señor Dante Caputo, Argentina's Foreign Minister, has blamed Britain for the current freeze in relations over the Falklands and asked whether Mrs Margaret Thatcher is "afraid of rational dialogue".

In an interview with *The Times* last week, Señor Caputo said: "The British refusal of dialogue, let alone to negotiate, closes the door to the basic tool of diplomacy: the meeting." He insisted that Argentina wants to begin non-binding dialogue on the future of the islands "immediately" and pointedly set out the difference between a negotiation and a dialogue.

"Dialogue does not commit either side, it simply permits each side to understand the other's arguments," he said. "I want to make it very clear that we are aware of the difficulties of going forward on this for all sides, and that we believe the only mechanism is dialogue."

Señor Caputo said Argentina had not dropped its insistence that any talks include the issue of sovereignty, although he said Argentina was willing to put off discussion of sovereignty until after "more imminent issues."

Asked whether this insistence on discussing sovereignty did not amount to a precondition for talks, as Britain claims, Señor Caputo said that there could be no permanent solution to bilateral relations "if the real



Señor Dante Caputo: "Is Thatcher afraid?"

problem between the two countries are not addressed.

"What is the fundamental reason for the separation of the two governments?" he asked. "The problem of the sovereignty of the islands."

Señor Caputo said: "I ask myself whether Mrs Thatcher is afraid of rational dialogue. I don't know the answer."

Señor Caputo said that the militarization of the islands was pulling the South Atlantic "like a magnet" into the East-West conflict and had made the Falklands a strategic target.

Referring to Mrs Thatcher's speech to the US congress Señor Caputo said the Prime Minister's statement that British

forces in the Falklands were among those Britain had deployed to defend Western liberty was completely unacceptable. "The inference that the freedom of the West can be defended by occupying Argentine territory is absolutely unacceptable ... Argentina is decidedly in the forefront of the defence of Western liberty."

He added: "I sincerely hope that Mrs Thatcher's declining popularity will not tempt the Conservative Government to look to the Falklands as its salvation, the way (the Argentine military) did in 1982."

Señor Caputo said the inclusion of the sovereignty issue on any agenda for talks "would be nothing new. This is something that seems to be forgotten ... the British Government has agreed to negotiate in the past over sovereignty."

He said the efforts of Señor Perez de Cuéllar, the UN Secretary-General to mediate in the Falklands conflict "have run up against the same British intransigence we have."

He rejected suggestions that the civilian Government of President Raúl Alfonsín must "atone" for the sins of the military regime which seized the islands in 1982. "This is the Government that counts. It is a Government which has the support of the majority of the Argentine people".

Daily Telegraph 11/3/85

Argentine submarine 'hit British vessels'

By Maj.-Gen. EDWARD FURSDON
Defence Correspondent

A REPORT just out suggests that the Argentinian Salta class submarine San Luis 1,185 tons carried out a 34-day patrol in the South Atlantic war zone during the Falklands campaign, and that it made three separate attacks on British naval forces during this period.

The report on "The Anti-Submarine Warfare Market in Western Europe," published by Frost and Sullivan of London, states that despite intensive efforts by the British to find and sink the West German-built Type 209/1 diesel-electric San Luis, they never did so.

As far as can be established, it says, the San Luis carried out two attacks against surface targets with its West German SST-4 heavyweight torpedoes and one with an American Mk

37C 21-inch anti-submarine torpedo against a submarine.

In both the surface attacks, the SST-4 torpedoes' guidance wire broke only a short run after firing; and the anti-submarine effort was equally unsuccessful.

Since the Argentinian Navy has not yet published official reports on its Falklands operations, there is no official corroboration.

On the British side, stemming from the many rumours of Argentinian submarine attacks on the Task Force that have circulated since June 1982, a lot of research work was done by the Navy to see if there was any physical evidence.

The Navy's conclusion, after detailed study, was that there was no "end" evidence of attacks by an Argentinian submarine.

The Anti-Submarine Warfare Market in Western Europe. Frost and Sullivan, 104-112 Marylebone Lane, London.

Daily Telegraph 11/3/85

FALKLAND CRAB FOR BRITAIN

By PATRICK WATTS
in Port Stanley

FALKLAND ISLANDS
king crab could soon be on sale in Britain if quantities and quality can be maintained.

Mr Simon Armstrong, general manager of the Falkland Islands Development Corporation, who has just returned from a fact-finding mission in Britain said sample processing of Falklands crab by a firm in Lincolnshire indicated that the crabs are particularly good colour, and the meat is very good.

The development corporation has commissioned the Grimsby-based firm Fortoser to assist in a £900,000 research project in Falklands coastal waters.

The trawler Coastal Pioneer arrived in the islands last November, and has been carrying out a research programme.

Mr Armstrong now believes that not all the £900,000 may be needed. "We will now seriously consider bringing a second trawler down purely for commercial purposes and start getting revenue back at a very early stage," he said.

The initial catches in the Falklands have been very large with several hundred crabs in some pots.



Clive Waghorn

plane dropped some supplies.

The pair were perched on a single column of sound ice among a web of crevasses.

Kerry used a tiny paraffin stove to prepare food with melted snow. 'After cooking I kept the heat turned on to thaw the tent. It was so cold that if you touched metal your fingers stuck to it.'

Every two hours Kerry had to turn his pain-racked commander over.

'He was very, very uncomfortable sitting on a thin mat on hard ice. He got sores all over his back, buttocks and legs.'

'Clive found it very hard to sleep at night. I would give him painkillers, but most of the night he just sat staring at the tent.'

Finally they heard the rescue helicopters.

Clive Waghorn was under sedation on the Olna yesterday. 'He wants to thank everybody involved in our rescue,' said Kerry. 'He's got a favourite saying — "Well done team" — and that's exactly the message he's got for them.'

Soldier tells of blizzard ordeal

By ADRIAN LITHGOW

THE YOUNG signaller who stayed at his injured commander's side for five days in raging Antarctic blizzards, spoke of their ordeal for the first time yesterday.

On radio from the support ship Olna, Lance Corporal Kerry Gill, 22, said: 'It's great to be back in the warm.'

Corporal Gill and Lieutenant-Commander Clive Waghorn, 36, were on a joint services expedition on Brabant Island, just outside the Antarctic Circle when disaster struck last Sunday morning.

Clive Waghorn slipped into a crevasse, and as his companions pulled him clear a giant block of ice crashed on top of him, breaking his leg.

Badly bruised himself, Kerry volunteered to stay while the others went for help.

'For the first two days we were worried,' Kerry recalled. 'We didn't know whether they had got through.'

Then on Wednesday a British Antarctic Survey

Fear as ice man waited for help

INJURED polar explorer Clive Waghorn was 'very lucky' to have been rescued so soon, the man who stayed with him said yesterday.

Lance Corporal Kerry Gill said he and Lieutenant Commander Waghorn had feared it might be

Daily Mail Reporter

two weeks before they would get to safety.

But help arrived after five days as Commander Waghorn, 36, nursed a broken thigh on Brabant Island in the Antarctic.

Following his rescue by helicopter, he is due at Port Stanley in the Falklands

today on the support ship Olna and should be back in Britain before the weekend.

Yesterday he was said to be in 'remarkably good shape' and cracking jokes with other inmates of the ship's sick bay. Surgeons on the vessel decided not to put his leg in plaster until it has been X-rayed and examined in hospital.

Corporal Gill, 22, stayed with the injured officer after his fall down a crevasse while their two companions set off to raise the alarm.

The corporal, speaking on BBC radio from the Olna, said the accident happened when a bridge across a crevasse collapsed and a large block of ice fell on Commander Waghorn, breaking his right leg.

Corporal Gill said: 'I was in a bit of pain myself, but I quickly recovered.'

When they first saw helicopters searching for the tent they thought it was going to be a quick rescue, but bad weather stopped the aircraft landing.

Last Friday, improved weather allowed Sea King helicopters to drop a doctor and three Royal Marines to the site and winch Commander Waghorn out on a stretcher.

Corporal Gill's father, Mr Clifford Gill, 55, a director of Wimpey Homes, of Bovingdon Green, near Marlow, Buckinghamshire, said: 'I am really proud of what he did. It was marvellous.'

Sunday Telegraph
10.3.85

Scientists meet in Argentina

By CAROLE DAWSON

A GROUP of eminent scientists from Britain is in Argentina this weekend to renew a research exchange agreement between the two countries following the Falklands conflict. The visit has full Foreign Office approval.

The five men, who include Professor Graham Smith, the Astronomer Royal, and Sir Arnold Burgen, Master of Darwin College, Cambridge, are a Royal Society delegation and are meeting scientists from Argentina's National Research Council.

Their travel costs are being paid for out of the Society's £5 million grant from the Department of Education and Science and other expenses are being met by their Argentine hosts. The visit is seen as a definite step forward in the "normalisation" of relations between Britain and Argentina.

The scientists said last week that it was not their intention to discuss politics, although this would probably be unavoidable.

There have been informal arrangements for exchange visits for scientists from Britain and Argentina since 1970 and in 1977 these became more formal with the signing of an agreement.

In 1978-79 five scientists took advantage of the scheme, but in the years since the Falklands conflict only two scientists from Britain have gone there and none has come from Argentina.

The exchange agreement has apparently needed updating since 1981, but plans fell into abeyance and were only raised again when a scientist from Britain went to Argentina in late 1983 to attend a meeting of the International Astronomical Union.

Last week it was revealed that British and Argentine parliamentarians are likely to have further informal discussions on the Falklands dispute in Bonn later this month.

Helicopter snatches injured officer from mountain ledge

Polar Briton rescued from his frozen hell

AN INJURED Royal Navy officer, trapped for nearly five days on a blizzard-swept mountain in Antarctica, was finally rescued last night.

Lieutenant - Commander Clive Waghorn was winched to safety by a helicopter hovering 2,500ft. up the mountain, on desolate Brabant Island.

He was then flown to a rescue ship and last night was on his way to Port Stanley in the Falklands 'alert and much better than expected.'

Appalling

Lt.-Cdr. Waghorn, who was leading a joint services expedition, had been stranded since Monday after falling into a crevasse and breaking his thigh. Since Wednesday, when the alarm was raised, helicopters from the HMS Endurance

By JOHN HAMSHIRE

and the Royal Fleet Auxiliary ship Olna had been trying to reach him, but without success, because of appalling weather.

Then yesterday, as doctors expressed fears about his condition, a party of Arctic trained Royal Marine Commandos was landed to 'yomp' four miles across pack ice and glaciers up the mountain to reach him.

Within hours of their departure, a 'miraculous' break in the dense cloud gave a Wasp helicopter from the Endurance the chance to locate Lt.-Cdr. Waghorn's tent.

The tiny helicopter, piloted by Lt.-Cdr. John 'JJ' White, hurred the mountainside for around 15 minutes before spotting the flimsy dome-shaped tent on a jagged ledge.

He dropped flares and directed from the Sea King rescue helicopters from the Olna. A doctor was winched down to give Lt.-Cdr. Waghorn immediate treatment, then the officer was lifted up and away and flown to the Olna's sick bay. With him went 22-year-old Army

Lance-Corporal Kerry Gill, who had gamely volunteered to stay behind with his expedition leader while two other members of the party went off to raise the alarm. The Marines who had set off on the rescue by land were also picked up by helicopter.

Lt.-Cdr. Waghorn is single and has a home in Viscount Drive, Weymouth, Dorset.

His sister, Mrs. Judith Hobson, from York, said: 'I feel relief, just absolute relief for everyone concerned. All the family and many friends have been sitting around for days just waiting for news.'

Trained

'He is apparently not suffering from shock, which is very important. Obviously the lad who stayed with him has done a great job.'

Before the rescue, Lance-Corporal Gill's father, Mr. Clifford Gill, said from his home at Marlow, Buckinghamshire: 'Kerry is the sort of lad who can cope with a situation like this. He's been trained to survive in all sorts of conditions.'



Rescued: Explorer and canoeist Lt.-Cdr. Clive Waghorn

Red tape

blunder

over

dead hero

A CLERICAL error has brought grief flooding back to the mother of a Falklands hero.

The DHSS sent a letter threatening court action unless 19-year-old Fred Slough paid £38.40 National Insurance arrears.

The paratrooper was killed in the recapture of Port Stanley nearly three years ago.

His mother, Mrs. Margaret Slough, of Baskerville Road, Sonning Common, Berkshire, said yesterday: 'It brought back all the awful memories.'

Leighton Jones, deputy manager of Reading Social Services apologised yesterday.

Daily Telegraph 9/3/85

GCHQ FALKLANDS SECRETS INQUIRY

By Our Political Staff

Mr Rifkind, Minister of State at the Foreign Office, revealed yesterday that there had been one alleged breach of the Official Secrets Act arising from the Falklands conflict at General Communication Headquarters, Cheltenham.

He told Mr George Foulkes, Labour M.P. for Carrick, Cumnock and Doon Valley, that the case had required further investigation but added in a Commons written reply: "It would not be right to give any further information."

Injured Antarctic explorer airlifted to safety

By Geoff Andrews

LT-COMMANDER Clive Waghorn, the injured Navy explorer trapped for nearly a week near the wind-swept peak of an Antarctic island, was rescued last night.

After days of snow, 60 mph gales and dense low cloud which blotted out any chance of an airborne rescue a sudden break in cloud cover on the 3,800ft Cushing Peak in the centre of Brabant Island allowed HMS Endurance's lightweight Wasp helicopter to make a dash to the spot, four miles inland, where the explorers' bright orange tent was spotted on Wednesday.

Lt Com Waghorn, aged 36, broke his leg when he fell into a crevasse on Monday.

The Wasp's pilot, Commander John White, located the tent within 10 minutes and dropped smoke flares to guide in two Sea King rescue helicopters from the Royal Fleet Auxiliary vessel HMS Olna.

Three Royal Marines from Endurance and a doctor were dropped at the site and reported that Lieutenant-Commander Waghorn was "alive, as well as could be expected, and alert" and that his companion, Lance Corporal Kerry Gill, who volunteered to stay behind and look after the injured leader, was unharmed.

The other helicopter made its way to intercept 17 commandos who had spent the day trudging up the glaciers from Astrolabe Point, 2,500 feet below, where they had been dropped at first light in an alternative rescue attempt to get to Lieutenant-Commander Waghorn as the chances of a helicopter rescue appeared to diminish and concern grew for his survival.

Lieutenant-Commander Waghorn was given painkillers and strapped to a stretcher before being winched into the first Sea King.

Although the official line throughout had been that there was little danger to either man and that they had plenty of stores, it was becoming increasingly obvious



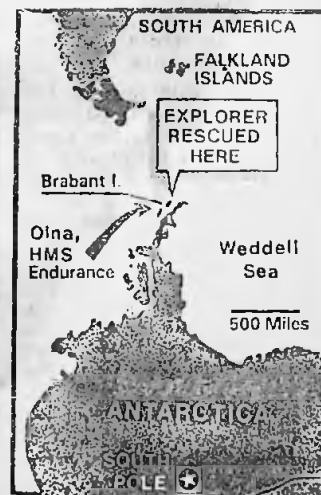
yesterday that without a degree of luck the chances of rescuing Lieutenant-Commander Waghorn were getting slimmer by the day.

The first rescue team that was set down on the island by helicopter yesterday morning had an extremely arduous climb ahead of them in appalling conditions with fresh snow, whipped by winds of up to 60 mph, blotting out the crevasses that were the original cause of the accident.

Getting a seriously injured casualty down such a perilous mountain would have been extremely risky.

Two members of the marine team were originally in the joint services expedition group that Lieutenant-Commander Waghorn had been leading. They had hurried back to the expedition base camp at Menchikoff Point, about 10 miles to the north, to raise the alarm.

Lt Commander Clive Waghorn, the explorer who was rescued yesterday by a team after breaking a leg while on a four-man expedition on Brabant Island.



GLACIER BRITONS RESCUED

Five-day ordeal in Antarctic

By GUY RAIS and BRIAN SILK

HOVERING 30-feet above a crevasse-riven Antarctic glacier, a helicopter yesterday plucked to safety Lt-Cdr Clive Waghorn, the injured British explorer who had been trapped on a blizzard-swept mountainside on Brabant Island.

Taking advantage of a "miraculous" 40-minute break in the weather, a rescue team had flown in three helicopters to aid 36-year-old Lt-Cdr Waghorn, who had spent five days in a tent after breaking his right thigh when he fell into a crevasse.

He was winched to safety as fog and cloud began to close in again and then flown to the 25,000-ton Royal Fleet Auxiliary Service tanker Olva which had battled through heavy seas from Port Stanley in the Falklands to Brabant Island.

The rescuers also lifted off 22-year-old Lance-Cpl Kerry Gill, who had volunteered to stay behind and care for Lt-Cdr Waghorn.



Lt-Cdr Clive Waghorn

while other members of their joint-services exploration party went for help. Lt-Cdr Waghorn is expected to make a full recovery.

For days the weather on the island had been so severe — with blinding snow and 60 m.p.h. gusts of wind — that attempts to fly the men out had been beaten back.

Attempts were made yesterday to land a squad of Royal Marines from the 3,600-ton ice patrol ship *Endurance* to begin a trek to the tent.

Then the clouds over the mountain broke and a Wasp helicopter piloted by Lt-Cdr John White took off from the patrol ship.

Lieut Chris Pardoe said from the *Endurance* by radio last night: "The cloud break was miraculous. Lt-Cdr White hugged the mountainside and found the tent after 10 to 15 minutes. He dropped flares and hovered above the area as two Sea King helicopters flew from the Olva.

Lt-Cdr White directed the Sea King helicopters to the spot. The first carried three marines from the *Endurance*

Map—Back Page

and a doctor with medical equipment.

Lieut. Pardoe paid tribute to the helicopter pilots who battled with fog, low cloud and rough seas.

"The flying conditions were marginal and the skills of the pilots were tested to the limit," he said.

"The helicopters were almost ditched into the sea as they took off because the ships were rolling 20 degrees. Under normal circumstances, they would not have taken off."

After several attempts to land marines on the island had weather forced them to return to the *Endurance*.

"The break in the cloud meant that our Wasp helicopter could fly to the site and locate the position of the tent, which was marked with flares."

"Three Royal Marines and Dr Stuart Martin, of the expedition, were winched down from a Sea King on to the site, which was inaccessible."

The area was no bigger than



Lance Cpl Kerry Gill

a living room, with deep crevasses on either side.

"It was impossible to land a helicopter there. The weather was closing in all the time, but the injured man and the doctor were winched up and taken to RFA Olva.

"A second Sea King later picked up the three marines and Lance Cpl Gill."

Visibility was down to just 15 yards as the helicopters returned to their ships.

"We are all surprised and

Continued on Back P. 4

Daily Telegraph 9/3/85

Continued from P1

By GUY RAIS

Glacier Britons saved

relieved at the condition of Lt Cdr Waghorn.

He had been injured when a block of ice fell on him as his comrades were pulling him from the crevasse into which he had fallen.

Lt Cdr Waghorn was lifted into the Sea King on a special stretcher pack and then flown to the Olva with Lance Cpl Gill in the other Sea King.

On board the Olva, Lt-Cdr Waghorn was given pain killers and soon fell into a deep sleep in the ship's medical quarters.

As he slept, Lance-Cpl Gill spoke on the radio to the *Endurance* and described the five lonely cold days in the tent.

He said that it was very cramped and "squalid" in the tent, and he was unable to walk more than a few paces outside because of the dangerous crevasses all around.

Lt-Cdr Waghorn was in great pain, but his spirits remained high. The two men played scrabble to pass the time.

He told Lieut. Pardoe, the meteorologist officer in the *Endurance*: "The weather was atrocious. But we did not give up hope. We had heard the aircraft and we knew people were coming for us."

Lt Cdr Waghorn's sister, Mrs Judith Hobson, said at her home in Brixton, London: "Thank God he is safe. This is a wonderful relief."

"We cannot imagine what it must have been like for him, lying in that tent all week. But I hope he is now."

Mrs Hobson added: "He is apparently not suffering from shock which is very important. Obviously the lad who stayed with him has done a great job. "If his leg mends properly he will be up and about very quickly and I am sure we will be waving goodbye to him again as he goes off to another country."

Lance Cpl Gill's father said tonight he always knew his son would cope with the crisis. "We were concerned about him but we had every confidence in his ability. He is a lad and can take care of himself," said Mr Clifford Gill at his home in Marlow, Bucks.

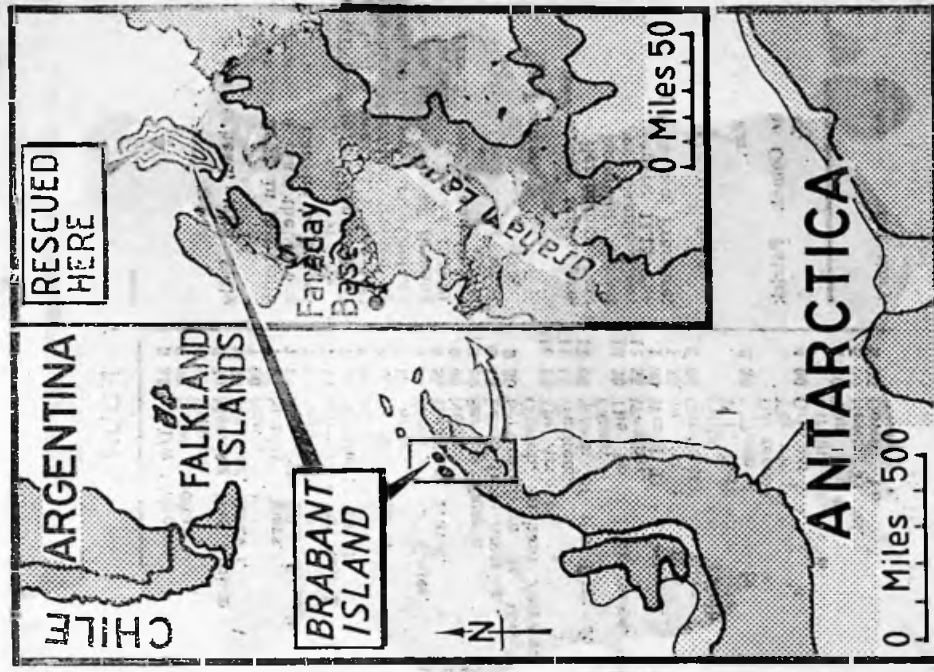
"The Ministry of Defence have told me that he is being checked over, but he will be fit because he is trained to live out in bad conditions."

Mr. Gill, a director with Winney Homes, said he was not surprised that his son stayed behind with the injured man while help was sought.

"We would not have expected him to do anything less. He had wanted to be in the Army since he was 11 when he used to regularly go off camping on his own."

Lance Cpl Gill's mother, Diane, is in Austria on a skiing holiday but was planning to telephone home last night to hear the latest news.

The services expedition has been on Brabant Island since January last year for adventure training and scientific work for the British Antarctic Survey.



Guardian 9/3/85

General reshuffle

From Jeremy Morgan
in Buenos Aires.

President Raul Alfonsín yesterday appointed the air force commander as head of the joint chiefs of staff, filling the most important vacancy left by the second upheaval in the armed forces since Argentina returned to democracy 15 months ago.

The choice of Brigadier Teodoro Waldner was unprecedented, as the army has traditionally held the top military post. He replaces General Julio Fernandez Torres, whose departure on Monday plunged the Government into a crisis.

The crisis centred on the army, the largest and most politicised of the three services, but also involved the navy and the air force. Seven other army generals, including its commander, have been replaced.

Guardian 9/3/85

DIARY

THE MINISTRY of Defence is planning to charge one of the world's highest air fares to people who want to travel out to the Falklands for the opening of the Prime Minister's new airport there in May. The return price for a seat on an RAF Tri-Star is to be £2,250 the same as on the elaborate Hercules air-bridge, complete with re-fuelling, which will soon be superseded by wide-bodied jets which the new runway will be able to handle.

But an MoD spokesman said last night that this was a coincidence — the Tri-Star fare was set by taking the cost of a civilian flight to Port Stanley before the Argentine invasion and up-rating it for inflation. "It's not based on what the flights will cost us," said the spokesman; but he couldn't say what it will cost them.

Just for comparison: a return business class fare to somewhere like Tokyo or Singapore costs about £1,100. There was some talk last night that the matter might be reviewed and that journalists and others might get a reduction or a free flight on the grounds that the grand opening is a matter of public interest.

Times 9/3/85

Air Force captures top post

Shake-up in Argentine military

From Douglas Tweedale, Buenos Aires

President Raúl Alfonsín has appointed an Air Force brigadier to Argentina's top military post, in what was billed as the last change in a sweeping reorganization of the country's military leadership.

Brigadier Teodoro Waldner, Chief of Staff of the Air Force, was promoted yesterday to head the joint Chiefs of Staff, replacing Army General Julio Fernández Torres, who was dismissed last Monday. It will be the first time an Air Force officer has held Argentina's top military job traditionally reserved for the Army or Navy.

The appointment comes after a week of changes in all three of the armed forces and government sources said it marked the completion of a planned reorganization of the military High Command.

Since Monday the Govern-

ment has replaced the head of the Joint Chiefs of Staff, the Chiefs of Staff of the Army and Air Force and forced seven Army generals, four top Navy admirals and two Air Force brigadiers into early retirement.

But newspapers here have called the changes a "military crisis," saying President Alfonsín successfully overcame a military challenge to his authority by making them.

The truth appears to lie somewhere in between. According to reliable sources, the Government indeed had planned a shake-up of the military command, but a series of last-minute incidents made the plan go awry.

Some reports said a decision by a military court on Monday to free Navy Lieutenant Alfredo Astiz was a direct challenge to Señor Alfonsín's power and

forced him to assert his authority by shaking up the military leadership. Lieutenant Astiz was accused of having committed a number of human rights crimes under the previous military government, and his acquittal by the Military Supreme Council leaves President Alfonsín open to the charge that he is not being forceful enough in the prosecution of suspected human rights violators.

But, whatever the reasons for the military changes that began on Monday, it seems clear that they did not work out according to the plans of Señor Raúl Borras, the Defence Minister.

Defence ministry sources said Señor Borras meant to get rid of several senior officers who were not co-operating with the Government and replace them with "trustworthy" leaders.

But Señor Borras's carefully planned reorganization went awry when General Ricardo Pianta, the Army Chief of Staff who was considered an ally of President Alfonsín, refused to be promoted to the Joint Chiefs of Staff. General Pianta was reportedly a key figure in the Government's plans, because his promotion would have allowed Señor Borras to appoint another trustworthy officer, General Héctor Ríos, to the crucial post of Army Chief of Staff.

Once General Pianta declined his promotion and requested early retirement, the Government was faced with the choice of either giving a trustworthy man at the head of the Army, or finding a top-level officer from another service, such as Brigadier Waldner.

Financial Times 9/3/85

Alfonsin completes military reshuffle

BY JIMMY BURNS IN BUENOS AIRES

A MAJOR reshuffle of the Argentine military high command has raised the prospect of fresh political confrontation between the Government of President Raul Alfonsin and sectors of the armed forces.

The reshuffle has been completed with the announcement that an air force officer, Brig Teodoro Waldner, will head the Joint Chiefs of Staff. This is the first time that the key post—subordinate only to the civilian Minister of Defence—has gone to the air force. This radically alters the traditional balance of power between the three services, which was until now weighted in favour of the army.

According to military sources the appointment is expected to aggravate inter-service rivalries that have deepened as a result of the Falklands war, and the

drastic defence cuts imposed by the civilian administration.

The reshuffle has been prompted by the Government's need to find loyal officers capable of ensuring discipline in the run up to the trial of the former military junta leaders next month. This week six generals have been retired: four rear-admirals and two air force brigadiers, bringing to over 60 the number of high ranking officers sacked in 15 months by President Alfonsin.

The Government began the moves on Monday by announcing that the army commander, Gen Ricardo Pianta, had replaced Gen Julio Fernandez Torres as head of the Joint Chiefs of Staff. But such was the opposition of most of the country's generals to the appointment that Gen Pianta was obliged to resign.

Another reminder this week of military disaffection was the decision by Argentina's highest military tribunal, the Supreme Council of the Armed Forces, to exonerate Captain Alfredo Astiz—one of the most publicised names in the "dirty war"—from any blame in connection with human rights violations. This was a sharp blow to Sr Alfonsin's original hope that the military should try their own, thus avoiding a major civilian witch hunt.

Captain Astiz has been accused by human rights groups of responsibility in the kidnapping and alleged murder of an Argentine family, a Swedish student and two French nuns following the 1976 coup. However, the navy high command was yesterday reported to have returned Capt Astiz to active duty on the aircraft carrier Veinticinco de Mayo.

Problem for Alfonsín as Astiz goes free

By TONY ALLEN-MILLS in New York

THE Argentine Government is under heavy fire for its handling of the case of Lt Alfredo Astiz, the navy officer accused of murdering two French nuns and a Swedish teen-aged during the "dirty war" of the dictatorship years.

A military tribunal's decision last week to free him, despite overwhelming evidence implicating him in the murders, is seen in Buenos Aires as a worrying indication of President Alfonsín's civilian regime's inability to impose its authority on the military.

Lt Astiz, who during the Falklands war was captured by British troops on South Georgia, returned early this week to his home at the main Argentine naval base of Puerto Belgrano, 400 miles south of the capital.

The decision to release him was taken by the highest military legal authority, the Supreme Council of the Armed Forces. It caused uproar among human rights groups and civilian opposition circles.

Then Senor Hector

Juanarena, Secretary of Defence, indicated on television that the government would ensure that Astiz was tried for the 1978 murder of the nuns and for the death of Dagmar Wagellin, a 16-year-old Swedish girl.

Witnesses have testified that Astiz led a military raid on a house where the Swedish girl was staying. When she panicked and tried to run away, Astiz is said to have shot her in the back.

Back and forth

For more than a year the case has been batted back and forth between civilian and military courts and observers believe the government has been reluctant to intervene for fear of antagonising the military.

The question now is whether the government is strong enough to risk further provocation by ordering Astiz to face a new civilian trial.

If it fails to do so, one source said yesterday, "it will be seen as a clear failure of government policy to bring the 'dirty war' torturers and murderers to justice."

ARSON SCARE AT FALKLANDS NEW AIRPORT

By Our Port Stanley
Correspondent

A series of fires at the airport site at Mount Pleasant, on East Falklands, which could disrupt the final stages of the £250 million project, is being treated as arson by police.

A forensic expert of the Special Investigation branch has been called in to assist Falklands police after three identical fires caused serious damage in ablution blocks at the airport, which is expected to be operational in May.

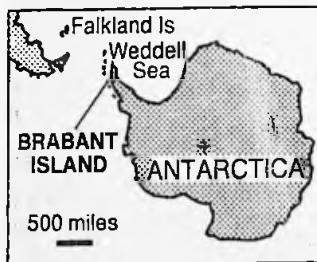
Officials have dismissed suggestions that members of the IRA have infiltrated the 2,000 workforce and are intent on causing serious disruption with the opening date so close.

Rescue bid for Britons on bleak isle

By Kenneth Gosling

An international operation was mounted yesterday to rescue two members of a British services expedition trapped with only a tent for shelter on Brabant Island, one of the bleakest areas of Antarctica.

Britain, Chile and the United States are involved in an attempt to airlift off a 2,500-ft ridge the leader of the expedition, Lieutenant-Commander Clive Waghorn, who broke his leg after falling into a crevasse and Lance-Corporal Kerry Gill, who remained with him while the two other members of the party returned to their base camp to raise the alarm.



The accident happened at the weekend. Lieutenant-Commander Waghorn, leading 15 men in the third and final phase of a 15-month expedition, took three of them on a sledging journey along an established route. But one day out from camp, while descending an isolated ridge, he fell into the crevasse.

An expedition spokesman said: "They were all roped up, so the others were able to haul him to safety and they made camp. Two of them set off back to base.

Within hours of their return, Faraday base, the nearest British Antarctic Survey post, had been alerted. It is attempting to fly in a Twin Otter aircraft and land on a glacier.

Chile offered to fly a helicopter from the north and the Americans offered to refuel it at Palmer station, about 80 miles from Brabant Island.

At the same time, HMS Endurance, the ice-patrol ship, set sail from the Falklands.

Brabant Island, about the size of the Isle of Man, is just outside the Antarctic Circle. The expedition spokesman called it "an extremely hostile place, entirely covered by ice and heavily crevassed".



Clive Waghorn: Broke leg in crevasse fall.

Daily Mail
8.3.85

**Agonising
wait for
Polar Briton**

VICIOUS Antarctic gales prevented rescuers from flying injured Briton Clive Waghorn to safety yesterday.

Lieut-Comdr Waghorn, who broke his leg when he fell into a crevasse on desolate Brabant Island, faced an agonising wait huddled in a tiny tent with fellow explorer Lance-Corporal Terry Gill.

They were part of a joint services team on the island. The survey ship Endurance sailed 700 miles from the Falklands to help in the rescue, and was standing by last night three miles off shore, waiting for the weather to improve for a helicopter airlift.

Antarctic race to rescue Briton trapped on island

Daily Telegraph
7.3.85

By GUY RAIS

THE Royal Navy's ice patrol ship *Endurance* was sailing last night to pick up the injured leader of a joint Services' expedition in the remote Antarctic island of Brabant.

Lt-Cdr Clive Waghorn, 36, broke a leg when he fell into a crevasse while 2,500ft up a snow-capped mountain last weekend in the island.

News of his plight reached the Ministry of Defence only yesterday.

There is now a race against time and the potentially vicious weather—temperatures can fall as low as minus 40C—to bring him down to shelter.

After Cdr Waghorn's accident his colleagues pulled him free of the crevasse and one stayed with him on the mountain in a tent while two others descended to the expedition's base camp.

Base camp then contacted the British Antarctic Survey station at Faraday on the Antarctic mainland, which in turn contacted the Falklands and *Endurance*.

It appears likely that *Endurance's* Wasp helicopter will be used to bring Cdr Waghorn down from the mountain.

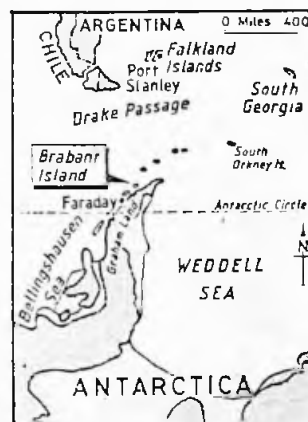
The ship, which also carries a detachment of Royal Marines, is due to reach a point 60 miles north of Brabant Island this afternoon, enabling the helicopter to be launched.

Endurance herself suffered a blow on Tuesday when one of her two helicopters had an engine malfunction and ditched in Port Stanley harbour. The crew escaped uninjured.

The joint Services' expedition has been in Brabant, the largest unexplored Antarctic island, since January last year, and in addition to adventure training is undertaking scientific work for the British Antarctic Survey.



Lt Cdr Clive Waghorn —
Antarctic accident.



Lightweight tent

The man who stayed with Cdr Waghorn on the mountain-side is Lt Cpl Kerry Gill, a member of the Royal Signals and trained in first aid. He is 22, and comes from Marlow, Bucks.

But the two men have only a lightweight travelling tent.

Before he joined the expedition last year, Cdr Waghorn was a training officer at Britannia Naval College, Dartmouth.

A former colleague there said of him: "He was extremely fit and if anyone could survive that kind of experience it would be him."

"He is a great canoeist and a bit of an extrovert, and this sort of expedition is just the sort of thing he enjoys doing."

Argentina to resume IMF talks

By Jimmy Burns in Buenos Aires

SR JUAN SOURROUILLE, the new Argentine Economy Minister, is hoping to resume his country's negotiations at the end of this week with the International Monetary Fund. The talks were interrupted by the abrupt switch in the country's economic team last month.

In his first interview with a British publication since taking office, Sr Sourrouille told the FT on Tuesday that he expected an IMF team to visit Buenos Aires "by the weekend, if not before," apparently to help pave the way for an early completion of a \$20bn (£19bn) commercial bank rescheduling package.

"We have to talk with the Fund because the ministerial changes mean we have to look closely at the way various variables (in the IMF agreement) have been measured, and what exactly are our commitments," Sr Sourrouille said.

The Minister would not be drawn on whether this meant that Argentina would press for a renegotiation of the IMF agreement as suggested pri-

vately by some of his close aides. However, Sr Sourrouille said he considered Argentina had complied with the targets set for the first quarter of the agreement with the fund (September - December). He thus expected the IMF to disburse the second tranche of the standby facility of about \$280m. Some bankers had suggested that Argentina might ask for a waiver.

It is understood that Argentina wants to focus the talks on the second quarter of the agreement during which fiscal and monetary targets have been overshot as a result of a much higher than anticipated inflation rate. Sr Sourrouille did not rule out the possibility that a request for a "grace period," during which Argentina could be given more time by its creditors to put its house in order, would be raised.

The targets have been set in nominal terms and have thus not been indexed to possible surges over and above the inflation rate forecast in the agreement. Argentina's annual inflation rate touched a record 803.9 per cent in February, making it virtually impossible that the country will meet a 300 per cent target by this September as agreed with the IMF.

Nevertheless Sr Sourrouille appeared to steer away from any suggestion that Argentina was heading towards a fresh confrontation on debt. He said the pace of the incoming subscriptions to Argentina's new \$4.2bn commercial loan had quickened over the last week in spite of the initial apprehension felt by the banks with the sudden ministerial changes.

Subscriptions totalled over \$4.1bn and "were going up," although the minister recognised any final agreement with the banks was conditional on Argentina sticking to the IMF stabilisation programme.

Sr Sourrouille reiterated the phrase a "positive adjustment of the economy" to describe the strategy of improving the country's debt service ratio through an export-led recovery. He ruled out however any "shock treatment," involving substantial wage cuts or maxi-devaluations.



Sourrouille: cautious.

Falklands worker lost overboard

TERRY Martin, a worker on the Falklands airport project, has been lost overboard from a ship used to transfer staff between South Africa and the Falklands.

Mr Martin, who was employed by Vic Hallam, a subcontractor to the airport joint venture contractor Laing/Mowlem/ARC disappeared from the MV England, a former liner, about a day's sailing out from Cape Town. A search failed to find him.

An investigation into his disappearance is to be carried out by the Falkland Island's attorney general.

Polar Briton trapped in a frozen hell

A BRITON lay in agony last night trapped in a raging blizzard in one of the most desolate places in the world.

Naval officer Clive Waghorn broke his leg in a fall down a crevasse on

By HARVEY ELLIOTT

Brabant Island on the edge of the Antarctic Circle.

Now he lies helpless in a small lightweight tent in temperatures of 40 below.

His best hope of rescue appears to be the survey ship HMS Endurance, which is sailing in heavy seas 700 miles from the Falklands so that her helicopter can lift him off.

Two rescue missions have already failed to reach Lieutenant-Commander Waghorn and the man who volunteered

to slay with him, Army lance-corporal Terry Gill.

A twin-engined Otter aircraft from the British Antarctic Survey base at Faraday Island flew 100 miles to try to land near the tent. But the blizzard was so bad the crew could not locate it.

Chilean scientists in the

South Shetland Islands volunteered to attempt a lift-off but their helicopter hadn't sufficient range. The accident happened when 36-year-old Commander Waghorn and Lance-Corporal Gill were crossing Brabant, injured officer: Clive Waghorn

Turn to Page 2, Col. 2



Fight for trapped Britons

Continued from Page One

uncharted and rarely visited, as part of a four-man joint Services exploration team.

Commander Waghorn, a bearded six-footer reckoned to be the Navy's finest canoeist, snapped his leg four inches below the knee when he plunged into the crevasse in a white-out.

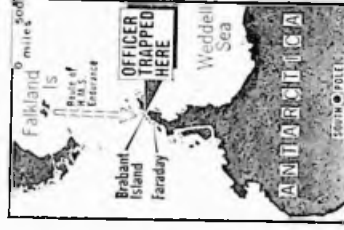
The four carried no radios so two—Lieutenant Richard Clements of the Royal Anglian Regiment and Navy photographer Tim Hall—trekked back to the camp

they had left three days earlier to raise the alarm.

Meanwhile Lance-Corporal Gill of the Royal Corps of Signals, who is trained in First Aid, cooks and keeps Commander Waghorn warm with a primus stove.

Waghorn was until last year a training officer at the Britannia Naval College at Dartmouth, Devon. Terry Gill comes from Marlowe, Buckinghamshire.

Endurance is expected to be within helicopter reach by tonight.



Jail for two in Argentine Rolls theft

TWO former Rolls-Royce workers were jailed yesterday for stealing engine parts worth £2 million.

Some of the components were intended for illegal export to help re-equip the Argentine navy within months of the Falklands War ending.

Warwick Crown Court was told that the men sold the stolen equipment to dealers who then sent it to Argentina when Rolls-Royce was forbidden to trade with the junta.

Two other men charged committed suicide last year rather than face trial.



'Another batch of letters from Argentina supporting you on not announcing an end to hostilities.'

GCHQ quiz

Labour MP George Foulkes plans to quiz the Attorney-General, Sir Michael Havers, in the Commons tomorrow on my story that a GCHQ employee had been reported during the Falklands war for announcing in a Cheltenham pub that the San Carlos landings were imminent. No prosecution was brought. In written questions, Foulkes will ask Sir Michael for a list of occasions in the past three years when alleged contraventions of the Official Secrets Act were referred to him or the Director of Public Prosecutions and whether they had considered the prosecution of staff at GCHQ or Navy HQ at Northwood. Says Foulkes: "If the allegations in the *Times* Diary are true - and I understand from other sources they may well be - they cast serious doubts about the freedom from political control of the Attorney-General. I understand the decision on prosecution may have even reached him."

PHS

LOW CRIME RATE IN FALKLANDS

By Our Political Staff

Crime in the Falklands has remained low despite the presence of more than 2,000 "un-accompanied" construction workers building the new airfield. Mr Timothy Renton, Foreign Office Under-Secretary, said yesterday.

Mr Renton said in a written Commons answer to Mr Tam Dalyell, Labour MP for Linlithgow, that in the past year there had been 14 convictions for violence and four for drugs offences. There had been no prosecutions for illegal immigration.

iel.

The Times 5/3/85

Alfonsin places trusted ally at head of Army

From Douglas Tweedale
Buenos Aires

President Raul Alfonsin has replaced the head of the Military Joint Chiefs of Staff and appointed a trusted military ally as head of the Army. A Defence Ministry spokesman said the changes had been planned since late last year.

General Manuel Fernandez Torres resigned yesterday and was replaced by the former Army Chief of Staff, General Ricardo Pianta.

According to press reports, General Fernandez Torres was not on the best of terms with President Alfonsin's radical party administration.

The Times 6/3/85

About turn

Buenos Aires - General Ricardo Pianta, former Army Chief of Staff, chosen by President Alfonsin to replace the sacked head of the Joint Chiefs of Staff, has turned down the job and asked for early retirement, according to Defence Ministry sources.

THE FALKLANDS

Community diplomacy at work

CAROL COSGROVE TWITCHETT outlines the Community's actions when faced with the first military threat involving an EEC member state

The Falkland Islands crisis was the first occasion when the European Community exerted diplomatic and economic muscle to aid a member state involved in military conflict. The aid did not extend to the military field. The Community has little prospect of having a military role in the Falkland Islands or any other conflict situation. It functions as a *civilian power*; without a military dimension, but exercising international influence through diplomatic, economic and legal means.

Eberhard Rhein outlined fully the details of the Community's initial response to Argentina's invasion of the Falkland Islands in the last issue of EUROPE 82. That response was characterised by relative speed and clarity of action, features not normally associated with

Community affairs. Community actions are usually preceded by long-drawn-out negotiations and are compromises based on the Ten's competing interests; as such they are often founded on the lowest common denominator of agreement. The original one-month embargo on Argentine imports, combined with the earlier suspension of arms shipments, was the most dramatic Community action to date against any country.

This Community endeavour was based on two articles of the Rome Treaty: Article 113 of the Commercial Policy section which relates to concluding trade agreements with third countries and Article 224 which permits collective action if the common market's functioning is affected by measures taken by a member state 'in the event of war or serious international tension constituting a threat of

war, or in order to carry out obligations it has accepted for the purpose of maintaining peace and international security'.

The crisis demonstrated the worth of the Ten's political cooperation machinery. Under the auspices of the Committee of Permanent Representatives (COREPER), the Ambassadors of the Ten to the Community were in regular consultation. Crucial consultations were undertaken between the Commission and COREPER. Information flowed between the Foreign Ministries and meetings at all levels from Foreign Minister downwards.

Of particular importance was communication between the Political Directors responsible for Community affairs in the Foreign Ministries. The *Correspondent* level was crucial: the Correspondents are senior officials responsible to the Political Directors, who operate the political cooperation machinery at the day-to-day level and are linked by the COREU direct telex. UKREP, the British mission to the Community, was in touch with its equivalents directly and indirectly through the Correspondents in the capitals of the Ten. Although only occasional, of the greatest importance were the ministerial meetings between the Ten such as that at Villers-le-Temple, Belgium.

'The crisis demonstrated the worth of the Ten's political cooperation machinery'



'France has good reasons for backing the United Kingdom...'

	(US\$m)
Federal Republic of Germany	1253
Italy	635
France	432
United Kingdom	402
Netherlands	183
Belgium/Luxembourg	125
Denmark	40
Ireland	11
Greece	1
Community Total	3083

	(US\$m)
Federal Republic of Germany	709
Italy	498
Netherlands	483
France	296
United Kingdom	266
Belgium/Luxembourg	155
Denmark	138
Greece	52
Ireland	5
Community Total	2552

The relatively quick and generally supportive Community response to the British predicament contrasted dramatically with the early American attitude as personified by President Reagan's remark that the United States was a friend of both Argentina and the United Kingdom (the United States, of course, later became very supportive of the British position). The Community response also differed sharply from its earlier hesitant and piecemeal reactions regarding Iran's seizure of the American hostages and the imposition of martial law in Poland. The response, moreover, underlined the diplomatic advantages of Community membership; an important aspect considering the United Kingdom's strained relations with her partners over the Community budget and farm prices.

The original negotiations among the EEC ambassadors lasted several days and revealed some misgivings over the proposed import ban. There were fears of a possible trade war between the Community and Latin America and some reluctance to undermine trade relations with Argentina. The accompanying tables set out the latest trade figures.

The West Germans, despite being the most important trading partner (40.6 per cent of Community exports and 27.8 per cent of imports), supported the initial embargo on Argentine imports in the interests of Community solidarity. The total ban on arms exports also hit the Federal Republic, which had several warships under construction for the Argentine navy.

For Bonn, Community unity was more important than economic self-interest—a view no doubt reinforced by the calculation that the precedent would be helpful should another Berlin crisis develop. The Greek attitude was influenced by a similar calculation regarding a possible renewal of the Cyprus conflict. Notwithstanding differences over Community finance and agriculture, France also had good reasons for backing the United Kingdom, as

her own former colonial empire is scattered around the globe and she probably could not mobilise a naval task force as readily as the British did.

Support for the United Kingdom was not without qualifications. The reservations were such that there was no question of withdrawing Community ambassadors from Buenos Aires. The suspension of export credits to Argentina was also left to individual national governments (a majority, in fact, expressed their willingness to suspend them). Italy and Ireland had doubts over the import embargo, and subsequently modified their positions. Italy is Argentina's second largest trading partner (20.6 per cent of Community exports and 19.6 per cent of imports). In particular, the important Italian footwear industry uses considerable quantities of Argentine leather. Other factors behind Italian hesitancy were cultural ties and the large Italian population in Argentina.

'The Falklands crisis demonstrated the worth of the Ten's political cooperation machinery'

Ireland is Argentina's least important trading partner among the Ten (0.36 per cent of Community exports and 0.2 per cent of imports). However, the Irish have traditionally been reluctant to support the British, particularly in situations having colonial overtones. Dublin was especially wary of appearing to support London in a distant conflict over sovereignty where parallels with Ulster might conceivably be drawn. In external relations Ireland is often out of step with her Community partners. For instance, she is the member

with the lowest degree of Community voting alignment in the United Nations General Assembly, is a long established associate of the non-aligned states at the United Nations, and has never been a NATO member.

Despite the various reservations, the need to strengthen the United Kingdom's diplomatic leverage in seeking a peaceful settlement to the crisis won the day. Therefore, following the British sinking of the Argentine cruiser, the General Belgrano, it was perhaps not surprising that public Community support for the United Kingdom appeared to weaken. France, Italy and West Germany called for an immediate ceasefire, while Ireland initially sought an immediate meeting of the United Nations Security Council and the end of Community economic sanctions.

Only Italy and Ireland, however, have not implemented trade sanctions on a continuous basis. It is too early to predict either the final outcome of the Falkland Islands crisis generally, or future Community responses to British actions. However, two general points can be made. If the Community continues to give public backing to the British cause, then pro-Community sentiment in the United Kingdom is likely to increase. London might even begin to place Community interests above narrow economic self-interest.

But if Community support falters, then anti-Community feeling in the United Kingdom will probably grow.

□ Carol Cosgrove Twitchett is managing director of the Overseas Trade and Development Agency and a visiting fellow at the University of Reading. The importance of the European Community as a framework for diplomatic action is considered in depth in her book *Building Europe: Britain's Partners in the EEC* (with Ken Twitchett), Europa, 1981.

Step by step through a crisis that challenged the unity of the Ten

THE COMMUNITY AND THE FALKLANDS

2 APRIL Declaration of EEC foreign ministers condemning armed intervention in Falkland Islands by Argentina. They urgently appeal to the Government of Argentina to withdraw its forces and to comply with UN Security Council resolution 502 calling on it to withdraw its troops from the Islands and continue the search for a diplomatic solution.

6 APRIL Statement by Commission condemning the armed intervention of Argentina against a territory linked to the Community. The Commission expresses its solidarity with the UK and urges the Argentinian Government to implement Resolution 502 of the Security Council.

10 APRIL EEC foreign ministers announce a complete embargo on arms and military equipment destined for Argentina. They also announce that necessary measures will be undertaken to ban all EEC imports coming from Argentina, this in conformity with Article 224 or 113 of the Treaty of Rome. A decision as to when the embargo would take place would be taken after Easter.

16 APRIL EEC foreign ministers make a unanimous decision to suspend imports of all products originating in Argentina. The decision, which takes the form of a Regulation (Regulation 877/82), is effective from 16 April and valid until 17 May 1982. The Regulation does not apply in the following cases:

products accompanied by import documents issued before the date of its entry into force which mention Argentina as a country of origin;

products to be imported in execution of contracts concluded before that date;

products in course of shipment to the Community at that date.

A similar decision is taken making sure that the embargo comprises also products covered by ECSC Treaty and originating in Argentina.

20 APRIL Informal meeting of EEC foreign ministers in Brussels on Falklands crisis. The Ten agree on four conclusions: reaffirmation of their solidarity with the UK in the Falklands crisis;

confirmation of the Community's desire for full implementation of UN Security Council resolution 502 calling for withdrawal of the Argentine forces;

a declaration calling for a peaceful solution to the crisis;

strong support for US Secretary of State Alexander Haig's continuing efforts to encourage a settlement.

22 APRIL European Parliament approves by 203 votes to 28 a resolution condemning the Argentine invasion of the islands and backing the UN demand for the withdrawal of all Argentine forces. It praises the quick action taken by the ten EEC member states to impose an embargo on imports from Argentina and recommends the EEC Commission and the Council of Ministers to review the possibility of taking further measures.

12 MAY European Commission makes a formal proposal to EEC foreign ministers to extend by another month until 17 June the Community's ban on imports from Argentina if UN Security Council Resolution 502 is not respected by the Argentine Government.

European Parliament approves by 131 votes to 79 (11 abstentions) a resolution asking EEC governments to agree to maintain sanctions against Argentina if no peaceful solution to the conflict is reached by 16 May, when current sanctions expire.

17 MAY EEC foreign ministers agree to renew trade sanctions against Argentina for a week, i.e. till 24 May. Italy and Ireland decide to opt out of the embargo but promise that they will do nothing to undermine the agreement. Denmark argues that sanctions should be left to national governments and promises to pass legislation through its parliament to extend the ban.

24 MAY EEC foreign ministers decide to continue trade sanctions against Argentina indefinitely although Ireland and Italy decide to remain out of the arrangement. Denmark will operate the ban independently because of domestic opposition to maintaining it through a Community regulation.

12 JULY Acknowledgement by Argentinian Government of a *de facto* cease-fire.

11 July: home from the Falklands. The Canberra sails into Southampton to a rapturous welcome.



PRESS ASSOCIATION

MONDAY PAGE

EXTRACT FROM:

Life after the UN, by Jeane Kirkpatrick

The tough-talking woman who offended Britain during the Falklands war tells

Nicholas Ashford about her key role in promoting a more assertive US foreign policy

6 I never suggested we should condemn Britain's policy in the Falklands

Q: Why did you oppose United States support for Britain during the Falklands War?

A: I said at the time I believed both Britain and Argentina had a stake in the Falklands but that in many ways the United States had the largest stake of all. I ardently hoped for the successful mediation of that conflict before there was actual violence. That was not to be. Once the American attempt at mediation failed I believed our best policy was to remain neutral. Britain did not need our public support because under the NATO treaty she would get all the intelligence and equipment she needed. I believed that public United States support for Britain would help Britain but little and damage the United States substantially in our relations with Latin America. There are anti-Yankee sentiments that smoulder in Latin America, and Cuba and Nicaragua work very hard to ignite them.

The largest single component in this anti-Yankee sentiment is the charge that the US does not care enough about Latin America - that we only care about our European friends. I think the hostility towards us has largely disappeared. But there were many countries, including Venezuela, Colombia, Peru and Bolivia which said they were angrier with the US than with Britain. And the reason was because they felt we ought to care more about Latin America than we do.

Q: Did you feel betrayed when Britain, having received US support during the Falklands campaign, opposed your intervention in Grenada?

A: Yes. Britain, I should point out, not only failed to support our operation in Grenada, she condemned it. I never suggested we should condemn Britain's policy in the Falklands. My most extreme

position was that we should remain publicly neutral, which was a very different, much warmer position than that which Britain assume towards us. But I didn't feel bitter.



Reluctant ally: Jeane Kirkpatrick joins Britain in vetoing an Argentine ceasefire resolution at the UN in June, 1982

Argentina reaffirms debt pledge

BY JIMMY BURNS IN BUENOS AIRES

ARGENTINA again moved to reassure its creditors that the abrupt switch in its economic team will not undermine the country's determination to stick to its debt obligations.

In his first detailed policy statement since becoming Economy Minister, Sr Juan Sourrouille singled out a concerted effort to reduce the country's spiralling inflation rate as the lynch pin of the country's short-term economic programme.

"We shall go on honouring the agreement signed with the International Monetary Fund and the commercial banks, although we shall continue to seek a more global discussion

of the debt problem in co-operation with other Latin American member countries of the Cartagena group," Sr Sourrouille said in a nationwide broadcast on Thursday night.

Sr Sourrouille outlined the following main instruments for battling with the country's three digit inflation, restoring growth, and improving the debt service ratio.

① A greater control on government spending. There is to be no further transfer of Treasury funds this year to the country's leading state companies, as well as a sharp increase in transport and energy prices as a way of reducing further Government subsidies.

② Fiscal reform, and a clamp-down on tax evasion. The Government will soon present Parliament with new legislation increasing income and property taxation for higher wage earners

③ Financial reform. This will focus on a reduction in the number of bank branches and the re-orientation of domestic credit away from speculation and towards productive investment.

Interest rates have been increased by 2 per cent on the regulated financial market.

④ An export-led economic recovery. The main export boosts will come from agriculture and greater foreign investment in the development of the country's natural energy resources.

Daily Mail
4.3.85

Lost overboard

BACHELOR Terry Martin, 38, of Kirk Hallam, Derbyshire, who was jobless until offered joinery work on the new Falklands airport, was lost overboard ship on the way to the islands.

Why Britain should follow up Argentina's initiative

Sir,—The talks in Washington reported in the Guardian (February 27) between British and Argentine parliamentarians in USA clearly addressed the issue of the future of the Falklands in a forthright manner which has been lacking in our Government's own approach. The vast majority of politicians of all political persuasions recognise that we cannot sustain the Falkland islanders in their present "unreal" situation for ever and it is not in anyone's interests to do so.

World opinion acknowledges the weaknesses in our claims to sovereignty as confirmed by the Select Committee on Foreign Affairs. It is quite unacceptable when we were prepared to negotiate on sovereignty with a vicious military regime before the tragic war that we are not now prepared to do so with the democratic government of Raoul Alfonsín; surely the toppling of the military junta and establishment of democracy in Argentina was one of the real achievements of the war. Ultimately pressures at home and abroad will force us to compromise.

In August 1984 the Latin American Affairs Committee of the Liberal Party's Foreign Affairs Panel produced a detailed report for discussion purposes titled *The Falkland Islands — a secure and peaceful future*, in which we concluded that one of the possible solutions mentioned in the USA talks was the best path to take, namely agreement to discuss possible transfer of sovereignty to satisfy Argentine emotional and historical claims in return for the establishment of internal self-government for the islanders which is backed

with real enforceable international guarantees.

No solution will be capable of implementation until democracy in Argentina has proven to be durable and there is much to be done in the interim to normalise relations but if Britain proves magnanimous in victory and flexible in negotiation we will have done a great deal to ensure that democracy flourishes; that stability in the South Atlantic is achieved and that the islanders are free to enjoy a secure and peaceful future.

Yours faithfully,
Jack Speyer.
(Chairman, Liberal Party
Latin America Affairs
Committee).
London SW 1.

Sir,—I fear that there is perhaps more wishful thinking than fact behind your story (February 27) suggesting Argentina has altered its position on the Falkland Islands.

During the meeting in Maryland the Argentine delegates were careful to ensure that they preserved their government's position on "linkage." For any talks to proceed, even on the improvement of British and Argentine bilateral relations, the Argentines insisted there must be prior agreement in principle to discuss "all aspects" of the future of the Islands, i.e. sovereignty which they understand to be merely the transfer of the islands to Argentina.

The reference in the agreed document to the importance of the wishes of the islanders should not be read out of context—which specifically related to a transfer of sovereignty.

This is no more than Argentina has offered us in the past. They seem prepared to promise us anything to gain sovereignty over the islands. We believe that should we lose our British sovereignty we will have lost everything. We have no faith in the ability, or real desire, on the part of Argentina to abide by any guarantees or promises she might offer.—Yours faithfully,

Alastair Cameron.
Falkland Islands
Government
29 Tutton Street,
London SW 1.

12—THE STANDARD, FRIDAY, MARCH 1, 1984

Now let's be friends...

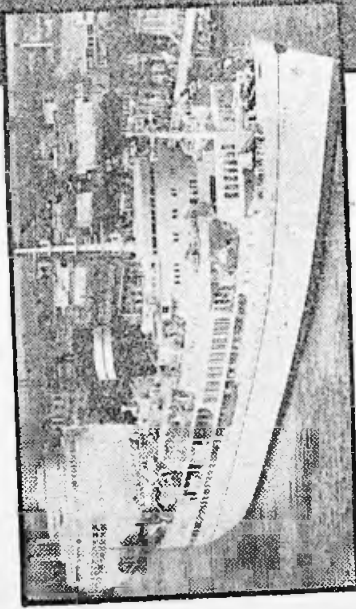
BUENOS AIRES, Friday. A GROUP of British and Argentine legislators has agreed that the state of relations between the two nations three years after their South Atlantic conflict is unacceptable, a report released today said. It said the tense situation

constitutes a potential source of conflict.

Roundtable discussions, held over a week ago at the University of Maryland in the U.S., ended in a confidential document submitted to the ambassadors of both nations in the United States recommending ways of restoring relations.

Daily Mail, Tuesday, April 30, 1985

Last sunset for the floating academy



Millions of
children will
say a sad
farewell to
the Uganda



The end of an educational institution. Headmaster Michael Reeves (above) and his famous school of the seas. Inset: The Uganda's heroic return as a hospital ship from the Falklands.



by AILEEN DOHERTY

cont..1

THERE was scarcely a dry eye on the quayside when she sailed in from her last sunset.

The cruise liner Uganda, a floating academy for millions of schoolchildren and, during the Falklands War, a hospital-ship home to Marines and Paras, has just arrived in Falmouth, bringing to an end a unique style of education.

None is sadder to see her go and none has quite so many memories of her, than Michael Reeves, 53-year-old former headmaster of this boarding-school-at-sea. For ten years, until her call up to the South Atlantic, the Uganda was his whole life.

'I got another job with SIS (the Independent Schools Information Service) but somehow a modern office block overlooking a yard near Victoria Station isn't quite the same as dawn over the Greek Islands,' says the Oxford Classics graduate with a further degree in Russian.

On Uganda, Reeves would spend the spring term in the Mediterranean, summer would be in the Baltic visiting Leningrad and Helsinki. And in a teaching career spanning nearly 30 years, he never encountered pupils quite so willing to learn as a fifth form discovering ancient

history among genuine Roman ruins or Bible studies classes re-living the Old Testament in the Holy Land.

'I once saw a group singing carols in Bethlehem. You could see the emotion running through them,' he recalls.

Like all who sailed on her, Reeves harbours a strong attachment to the P & O-owned liner. Yet he won't be going to see her in Falmouth. 'I'm told she's in a very bad way. I think I'd prefer to remember her the way she was,' he says.

Emotional

If this all began to sound a little sentimental for what is, after all, 17,000 tons of corroding metal, 35 years old, creaking at the joints and fast approaching the end of its natural life anyway, Reeves is defensive.

'That ship was one of the best things that ever happened in so many youngsters' lives. Children who'd never been abroad saw the world for the first time. You'd get kids who'd never been outside Birmingham. They probably thought Spaghettini Junction was one of the seven wonders of the world until they came face to face with the Egyptian pyramids.'

'We took backward children, handicapped youngsters and little kiddies who were dying with terminal illnesses.

'When those youngsters left there were always big emotional scenes. We'd sing Auld Lang Syne and then some of them would go off to their bunks for a good blubber.'

Uganda was built on the Clyde in 1950 for British India Steam Navigation (later merged with P & O) and was used on the run between Britain and East Africa. She was converted into a school-ship in the early Sixties.

The Uganda was the biggest mixed boarding school in the world, with bunks for 1,000 arranged in vast dormitories and 14 classrooms.

'Certainly there was a lot of fun on board,' recalls Reeves. 'Pillow fights, dormitory raids, all sorts of high spirits.'

'But the important thing was the very real contribution it made to education.'

'On some trips I'd be teaching them about the battle for Gallipoli and I could see interest beginning to wane. Then we'd dock and a midshipman who fought there would come aboard to take over the lesson. Suddenly history was personified. The fidgeting stopped and they'd be wide-eyed with emotion as they listened.'

On one trip a party of fourth formers performed a Greek tragedy in a real amphitheatre near Athens. 'That kind of experience awakened an interest in children who'd previously been disruptive and disinterested back in the classroom.'

Discipline could be a headache with 1,000 children away from parental control for the first time. Passion patrols laid on by ship's crew kept an eye on gymnasium sweethearts and there was always that good old naval remedy swabbing the decks.

Turbulence

'I never had to send a child home,' says Reeves. 'Surprisingly, kids away from their parents develop a sense of responsibility very quickly. I watched youngsters mature in front of my eyes.'

Delivering a lecture on Roman architecture was not always easy when the water got choppy and a whole class turned green with seasickness. But it was a small worry compared to some of the turbulence they encountered.

'We once sailed out of Gibraltar leaving behind 30 children. When it was discovered they had to come out by tug boat and climb aboard on rope ladders.'

Another time an Arab

businessman tried to acquire three attractive sixth form girls for his harem. There was the occasion they had to abandon ship when Uganda ran aground outside Alexandria.

'Once on our way out of Russia by road the military even ran mirrors along the underneath of the coach looking for escapees. It was frightening but a valuable social lesson to see how paranoid the Soviets are about preventing their own people getting out. The children have all seen spy films but here was a chance to separate Hollywood drama from reality.'

Reeves had hoped Uganda would resume educational cruises on return from the Falklands but converting the steel helicopter landing pad and repairing the ravages of the South Atlantic on her ageing hull will not be cost effective says P & O.

A Uganda Society has considered buying her for conversion into an hotel on the Thames for children to explore London. But she could be scrapped.

Reeves' own future is just as uncertain. 'I don't think I'll go back to teaching. Somehow I can't really see myself in a suburban comprehensive now.'

Thatcher is resolute on Falklands

By Our Political Editor

Three years after the Falklands crisis, the Prime Minister yesterday showed herself impervious to repeated suggestions from critics at home and abroad that there may come a time when rival claims to the sovereignty of the islands could be discussed with the Argentine government.

The subject was raised, in the course of a worldwide "phone-in" programme on BBC radio, by a caller from Iowa, who asked Mrs Margaret Thatcher if she would ever talk to Buenos Aires about resuming diplomatic relations and economic ties.

She replied that Britain was quite willing, and was disappointed at the failure of last year's talks in Switzerland.

When Sue Macgregor, who was guiding the questioning, asked if it was time for sovereignty to be discussed, Mrs Thatcher sounded surprised and answered: "Why? The Falklands is British sovereign territory."

"They are British people. They wish to stay British. Do you expect me to deny them that right? Do you expect Britain to give up that right? Certainly not. That is their right. We shall defend it."

Mrs Thatcher's spirit appeared almost equally aroused when Miss Macgregor recalled that she had been criticized for doing too much in her recent Asian tour. Did she not feel she had taken on too much?

"No, no, no. No, no, no. we got through every single engagement."

Mrs Thatcher was equally dismissive of the suggestion that, since she would be 60 this year, she might be tempted to put her feet up and think about a quieter life.

"No, no, no, not yet," she replied. "I think Winston (Churchill) became Prime Minister when he was 66... I want to go on a third time."

The Prime Minister also indicated that she would like to take advantage of the Soviet leader Mr Mikhail Gorbachev's visit to the United Nations in New York this autumn to meet him for a third time.

Argentine austerity shock

Alfonsín braves crowd's wrath

From Douglas Tweedale
Buenos Aires

President Raul Alfonsín is to meet his top Cabinet officers today to discuss the "wartime economy" measures he announced at a political rally on Friday night.

Señor Alfonsín stunned a crowd of 250,000 by revealing a harsh new austerity plan and telling them that "we cannot expect a better standard of living this year".

He had called the rally a week earlier, accusing unnamed civilian politicians of promoting a military coup.

The measures are expected to centre on a renewed effort to reduce the country's 850 per cent inflation rate and to trim the public sector deficit. Ironically, one of the first steps to be announced could be an expected 30-35 per cent increase in transport, fuel and public service costs, which have fallen behind the estimated 32 per cent increase in the cost of

living during the month of April.

He said: "We have to meet popular demands, put the economy in order, and grow at the same time. That, my countrymen, is called a wartime economy, and we should begin to think what that means".

There was immediate criticism of the speech from the General Confederation of Labour (CGT) which is domi-

nated by powerful opposition Peronist unions. The CGT said in a statement that the call for a wartime economy was "an invitation to mass hysteria" and announced it is going ahead with plans for a general strike on May 23.

Nevertheless, observers said Señor Alfonsín's speech was an unusual display of political courage. Señor Joaquín Morales Sola, a noted political colum-

nist, said: "This was the speech Alfonsín had owed the country since he took office 16 months ago".

Several thousand members of left wing political parties whistled and jeered his call for austerity and then left the rally in protest.

But the fact that President Alfonsín could draw as many people as he did is an important sign of political support in Argentina, where the ability to attract crowds is considered a measure of a statesman's worth.

Some observers linked his call for austerity to Argentina's urgent need to reach an agreement with the International Monetary Fund on a new scheme for interest payments due on its huge foreign debts.

Discussing what he said were "the difficult times we will go through", he vowed to demand the largest sacrifices "from those who have the most".

Hospital blaze arrest

Buenos Aires.— The director and manager of the Saint Emilian psychiatric clinic has been detained pending an investigation into a fire in which at least 79 patients died and more than 250 were injured (Douglas Tweedale writes).

The fire, said to be the worst in recent Argentine history, broke out last Friday night and quickly spread through the seven-storey hospital, which

houses 409 patients.

Witnesses said the building had no fire escape and that windows were locked and barred from the inside. Many of the inmates who died had been sedated and tied to their beds.

Some hospital employees have accused a young pyromaniac patient, who had previously tried to start fires, of responsibility for the blaze.

Briton to shed light on junta's dirty war

Buenos Aires — A British-born journalist, Mr Robert Cox, is to resume his testimony today in the trial of nine former Argentine military leaders charged with having ordered the kidnapping and murder of thousands during the military's "dirty war" in the 1970s (Douglas Tweedale writes).

Mr Cox, for years the editor of the English-language *Buenos Aires Herald*, and a renowned champion of human rights at the height of military re-

pression, was forced to interrupt his testimony on Friday, when he appeared to suffer a nervous crisis on the stand.

His testimony is expected to be some of the most dramatic yet heard in the week-old trial. Between 1976, the year of the military coup, and 1979, Mr Cox said on Friday, he received news of "hundreds and possibly thousands" of reported kidnappings, torture and secret executions.

Mr Cox was forced to leave Argentina in 1979 after his children received anonymous death threats aimed at their father.

The Federal Chamber of Appeals, the civilian court which is hearing the case against former General Jorge Videla and eight of his former junta members, heard testimony from 52 other witnesses last week. A total of 2,000 witnesses have been called.

Both the Federal Prosecutor, Señor Julio Strassera, and the defence lawyers said they were satisfied with the way the public hearings were going. The accused officers have chosen not to be present in the courtroom while evidence is heard.

President Alfonsín ordered the trial shortly after he took office, claiming that the military leaders were responsible for a systematic campaign of state terrorism in which at least 8,960 people disappeared.

ARGENTINE APPEAL TO GISCARD

By CRISTINA BONASEGNA
in Buenos Aires

THE former French President, M. Valéry Giscard d'Estaing, is to be asked to give evidence in the trial of nine former Argentine military rulers charged with illegally arresting, torturing and killing at least 9,000 people.

The six-judge Federal Appeal Court hearing the case agreed to this request by the prosecution on Thursday after evidence by a French magistrate, M. Louis Joinet.

Countless attempts

M. Joinet said that during Giscard's term in office the former President made countless attempts to obtain official information about the fate of two French nuns who disappeared in Argentina.

Adml Antoine Sanguinetti of France also appeared as a prosecution witness during the fourth day of the public hearing decreed by Argentina's present elected Government.

He said that Adml Emilio Massera, one of the accused, had blamed the Army for all human rights violations during the military regime's drive against terrorism.

Massera told him there were uncontrollable "fascist" Army groups and exempted the Argentine Navy and Air Force from responsibility.

Argentine 'war' on economy

By CRISTINA BONASEGNA
in Buenos Aires

PRESIDENT Raul Alfonsín warned about 200,000 Argentines rallying outside Government House in Buenos Aires on Friday night that hard times were ahead and that a "war economy" was needed to tackle the country's 850 per cent inflation.

He announced that it was necessary to implement austerity measures, reduce the fiscal deficit, sell some public companies to the private sector and increase taxes.

Among other measures are volunteer retirement and a "forced savings" tax on the more well off.

"I am interested, above all, in telling you about the extreme hardships we will be going through," President Alfonsín told the crowd in an unusually dramatic speech from a Government House balcony.

"In the face of an economy that has been bled white we must give an answer to popular demands and at the same time restore the economy and make it grow. This is called, by compatriots, a war economy and we should all start drawing our own conclusions."

President Alfonsín called the rally in support of democracy in a nationwide speech last Sunday after he accused a group of unnamed civilian "traitors" of trying to tempt the military into a coup d'état.

Daily Telegraph 27/4/85

'War' measures to save Argentine economy

By CRISTINA BONASEGNA in Buenos Aires

PRESIDENT ALFONSÍN of Argentina is to meet his Cabinet ministers today to discuss the first measures of a harsh "war economy" programme he announced last Friday.

He offered the programme as the only way to tackle Argentina's 850 per cent inflation and reduce fiscal deficit.

Senor Alfonsín told a crowd of 250,000 on Friday night that hard times were ahead for Argentina. His 16-month-old government would cut public spending, sell some State companies to the private sector, and increase taxes.

In a speech that took demonstrators by surprise, he also said vacancies would be frozen and systems of volunteer retirement implemented to help remove the deficit.

He had invited followers and critics of the Radical party to show some support for democracy with a rally outside Government House on Friday in a televised speech a week ago.

In his message he accused small civilian groups of trying to tempt the armed forces into a coup d'état.

Senor Alfonsín took over from almost eight years of military rule in December, 1983.

His Friday speech has brought mixed reactions from Argentine political parties.

Peronist Governor Carlos Menem said he "trusted the authorities' good intentions," while a Radical congressman said Senor Alfonsín showed great political courage by making such a harshly worded speech before a crowd representing all political parties.

Alfonsin critics say coup plot convenient

PRESIDENT ALFONSIN of Argentina chose last week, when the trial of former junta generals began, to announce that he had thwarted an attempt by opposition politicians to tempt the army into mounting a coup.

Nearly 200,000 Argentines streamed into the Plaza de Mayo in Buenos Aires, the capital, on Friday to rally behind Alfonsin's 17-month-old democracy after he went on television to denounce the plotters. However, the impact of his announcement was dulled by his failure to name the conspirators and have them arrested.

This has led some of Alfonsin's critics to doubt the seriousness of the plot. They suggest that he may have exaggerated the politicians' grumblings to the generals to distract attention from his own failings. Inflation is running at 850%. Argentina still has debts of \$48 billion, and there have been rumblings from the

by Marla Laura Avignolo
Buenos Aires

armed services over the president's decision to cut their salaries.

A cabinet minister has told The Sunday Times that the alleged plotters included two former presidents, Italo Luder and Alvaro Alsogaray, and the powerful trade-union leader, Jorge Triacca. The minister claims they sought the support of Brigadier Ernesto Crespo, commander of the air force and a hardliner over the Falklands issue, and General Antonio Verdura, who has been accused by human-rights organisations of running a concentration camp during the "dirty war" of the 1970s against so-called subversives.

According to the minister, the plotters, believing the military chiefs lacked the stomach for a coup, instead urged that Alfonsin

be forced to resign and tried for "political ineptitude". The plot fizzled out when Crespo and Verdura immediately informed the defence ministry that they had been urged by the politicians to "take urgent measures to stop the anarchy threatening the country". The chief of staff, General Hector Rios, swiftly issued a bulletin to all the armed forces assuring them that no commander had "received instructions against democracy".

Alfonsin's announcement has heightened interest in the trial of the leaders of three successive juntas that ruled after the Falklands war. The Buenos Aires newspapers have solemnly dubbed it "Argentina's Nuremberg". The first of the 2,200 officers, tortured victims, and relatives of the "disappeared ones" — the euphemism for those murdered by the armed forces — began filing into the narrow and darkened courtroom last Monday.

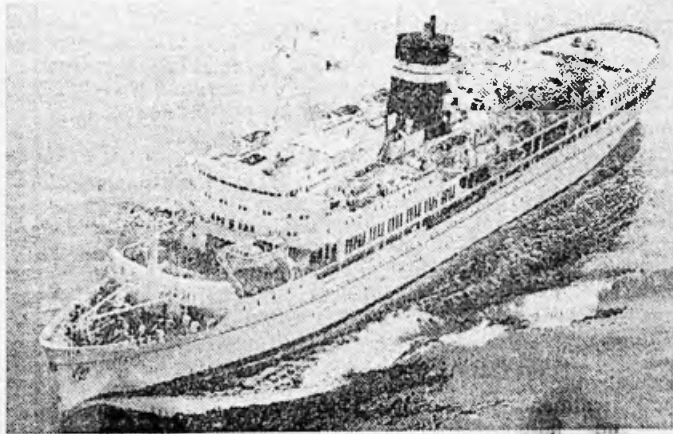
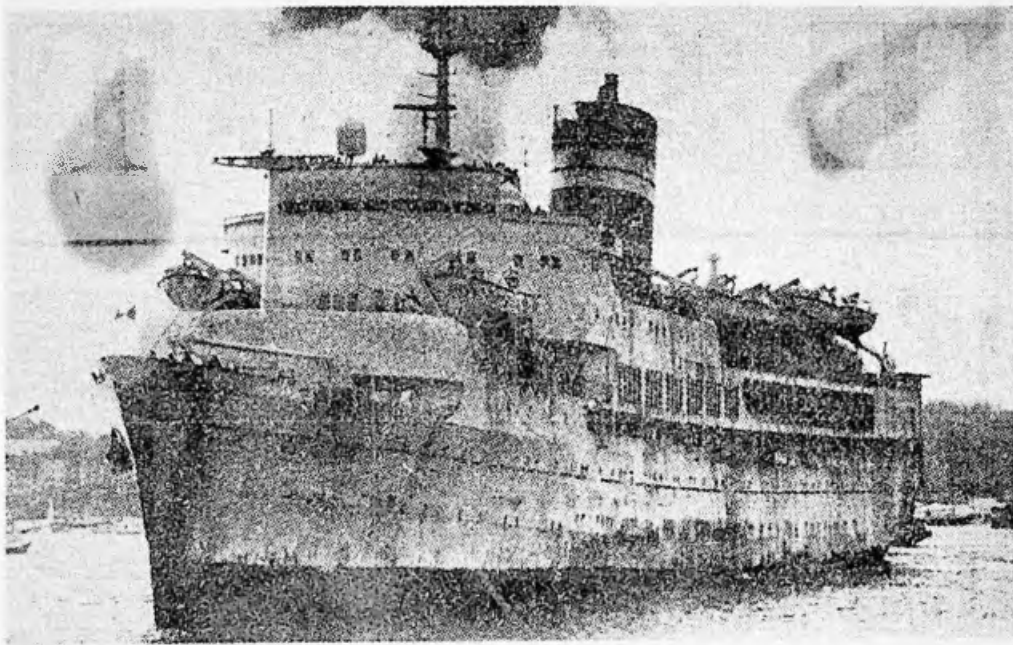
One of the party of VIPs from Britain who will be attending the opening ceremony in the Falklands of

the new multi-million pound airport will be Labour's official representative, George Foulkes. He will be taking more than a close interest in the cost of the project as his party's Latin America spokesman and long-standing critic of the Fortress Falklands policy.

Last year Foulkes was in Buenos Aires and has sought to reopen a dialogue between Britain and Argentina. So it will be interesting to see quite what kind of welcome the islanders have in store for him.

When he last visited the Falklands, as a member of the Commons Foreign Affairs select Committee, there was a large sign to greet him as he drove into Port Stanley from the old airport. It read: "F... off Foulkes".

THE TIMES
Saturday 27 April 1985



The former British India line vessel SS Uganda latterly a schools cruising liner, came home, possibly for the last time this week. Built in 1952 and serving as a troopship in the Falklands conflict, she may yet be sold to China. Top, at Falmouth yesterday; above right in happier days; left, her last master, Captain Dennis Scott-Masson.

Giscard asked to testify at trial of Argentine junta

BY JIMMY BURNS IN BUENOS AIRES

THE POLITICAL reverberations of the trial of Argentina's former military juntas charged with human rights violations intensified yesterday following the prosecution's request that France's former President, M Valéry Giscard d'Estaing, be called as a witness.

The request was virtually certain to be accepted by the civilian court martial board and M Giscard will be allowed under Argentine law to provide his testimony in writing or appoint a lawyer to represent him.

The surprise summons came during Thursday night's proceedings as a French jurist and human rights specialist M Louis Joinet was in the witness stand.

Providing evidence on the attitude adopted by a former military government in the face of international protest over human rights violations, M Joinet said that M Giscard had tried to seek explanations from the authorities as to the lack of concrete information. It was at this point that the prosecution made its request.

According to court sources M Giscard held a meeting in Paris in November 1978 with one of the accused, former navy

chief, Admiral Emilio Massera, during which he was allegedly shown a list of 12 French citizens who had reportedly disappeared.

The list, which included two French nuns, had crosses written against them and Admiral Massera told M Giscard that they had been killed by the army.

The prosecution believes that the testimony of M Giscard could be crucial in countering the defence's argument that the former juntas carried out a legitimate war against left-wing terrorism and therefore cannot be charged with murder and torture. Admiral Massera's apparent efforts to shift the blame on to the army is also deeply embarrassing for the 22-man defence counsel as it tried to co-ordinate a common strategy in a trial which is expected to last at least five months.

The political climate has already grown daily more tense since the trial began on Monday. Last night thousands of Argentines were expected to join a mass rally "in defence of democracy" called by President Raul Alfonsín.

FALKLAND BAKER IN £300,000 DEAL

By Our Port Stanley
Correspondent

An Army "master baker" serving in the Falkland Islands is planning a £300,000-a-year contract with the Ministry of Defence to supply bread to troops on the islands.

Warrant Officer John Cummings, from Kirkintilloch, Scotland, is to be demobbed soon and with help from the Falkland Islands Development Corporation hopes to set up a company to buy the present military garrison bakery.

Daily Mail
25.4.85

Wartime censorship 'should be voluntary'

Daily Mail Reporter

THE Government came out yesterday against compulsory censorship of the Press and broadcasting during wartime.

Control of information should be decided on a basis of voluntary cooperation, it says in a White Paper.

The document sets out the Government's response to a study group set up by the Ministry of Defence to consider censorship in wartime, particularly in the light of the Falklands conflict.

Bargains

It says: 'The Government accepts that few, if any, journalists would willingly publish information which would place lives and the interests of their country at stake. However, journalists cannot always identify precisely the information which would be of use to an enemy.'

Field censorship in war theatres should be based on striking bargains under which journalists are accredited in return for their co-operation, and the Government says work is already in hand on the best possible arrangements.

Almost all the 40 recommendations of the group, headed by General Sir Hugh Beach are accepted by the Government.

GETTY GIFT TO SHIP

AMERICAN millionaire J. Paul Getty Junior has given £130,000 towards the restoration of the pioneering steamship SS Great Britain. He donated the cash after seeing a TV appeal by Prince Andrew, the project's patron.

Government adopts censorship by bargaining after Falklands conflict

By David Fairhall,
Defence Correspondent

The type of press censorship imposed during the second world war would not be practicable in a future conflict, the Government has decided.

Instead, it would rely on voluntary cooperation, striking "bargains" with accredited war correspondents, briefing journalists — sometimes in confidence — and offering advice on the requirements of military security.

This policy has been established in response to a Minis-

try of Defence study, led by General Sir Hugh Beach, which was prompted by the often unsatisfactory relationship that was thought to exist between Whitehall and Fleet Street during the Falklands campaign. His reports recommended that some sort of voluntary limited official censorship should be introduced in a major non-nuclear war.

This has now been accepted by the Government, along with most of the report's other recommendations.

In its reply to the Beach

report published yesterday, the Government says it accepts that "few (if indeed any), journalists would willingly publish information which would place lives and the interests of their country at stake in a time of crisis."

An embryo organisation to develop guidance during limited conflicts—such as the Falklands campaign—will be set up.

** Ministry of Defence: The Protection of Military Information Cmd. 9499, Stationery Office, £1.85.*

Rally marks opening of Argentine trial

By CRISTINA BONASEGNA in Buenos Aires

MORE than 40,000 Argentines marched through Buenos Aires on Monday evening to mark the opening of the trial of nine former military leaders on charges of illegally arresting, torturing and killing thousands of people in Argentina under the former régime.

The rally was called by Argentina's eight major human rights groups.

Slogans and banners demanded "trial and punishment" for all military officers guilty of mass human rights violations.

Police sealed off the courthouse area in a tight security operation to avert provocation from military supporters, but no incidents were reported.

The long-awaited public phase of the hearing began when the six Federal Appeals Court judges in charge of the case took their seats in the wood-panelled chamber and former Argentine provisional President Italo Luder, was called to testify by the defence.

But Senor Luder dealt a blow to the defence strategy when he denied his Peronist Government ousted by the military régime in 1976, had approved of illegal methods to crush Left-wing terrorism that rocked the country in the 1970s.

A presidential committee concluded last year after a nine-month investigation that 8,960 people disappeared under the military government and that most of them had been at one or more of the 340 secret detention camps the armed forces ran in the country.

The defendants, who did not appear in court, include former Presidents Jorge Videla, Roberto Viola and Leopoldo Galtieri, who is under arrest in a court martial investigating the ill-fated invasion of the Falkland Islands in 1982. They face sentences of up to 25 years in jail if they are found guilty.

Prince to open Falklands airport

By Ivor Owen

PRINCE ANDREW is to open the 8,500 ft runway of the new Falklands airport at Mount Pleasant—30 miles from Port Stanley—next month, Lord Trefgarne, under secretary for defence, announced in the House of Lords last night.

He described reports that the cost of the airport is soaring towards £300m as speculative, and reaffirmed that the figure so far approved by the Treasury is £276m—"updated to September 1984 prices."

Lord Trefgarne, who said the Treasury had also approved the expenditure of an additional £119m for additional garrison works, said the airport would become fully operational in 1986 with the opening of a second runway needed to provide all-weather facilities.

He again insisted that, so soon after the Falklands conflict, there could be no question of Britain's sovereignty over the islands being placed on the agenda in any bilateral discussions aimed at improving relations between Argentina and Britain.

Lord Trefgarne flatly rejected a suggestion by Lord Elibank (Con) that the Government should announce that Britain would hand over the Falklands with sovereignty and full control to Argentina in five years.

In the interval, he said, the islanders would have ample time to consider whether to leave or remain, while the British Government should offer "generous compensation" in either case.

Lord Trefgarne expressed "profound" disagreement with Lord Elibank, maintaining that it would be wrong to give any country what it sought to take by force.

The Government's failure to give any indication that it intends to adopt a more energetic approach to reforming land ownership in the Falklands to provide more opportunities for owner-occupier farmers and encourage more people to settle there was criticised by Lord Shackleton (Lab) who opened the debate.

His knowledge of the islands and their potential for development as reflected in his work as the principal author of reports in 1976 and 1982 was praised from all quarters of the House.

Lord Shackleton warned that the Government's policy of "gradualism" towards land reform was not sufficient to ensure the long-term viability of the Falklands.

In the few instances where farms had been sold and broken up, the results had been satisfactory, but if the Falklands were to survive and there was to be a degree of independence and opportunities for possible immigration, more progress with making farms available was essential.

Lord Shackleton appealed to the Falkland Islands Company, a subsidiary of Coalite—whose record in maintaining their farms had been good—to consider if it could make any of its farms available for owner-occupiers.

Alfonsin in attack on 'civilian traitors'

By Jimmy Burns in Buenos Aires

TIGHT security was mounted yesterday in and around Argentina's main criminal court in Buenos Aires in preparation for the controversial public trial of the nine members of the three military juntas who ruled Argentina from 1976 until the end of the Falklands war.

In a strongly worded nationwide speech on Sunday night, President Raul Alfonsin lashed out at "civilian traitors" he alleged were tempting the armed forces into staging a pre-emptive coup d'état before the trial scheduled to begin late yesterday afternoon.

"The enemies of democracy have always conspired, but never has the Argentine nation been so under attack," Sr Alfonsin said. "I denounce, before the Argentine people, an attempt to weaken the government by those forecasting chaos and anarchy."

Sr Alfonsin insisted that there was no immediate danger to the Government and said the armed forces were remaining loyal to it. However, the speech appeared to be a clear attempt to rally support for the Government on the eve of the boldest political move against the military ever taken by an Argentine civilian President.

The juntas are being tried for human rights violations which were committed following the 1976 coup and which led to the "disappearance" of over 8,000 Argentines. The accused include former presidents Generals Jorge Videla, Roberto Viola and Leopoldo Galtieri. The crimes are punishable with sentences of between eight years and life imprisonment.

Immediately after the trial began, defence lawyers claimed that seating arrangements had put them at a disadvantage.

When their argument was rejected by the court martial board, one defence lawyer said the court was staging a political trial which his clients had little chance of winning fairly.

The trial began in an atmosphere charged with tension as hundreds of people gathered outside the courtroom and police carried out spot checks on visitors and journalists.

Prominent members of human rights organisations, foreign diplomats and a representative of Amnesty International were among those attending.

The trial before a court martial board composed of six civilian judges is expected to last at least four months. However, it has already embroiled the country's political establishment in a debate about the rights and wrongs of the former military regime.

Government urged to start talks with the Argentine on fishing

Slow boat . . .

The chairman of P&O, Jeffrey Sterling, told sentimental shareholders at the company's annual meeting yesterday that the Uganda, the floating classroom sent to the Falklands, may be saved from the scrapyard. Last-minute negotiations are under way to sell it to China, to be used as a floating hotel.

THE FALKLANDS

The United Kingdom should start talks with the Argentine as quickly as possible about the future of the fishing industry around the Falkland Islands and dependencies, otherwise they might live to regret it in 25 or 50 years Lord Shackleton (Lab) said in opening a debate in the House of Lords on the development of the Falkland Islands, the new constitution and future prospects.

The fisheries around the islands, he said, were probably the most prolific in the world and they were being fished by more than a hundred vessels from countries all around the world who were making profits of many hundreds of millions of pounds.

Once a fishing limit was introduced there was a prospect of something like £50 million accruing to the Falkland Islands compared with the present revenue of £4 million or £5 million. That would be a tremendous bonus.

There is a vital need for this (he said) otherwise these rich fishing grounds may be fished out. I hope the Government will move rather more rapidly than they have done already. Already there are signs that some of the fishing to the south of South Georgia has been destroyed.

Would it be too much to hope that the British distant water fishing industry might be revived to take advantage of the opportunities around the Falklands in the same way as the fleets of other countries?

To establish fishing limits it would be necessary to have talks with the Argentine. That would not be popular with the Falkland Islanders nor with the Argentinians, but this was an opportunity where co-operation might be achieved. It would need an initiative from the Government but if this opportunity for co-operation were missed, it might be regretted in years to come.

Lord Kennet (SDP) said that leaseback was not a sensible solution for the Falkland Islands because it would involve the secession of sovereignty to the other side. There were those in Parliament who unofficially preferred leaseback to the Argentinians as if it were on a par with more acceptable solutions like UN trusteeship.

The difficulties of commencing communications with the Argentine were beginning to bulk dangerously large. The internal situation there was becoming cloudier and tenser day by day.

He was among British parliamentarians who visited Argentine and it was not a pleasant visit. Their lives were threatened and they were pelted with eggs. There were explosions. No Argentine politicians had been willing to come to Britain on a return visit.

Lady Vickers (C) said no one would wish to cast the Falkland Islanders adrift in the fierce currents of Argentine extremist politics. One could not buy democracy by handing over the Falklands. It was a price they could not and must not pay.

Lord Montevans (Ind) said the tourist industry could make a significant contribution to the achievement of a degree of self-sufficiency and independence for

the Falklands. There was considerable potential for the islands as a tourist destination. There were many people who would wish to see the ground on which the war was won.

Lord Buxton of Alsa (C) said the only way to deal with fishery limits was to have a unilateral declaration.

In the long term, the most vital significance of the vast and costly Falklands operation was the defence of the sea lanes and security for the free world. It was imperative that the Falklands were always in safe and sound hands.

Lord Elibank (C) said he could foresee no useful defensive role for the Falkland Islands in any future conflagration. Such a conflict would either be settled in the UN or through an eyeball to eyeball confrontation between the super powers.

We should (he said) hand over the Falkland Islands *in toto* with sovereignty and full control to the Argentine Government within a measurable space of time and I suggest five years would be ample for the inhabitants to consider their position and whether they wish to go or stay.

Lord Cledwyn of Penrhos, leader of the Opposition peers, said the one word which stood between Britain and Argentine, between success and failure, was "sovereignty". According to *The Times* last Friday the Government had suggested the resumption of talks with the Argentine Government. If this was true the Opposition warmly welcomed the initiative. He hoped Argentine would respond; it was their duty to do so in a constructive way.

Lord Trefgarne, Under Secretary of State for the Armed Forces, said the Government stood firmly by its commitment to enable the islanders to live in peace and security under a government of their own choosing. These commitments governed its approach to all the issues under discussion. He wished he could have reported advances in the improvement of bilateral relations with the Argentine Government.

The Government was aware of the need for proper conservation and management of fishing in the South Atlantic but the normal unilateral declaration of a 200 mile limit had political and practical difficulties. The Government had therefore decided to explore possible ways of implementing a multilaterally based regime of conservation and management of fish stocks.

One of the difficulties of policing such a zone was that a number of the vessels fishing the area were among those who did not support the British claim to sovereignty of the islands.

The efforts of the Government to improve relations with the Argentine were in no way incompatible with its commitment to the islanders. A reduction of tension in the South Atlantic would allow a reduction in defence and military expenditure and allow it to concentrate on the social and economic development of the islands.

The debate was concluded.

ALFONSIN ACCUSES 'TRAITORS'

By CRISTINA BONASEGNA
in Buenos Aires

PRESIDENT ALFONSIN has accused civilian "traitors" of trying to lure the Argentinian armed forces into a coup against his 16-month-old elected government.

His denunciation in a speech broadcast on Sunday night came only hours before the opening of an unprecedented public trial yesterday of nine former military rulers on charges of wide human right violations.

Senor Alfonsin said that people, whom he described only as traitors, had made various proposals to ranking officers, which ranged from coalition cabinets to "the possibility of a *coup d'etat*." However the officers had not been moved by these proposals.

He hastened to add that such a coup would be "absolutely improbable," and called on both supporters and critics of his Government to back up democracy with a rally in front of Government House in Buenos Aires on Friday.

The Argentine leader said the trial had no precedent anywhere in the world and would end "50 years of democratic frustration."

Senor Alfonsin ended eight years of military rule on taking office in December, 1983. Three days later he ordered the trial of former Presidents Jorge Videla, Roberto Viola and Leopoldo Galtieri — the latter being Argentina's leader during the 1982 Falklands War — along with six other former members of the military junta.

Falklands 'not Nato fortress' says peer

By WALTER ABURN Parliamentary Staff

ALLEGATIONS that Britain was establishing a strategic or Nato base in the Falklands were totally without foundation, said Lord TREFGARNE, Armed Forces Under-Secretary, in the Lords yesterday.

There was no question of turning the island into some kind of Nato fortress, he said in a debate on the Falklands.

Lord Trefgarne confirmed that the new airport, to be opened by Prince Andrew next month, is due to become operational in 1986 when arrangements for all-weather landing are complete.

Its construction cost was estimated at £395 million updated to September 1984 prices with £115 million for additional garrison works as announced last September.

He dismissed as "purely speculative" suggestions that work costs would turn out to be even higher.

Stepping stone

The role of Mount Pleasant clearly included its use as a stepping stone to Antarctica. It was important to prevent the dispute with Argentina over the future of the islands affecting the future of the Antarctic treaty.

This might be reviewed in 1991 and the Government would work constructively in that context.

He regretted that so far the new Argentine Government had been as intransigent as its predecessors in making sovereignty a precondition for other aspects of our relations in bridging the impasse.

We could not ignore the events of 1982 but were persevering with others to persuade them that the only realistic way ahead was to discuss measures with practical benefit to both sides.

In opening the debate Lord SHACKLETON, who reported who reported on the future of the Falklands and the South Atlantic dependencies, called for talks with the Argentine over fishing rights.

If we did not act now to save the rich South Atlantic fisheries from over-fishing we might come to regret it in 25 to 30 years' time.

Voicing hopes for a revival of the British fishing industry in these waters, he pointed to the revenue which would flow to the Falklands if fishing limits were introduced and the need

for conservation measures against over-fishing by other nations' fleets.

There were already signs that some fisheries off South Georgia and Antarctica had been destroyed.

The original Antarctic agreement had dealt with the great dangers of overlapping claims by Britain, the Argentine, Chile and the super powers.

Britain had a role to maintain peace in part of the world which could present real threats to peace in this region and therefore to the rest of the world.

Withdrawal would weaken our claims and our stabilising role and scientific development. If Gen. Galtieri had not been removed from the Falklands, Antarctic treaties would have been endangered.

Lord ELIBANK (C) said that when our troop completed their glorious campaign in the Falklands our objectives were met in full. British interest then sharply diminished and in many cases had vanished altogether.

Sums spent of defending the Falklands might represent only three per cent. of the defence budget but they were a considerable strain on the Exchequer and were wholly wrong for a European country with the limited resources we commanded.

'Modest war'

"We deceive ourselves if we think the success we won in this modest war for the Falklands will ensure similar success in any subsequent adventure."

It might be an unpopular thing to say, but we should hand over the islands in toto with sovereignty to the Argentine Government within a measurable space of time. Five years would be ample for the inhabitants to decide.

That would restore very damaged relations with Argentina and relieve the British Exchequer of an intolerable burden.

Lord TREFGARNE said that those views were not held by Falkland Islanders and he questioned if Lord Elibank had considered the feeling of those relatives of 250 British Servicemen who gave their lives in the conflict.

He disagreed profoundly with Lord Elibank.

Why the Falklands matter

by Lord Shackleton

At the annual dinner of the Royal Geographical Society in May 1912, Lord Curzon, the president, suggested to his guests – among them Mr Asquith, the prime minister – that the RGS was “ready to organize a party in a specially chartered ship . . . to take members of my Right Honourable friend’s ministry on a not unneeded tour to the outlying parts of the British Empire”.

The need to understand the geographical facts of life remains just as equally relevant, and no less so where the Falkland Islands, the South Atlantic and the Antarctic are concerned. As the House of Lords debates the future of the Falklands today, it is depressing, but perhaps not surprising, that those who advocate their “return” to Argentina lack an understanding of either regional geographical theory or the geopolitics of the area.

It is dangerous, indeed naive, to focus on one part of what is essentially a complex regional situation with global implications. In both the 1976 and 1982 economic reports on the Falklands I emphasized the wider issues at stake. On page three of the introduction to the 1982 report, I said:

“While naturally our major concern has been the Falkland Islands and their inhabitants, we have sought to draw attention to wider and longer-term issues in the South Atlantic and the Antarctic. Although the Falklands are now the focus of political attention, South Georgia may in the long run be of greater importance to the future development of the potential wealth of the South-West Atlantic and the

Antarctic. We also emphasize the importance of the right conservation policies, and of the need for awareness of possible threats to the Antarctic Treaty”.

The treaty, signed by 12 nations, came into effect in 1959 after the successful International Geophysical Year. Of indefinite duration, it froze all territorial claims, including the overlapping claims of Britain, Argentina and Chile. Potentially dangerous situations were stabilized, not only between Britain and Argentina, but between the superpowers as well. Some time previously shots had been fired at British scientists; Britain made several attempts to take the issue of ownership of the Antarctic territories to the International Court at The Hague but Argentina and Chile refused to submit their claims.

Thanks to the treaty, the Antarctic is the one continent never subjected to the cold war. It was agreed that the Antarctic should be free of nuclear weapons; indeed, any measures of a military nature are prohibited. There is no secrecy and there is full international co-operation, with complete freedom to inspect the bases of other nations carrying out scientific research. Thirty-two nations, from East, West and the Third World, are now members.

Despite the treaty, there are dangers, particularly in the disputed area adjacent to the South-West Atlantic, which could threaten the Antarctic’s long-term stability.

To strengthen its territorial claims, the Argentine government has gone to the length of flying pregnant women to its Antarctic bases to have colonial Argentine/Antarctic babies, and a few years ago the Argentine cabinet met at the Antarctic base of Marambio. The Chileans, to a lesser extent, have also taken steps to establish a colonial presence.

It is not difficult to guess the consequences in the Antarctic had General Galtieri not been defeated in the Falklands campaign. The next step would have been further moves to strengthen Antarctic claims, and certainly the chances of a settlement of the Beagle Channel dispute with Chile, recently negotiated, would have been remote.

Although of immense scientific importance, the Antarctic is at present of little direct economic value, and its mineral and other resources (fisheries apart) are unlikely to be exploited in this century; however, it would be absurd to conclude that they could not at some time be of value and therefore a source of temptation.

This is where the danger lies. While the treaty is of unlimited duration, and on present form will not be seriously at risk at a possible review date in 1991, the current attempt to negotiate in good time on minerals introduces a new dimension. The pressures to pursue national economic interests may well be very great.

Australia, New Zealand and

Britain have claimed about three quarters of the Antarctic. Indeed, Leo Amery, Colonial Secretary during the 1920s, thought the whole of the Antarctic should be British. Other claimants are Norway and France, but none of these claims is recognized by other countries.

While I have always favoured some form of international ownership or administration of the Antarctic, the fact is that if Britain were to give up the Falklands the British position and influence, and that of the British Antarctic Survey, would be gravely weakened. This could lead to the pursuit of purely national interests and even of conflict.

Furthermore, the development of the new all-weather Falklands airfield, to be formally opened next month has a significance not only for present scientific work and possible future developments in the region, such as tourism, but will be of consequence in fisheries development.

Already many vessels fish off the Falklands, their catch worth tens of millions of pounds a year. This rate of exploitation poses a grave risk to fish stocks and emphasizes the need for the urgent introduction of fishing limits, as the Foreign Secretary has recognized.

The maintenance of British rights in the Falklands and South Georgia is a key to future peace in the whole region.

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The author is a former leader of the House of Lords and past president of the Royal Geographical Society.

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The author is a former leader of the House of Lords and past president of the Royal Geographical Society.

Daily Mail

22.4.85

Galtieri on trial

BUENOS AIRES: Nine former members of the Argentine military junta go on trial today charged with mass murder, torture and illegal detentions.

They include former President Galtieri, who was ousted after the Falklands war, and two other past presidents.

The nine are accused of responsibility for the disappearance of 9,000 people

Daily Mail

23.4.85

Falklands widow is robbed

FALKLANDS war widow Shirley Sullivan suffered more heart-break yesterday when her husband's service medals were stolen in a raid on her home.

Thieves also took her wedding ring, a treasured military brooch and other jewellery worth £10,000.

Last night Mrs Sullivan, 26, who has a six-year-old daughter, said at her home in Ecclestone Place, Wembley, Middlesex: 'The medals were the only thing I had to prove to my daughter how brave her father was.'

Her husband, Corporal Paul Sullivan, 28, of 2 Para, was killed in 1982 at Goose Green.

Argentine officers trial goes public

From Jeremy Morgan
in Buenos Aires

Three former military presidents move into uncharted territory today as the trial of nine senior officers for human rights crimes comes under the public gaze for the first time.

The trial was ordered by President Alfonsín only three days after his elected government took over from the military regime in December, 1983. But until now, the trial has been conducted in secret, surrounded by suspicion and speculation, like virtually all court cases in Argentina.

All nine officers held positions in the regime and face charges including homicide, kidnapping, and torture. They are on trial for overseeing the "dirty war," a campaign of state terror in which thousands of people disappeared after the armed forces seized power in 1976.

The former presidents are General Jorge Videla, who led the coup, his successor, General Roberto Viola, who briefly held power until he was toppled in a palace coup by General Leopoldo Galtieri, in late 1981, four months before the regime occupied the Falkland Islands.

Of the nine, who made up the first three military junta to rule Argentina after the coup, only five are actually being held on human rights charges: General Videla and his coup

partners, the former navy commander, Admiral Emilio Massera, and Brigadier Orlando Agosti, who led the air force, are being held with General Viola and one member of his three-man junta, Admiral Armando Lambruschini.

General Galtieri is being held in the reportedly more agreeable surroundings of the Magdalena military base outside the capital. He is held in the Falklands court-martial along with two other officers also facing proceedings, Admiral Jorge Anaya of the Navy and Brigadier Basilio Lami Dozo of the air force.

The ruling by earlier courts that there was insufficient cause to hold four of the accused in that trial, and the decision to open those proceedings, have only added to the controversy surrounding the first test of President Alfonsín's pledge to restore Argentina to the rule of law.

The trial is taking place amid a clamour of demands for an amnesty absolving most if not all of the hundreds of military officers who are suspected of carrying out the regime's repression.

The former head of the armed forces, General Jorge Arguindegui, who was sacked in President Alfonsín's first military crisis 10 months ago, has accused the government of staging a political trial.

Spectre of the disappeared hovers over junta leaders' trial

From Douglas Tweedale
Buenos Aires

Argentina is set to begin an unprecedented, and harrowing, legal self-examination today, as nine of the country's former military rulers go on public trial charged with human rights crimes during their tenure of power from 1976 to 1982.

The Federal Court of Appeals, a civilian court, is to begin hearing evidence from more than 2,000 witnesses in a long-awaited public hearing that has captured the public's attention and is being described here as "the Argentine Nuremberg".

Senor Julio Strassera, the federal prosecutor, will attempt to prove charges that the nine defendants, all members of the military juntas which ruled the country after the 1976 coup, oversaw a systematic campaign of state terrorism in which at least 8,960 people vanished during a drive against left-wing guerrillas in the mid-1970s.

The nine junta members, who are not required to be



In court today: Four of the accused junta leaders - ex-President Jorge Rafael Videla, left, and Roberto Viola, Admiral Emilio Massera and ex-President Leopoldo Galtieri.

present in the ornate, stained-glass windowed courtroom while the evidence is heard, include the former presidents General Jorge Videla and General Roberto Viola, Admiral Emilio Massera and Admiral Armando Lambruschini, and Air Force Brigadier Orlando Agosti. All could receive life sentences if convicted. The

former President, General Leopoldo Galtieri, Admiral Jorge Anaya, and Brigadier Basilio Lami Dozo, who are also on trial for their 1982 decision to invade the Falkland Islands, along with another brigadier, could receive lighter sentences. President Raul Alfonsin ordered a court-martial of the

military leaders soon after he took office in December 1983, charging them with mass murder, torture and kidnapping. The six-member Federal Court of Appeals took over the case last October after ruling that the Military Supreme Council had dragged its feet in prosecuting them. A special presidential com-

mission found after a nine-month investigation that the military government had been responsible for a "hellish system of state terror" which included the routine kidnapping, torture and secret execution of suspected political dissidents.

The outcome of the trial is vitally important to Senor Alfonsin's embattled 16-month-old Government, political and diplomatic observers agree. If the military leaders are acquitted or receive light sentences, Senor Alfonsin will be open to charges that he has failed to see justice done. But a heavy sentence could anger restless military officers who still maintain their "dirty war" was necessary to save Argentina from Communism.

Senor Strassera, who has called 1,900 witnesses and will present evidence on 711 cases of disappearances, said he was certain of obtaining a conviction. "What is at stake here... is whether the state in

fighting terrorists, has the right to use their same terrorist methods," Senor Strassera said. But supporters of the military claim that the presidential commission's findings are biased and inaccurate, saying there is no proof to show that those who are missing were killed. Senor Andres Marutian, who will be defending General Viola, said last week that the military leaders were being subjected to an "arbitrary, political trial." Most of the witnesses called by Senor Strassera were connected with the guerrillas, he maintained.

The trial has attracted public attention in part because it will be the first time in Latin America that military leaders have faced trial for their actions after leaving office. Senora Graciela Fernandez Meijide, a human rights activist and mother of one of "the disappeared," said the trial "won't be judging just the nine officers, it will be judging the entire system of military repression".

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Sunday Post
April 21st 1985

Falklands Bound

GEORGE FOULKES (Carrick, Cumnock, and Doon Valley) spent an away-from-it-all Easter cruising on the Leeds-Liverpool Canal.

A rather more ambitious trip is now on the cards.

Labour's Shadow spokesman on South American matters will fly out to the Falklands with Michael Heseltine next month as Opposition representative at the re-opening of Port Stanley airport.

Ironically, really, because he was one of the Labour MPs most critical of the Falklands policy from the start.

Mr Foulkes and other MPs who've visited Argentina since hostilities ended are convinced Buenos Aires is prepared to be flexible.

Since George also believes Britain can't afford to maintain Fortress Falklands indefinitely, his reactions to the trip should be interesting.

How JIMMY HUNTER in Buenos Aires

ARGENTINE has always had a reputation for being a bit of a mess. The fact of the matter is that the country is a mess. It is a mess of a country, a mess of a people, a mess of a government. It is a mess of a country, a mess of a people, a mess of a government.

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K : Ex-Presidents Videla and Viola, Navy chief Massera ; and war leaders Galtieri, Anaya and Lami Dozo.

Argentina puts ousted top brass on trial over the 'disappeared'

from JIMMY BURNS in Buenos Aires

ARGENTINE high society still remembers with nostalgia the days of the former military regime when huge and extravagant receptions used to be given in the capital's French-style opera house, the theatre Colon.

So there is more than a touch of irony in the fate of the juntas of former years. Today, they languish in a civilian prison just across the street.

Former presidents Generals Jorge Videla and Roberto Viola, former Navy chief Admiral Emilio Massera, and three other senior officers are being confined in small, poorly-lit cells belonging to the country's main criminal courts. The last junta to have ruled Argentina up to the Falklands War, General Leopoldo Galtieri, Admiral Isaac Anaya and Brigadier-General Basilio Lami Dozo are only marginally more comfortable — detained in military barracks.

All nine will tomorrow stand trial on charges related to human violations committed following the 1976 coup, which led to the 'disappearance' of

over 8,000 Argentines. The dramatic shift in military fortunes — yesterday rulers, today criminals — underlines the extraordinary change that has taken place in Argentine society since civilian democratic rule was returned under President Raul Alfonsin in December, 1983.

Ever since Argentina experienced its first military coup in 1930, the men in uniform have enjoyed virtually untouchable status, answerable to no one but themselves. Now, for the first time, members of the armed forces are having to submit themselves to civilian justice.

In spite of the trappings of legality, both defence and prosecution have already turned the trial into a political occasion in which the juntas are virtually assured of stiff sentences.

So certain is General Videla of his pre-judgement that he has refused to appoint a defence lawyer, arguing that the trial lacks any legal basis. He will, however, give his tacit support to the lawyers of colleagues,

who will concentrate on proving that the bulk of Argentine society collaborated in the methods they pursued to stamp out left-wing guerrilla activity.

Supporting evidence will be in the form of tape recordings of meetings between the former military chiefs and politicians, bishops, and trade unionists. The juntas will also produce pamphlets and confessions enforcing their view that 'international terrorism' was once preparing to turn Argentina into a revolutionary state. The nation, in other words, owes them a favour, not a grudge.

The prosecution, led by 52-year-old Dr Julio Cesar Strassera, will present some 700 cases of human rights violations picked from the many more on file to demonstrate that repression extended throughout the country and to all members of society.

The gruesome chronicle of Argentina's recent history is expected to begin with the case of a young woman, Silvia Valenzi, who prematurely gave birth in a civilian hospital after

being held incommunicado and tortured by the military.

The baby died within hours and Valenzi, along with two nurses who had heard her screaming that she had been kidnapped and needed help, eventually joined the ranks of the 'disappeared'.

The military subsequently denied Valenzi's existence, but forgot to destroy fully the hospital records certifying the birth of her daughter. One birth certificate has Valenzi's name crudely scribbled over with the initials 'NN' — the 'name unknown' category used by local mortuaries.

'I want to clarify the truth. This country needs to know what happened. There are still a lot of people who never knew and who still don't know,' Strassera told *The Observer*.

The charges against the juntas refer to illegal detention, torture, robbery, murder, breaking and entry and 'falsification of public documents.'

If the juntas are found guilty of murder, they stand to face the minimum sentence of eight years and a maximum of life.

ARGENTINA 'CAN' RESTORE LINKS'

The Prime Minister said yesterday that normal relations between Britain and Argentina could go some way to being restored if the Argentine Government agreed to the reciprocal lifting of the trade embargo.

She told Mr Douglas Hovle, Labour MP for Warrington North, in a Commons written reply: "We have made a number of proposals, both bilaterally and through the European Community, to achieve this. The Argentine Government has not yet responded constructively."

ALAN RUSBRIDGER on the lure of Tam Dalyell

Riding high on the crest of the Belgrano waves

ONLY the swooning close harmony of the local barber-shop group disturbs the early evening quiet of Saffron Walden market square. Many of those turning up for Tuesday night's Labour Party meeting in the Essex town arrive on foot.

They got about 30 for Eric Heffer, about 60 for Denis Skinner. Tonight there are over 100 crammed into the little library to hear Tam Dalyell. The chairman beams at them. The party has been through hard times recently. There is only one Labour member left on the district council and the general election candidate lost his deposit.

Mr Dalyell begins by stating that the Prime Minister is guilty of gross deception, lying to the House of Commons, calculated murder for her own political ends, and that he intends to prove it. He offers, he says, not the slightest apology for going into some detail about the

sinking of the Argentine cruiser General Belgrano.

He has not exaggerated his intentions. Mr Dalyell is soon running fluently through the events off the Falklands in April and May 1982 in a narrative that has footnotes and bibliography built into the text: "From 1600 hours on April 30 at periscope depth the Conqueror closed in on the Belgrano... from a distance of 4,000 yards the Conqueror monitored the Belgrano and its escorts RASING — that is, refuelling at sea..."

The peals from the parish church bell-ringing practice waft through the windows. "At seven minutes past eight on that Saturday night the... order went out... intercepted by AD 470 Marconi high-frequency equipment... I refer you to Gavshon and Rice's comprehensive account... SSN nuclear powered subs, Warspite, Superb and Courageous were protecting an SSBN..."

Mr Dalyell knows it all back to front and inside out. Dates, map references, details of weaponry, quotations, Hansard page numbers, times — he has got them all stored away up top, the times sorted into three time zones. If he quotes from a newspaper interview, he runs off the date, page number, and reporter as well as the content.

Mr Dalyell has all the hallmarks of a bore. His speech in Saffron Walden was very much the same speech he gave at Portree on the Isle of Skye last Friday, which was very much the same speech he gave to a conference fringe meeting in Blackpool last October. His voice seems to fluctuate between weary impatience and astonishment — astonishment, still, at the nature of things, he describes; impatience that what seems so self-evident should need saying all over again.

And yet his audience in Saffron Walden wasn't bored. Nor were the 250 who

turned out to hear him on Skye. Tuesday's gathering listened in intent silence to what he had to say for an hour and a half, with a series of questioners — some of them patently quite knowledgeable — demanding still more elaborate details. The questioning at Skye was even more persistent, right down to details of the Conqueror's dumping equipment.

And then there is the fact that Mr Dalyell keeps on getting invitations. This week spoke to party members at Cynon Valley at their first political meeting — election times excepted — since 1945. Next week takes him to Barrow-in-Furness, Leighton Buzzard, and Nottingham. Then he moves on to Dumfries, Greenock, Stevenage, and Sheffield. He has spoken on the Belgrano affair to about 150 constituency Labour Parties, and still the invitations come in.

And then there is the fact that he still keeps receiving letters from servicemen and relatives of those who died in the Falklands dispute urging him to keep his crusade alive — two more bereaved parents last week. A large number of people in the country would like to believe, if they do not already, Mr Dalyell's version of events. And this with an issue that Mr Heseltine evidently thought he had buried with a stake through its heart when he set about the savaging of Clive Ponting following his acquittal at the Old Bailey.

Not that Mr Dalyell always has a clear ride. Sitting in the audience at Skye was Vice-Admiral Sir Roderick MacDonald, who had been on the blower to his chum Lord Lewin, former Chief of the Defence Staff, for his own personal Belgrano briefing that very morning. The subsequent collision could, it is said, almost be heard on the mainland. But afterwards Sir Roderick's son Donald discreetly approached Mr Dalyell and said, never mind his father, he agreed with him.



Argentina puts its former leaders in the dock

BY JIMMY BURNS IN BUENOS AIRES

"THIS IS a political trial in which the outcome is already known. The accused will be condemned not because they are the most guilty but because it is a political necessity."

Thus a prominent local lawyer describes the trial, beginning on Monday, of former Presidents Jorge Videla, Roberto Viola and Leopoldo Galtieri, three admirals, and three brigadier generals who formed the military Juntas which ruled Argentina from 1976 to 1982.

The trial will be a court martial. The charges are of illegal detention, torture, robbery, murder, breaking and entry, and falsification of public documents. The defendants are facing sentences of 25 years to life.

The trial's political ramifications appear limitless. Prosecution witnesses will include relatives and junior officers, but evidence will also be provided by such foreign governments as France, Sweden and the U.S., which have been closely involved with Argentine human rights.

The defence, meanwhile, will produce tape recordings exposing the collaboration of politicians, bishops, trade unionists and newspaper editors. It will also point to the activity of Dr Julio Strassera, the main prosecutor, as a judge during the former military régime when, like most of his profession, he refused to investigate cases of alleged disappearances.

If the trial had to do only with procedures, there is little doubt that it would run as speedily as other courts martial, and as certain of fair judgment as any other case going before the courts.

However, for the first time in Argentine history, the court martial's six-man jury will comprise not military men but civilians. Those in the dock, however, belong to a sector of Argentine society which has enjoyed virtually unassailable status since the 1930 military coup first entrenched the armed forces in politics.

The fact that senior members of the armed forces are being prosecuted on charges previously applied only to civilians hints at the heart of the matter. The upcoming trial will undoubtedly highlight two completely different concepts of Argentine society.

For the upholders of

democracy, the Juntas are responsible for having ordered and approved the repression that led to the "disappearance" of over 8,000 Argentines following the 1976 coup. They say that, in their disregard for life and property, and their conviction that the end justified the means, the Juntas behaved like common criminals or terrorists and thus deserve to be punished accordingly.

The military and civilian right-wing extremists believe the Juntas behaved like true patriots, defending Western, Christian values from the threat of Marxist revolution by veiled anti-Christians posing as terrorists. They insist that it was they, not President Raul Alfonsín, who

against the Juntas have earned him little respect as a professional seeker after objective truth and justice. The defence has similarly expressed its conviction that the trials have no real legal basis, charging the Government and its "left-wing allies" for having the case brought at all.

Dr Strassera plans to concentrate on 700 cases—a cross-section of the 8,000-odd already processed by the Sabato Commission, human rights groups and civilian courts.

Dr Strassera admits he has no specific evidence that the Juntas actually ordered, let alone participated in, torture, looting, and murder. But he will argue that the coincidence of the cases presented with decrees ordering the stamping out of "subversion" makes the former military leaders responsible.

The defence will present captured pamphlets and confessions suggesting that politically motivated violence both before and after the coup was promoted as part of a conscious attempt by international terrorism to subvert Western democracies.

Government officials insist that the fact that Monday's trial is taking place shows the extent to which Argentine society has changed. Not only are civilians acting out their atonement, but the military high command is allowing them to do so.

This, however, understates the complexity of the matter. The military chiefs, whom the Government likes to consider politically moderate, appear to have accepted the trial less out of conviction than out of political expediency.

They have reluctantly accepted that the Juntas are necessary scapegoats if the human rights issue is to be defused. Neither the present chiefs nor the more hardline junior officers seem to be any nearer to accepting that what occurred after 1976 was morally wrong. On the contrary, they expect President Alfonsín to desist from further show trials against an estimated 600 other officers whom human rights groups claim should also bear responsibility.

Monday's trial may yet turn out to be one of the most severe judgments of any society since Nuremberg. It is unlikely to be as conclusive, but it is as politically crucial, none the less.

The politically moderate military leadership has reluctantly accepted that Junta members are necessary scapegoats if the human rights issue is to be defused

ensured an eventual return to democratic rule.

These opposing concepts first entered public debate in Argentina thanks to President Alfonsín's election victory in December 1983. Sr Alfonsín, himself an active human rights campaigner during the military regime, took less than a week to set in motion one of his key electoral pledges by ordering the court martial of the Juntas. He subsequently endorsed the Sabato Commission's official investigation into the fate of the "desaparecidos," those who vanished, presumed killed, during the Junta's rule.

The divide between those who condemn the Juntas and those convinced that the nation is in the military's debt, has become more acute in recent weeks. On Wednesday, the ruling Radical Party took the unprecedented step of publishing a full-page communique in all the national newspapers denouncing an alleged campaign of destabilisation.

Dr Strassera has vehemently denied that he wants to turn the court into a political theatre, but his public outbursts

FALKLANDS HERO'S SHIP SANK BUOY

A Falklands hero, who conducted hymn-singing on board the stricken Sheffield as her crew was being winched to safety, was severely reprimanded by a court martial at Portsmouth yesterday after his ship collided with a buoy.

The court was told that Lt Clive Wood, 26, of Cosham, Hants, was officer of the watch on board the guided-missile destroyer Southampton, 4,100 tons, when it hit and sank a navigation buoy on Oct. 10 last year.

Lt Wood pleaded guilty to negligently causing his ship to be hazarded while on exercises off Portland Bill. Lt Cdr Hugh Wollensohn, prosecuting, said the accused had failed to plot the ship's course properly.

Falklands flights to be shared

By Colin Hughes

The Prime Minister has settled a dispute over the right to fly troops to and from the Falklands Islands by granting a six-month contract to British Airways.

The compromise means that the Royal Air Force, which can cover the route for £9 million a year, compared with the £14 million a year British Airways is charging, will be able to take over later this year.

The dispute arose last year when Mr Nicholas Ridley, Secretary of State for Transport, announced as part of a route-swapping deal between British Airways and British Caledonian that British Airways would have the right to carry the troops.

In return for that and British Caledonian's South American routes, British Airways agreed to hand over its Saudi Arabian run to British Caledonian.

The announcement stunned Ministry of Defence officials.

BA wins Falkland trooping role

By Air Cdre G. S. COOPER Air Correspondent

A DISPUTE between the Defence Ministry and the Department of Transport over whether the R A F or British Airways should fly troops to the Falklands has been settled by Mrs Thatcher in favour of the State airline.

As a concession to the R A F however, the contract that Lord King, B A's chairman, hoped would run for several years, is to be limited to six months.

The decision means that two of the TriStars bought by the R A F from British Airways for long-range air mobility will have to be grounded until the B A contract ends. There will be no funds left to operate the aircraft after the state airline has been paid £14 million for a task the R A F could do for £8 million.

The handout to the state airline before its privatisation is regarded in Whitehall as a form of military subsidy to assist the flotation, due in November.

The R A F feels badly let down by Mr Heseltine, Defence Secretary, for his failure to persuade Mrs Thatcher to back the cheaper military option, particularly as he recently over-ruled the air force's preference for the Swiss PC9 basic trainer on cost grounds and ordered instead the marginally cheaper Brazilian Tucano.

Clash not unexpected

Mrs Thatcher's intervention is seen as underlining yet again the Government's determination to transfer British Airways to the private sector as soon as and at the best price possible.

The clash between Mr Heseltine and Mr Ridley, Transport Secretary, was not unexpected.

Whitehall sources expressed surprise last October when Mr Ridley announced that as part of the route-swapping deal arranged for B A and British Caledonian under the Government's airline competition policy, B A had been promised the Falkland's contract.

There was then no mention of the need to go through the normal tendering procedure on which the Defence Ministry relies for getting value for money.

Lord King insisted that B A should get the contract in return for his agreement to hand over the airline's lucrative Saudi Arabian services to British Caledonian, receiving in exchange Caledonian's South American routes.

BA loses in Falklands 'fudge'

by James Adams Defence Correspondent

AN EXPENSIVE compromise has been worked out over who will operate the new jumbo-jet service from Britain to the Falklands when the islands' controversial multi-million pound airport opens next month.

British Airways was originally promised the route by the transport minister, Nicholas Ridley, as compensation for having to surrender its lucrative Saudi Arabian service to British Caledonian last autumn. But the defence secretary, Michael Heseltine, has jibbed at BA's bill of £28m a year for running the twice-weekly troop shuttle. He argued that the RAF could run the service five times a week for half that sum.

The present service, using

propeller-driven Hercules aircraft via Ascension Island, costs £14m a year. The cost of a non-stop Tri-Star service, to be introduced by the RAF once the British Airways deal ends, is expected to be similar.

Last month, the prime minister stepped in to end a six-month battle between Ridley and Heseltine over the BA deal, which the Defence Ministry had refused to fund. But her compromise solution will cost the taxpayer an extra £7m and is likely to refuel the controversy over the bill for the islands' new airport - the estimated cost of which has

risen, in the past year from £215m to £365m.

The compromise has also caused fury among all the parties directly concerned. British Airways, which has been counting on a long-term contract to fly two Boeing 747s a week to the new airport, has had the period reduced to only six months. Even that limited deal may be cut by negotiations now under way for a further slashing of its £14m cost.

Although the RAF will fly the first flight into the new airport for its opening next month, using a Tri-Star, it fears that its six-strong Tri-Star fleet -

purchased partly to serve the Falklands garrison - will be left idle for the duration of the British Airways contract.

The Department of Transport is no less annoyed. Besides being forced to go back on its promise to give the route to BA, it has also had to face allegations of lack of proper costing in setting up the deal in the first place.

However, without the Thatcher compromise, there would have been no British Airways flights, because the Defence Ministry would have refused to pay for them, and no RAF Tri-Star flights, because there would have been no government agreement to include their operation in the defence budget.

FALKLANDS AIRPORT PROMISE

By NICHOLAS COMFORT
Political Staff

MR HESELTINE, Defence Secretary, is ready to assure sceptics about the use to be made of the new Falklands airport that it will be open to civilian flights in little more than a year's time.

In a letter to Mr Heseltine before Easter, Mr George Foulkes, Labour spokesman on the Falklands, asked for confirmation of reports that the airport would take until 1987 to complete, and that no civilian flights would be allowed until then.

The Ministry of Defence does not dispute that it intends to retain sole use of the airport from next month, when Prince Andrew opens its first runway, until completion of the entire project.

Friction easing

But Mr Heseltine will stress that he expects completion next year, and the airport will thus be open to civil airlines well before the date raised by Mr Foulkes.

With the opening of the first runway to allow wide-bodied jets to replace the costly Hercules "air bridge" barely a month away, a number of the causes for friction over future air traffic between the Ministry of Defence and the islanders are disappearing.

Concern is still held on the islands about the cost and inconvenience of using the interim services planned before the airport is completed.

But a Mount Pleasant Users' Working Group has been set up in Port Stanley to enable interested parties to liaise with the military on interim and longer-term arrangements. This has improved the climate.

Role uncertain

Also after a period of deadlock over terminal facilities for civilian flights with the ministry and the Falkland Islands government each feeling the other should pay, talks on what should be provided are under way.

Facilities for customs, immigration, flight crews and cabin staff are all under consideration, as well as the perennial problem of transport from Port Stanley, 25 miles away along an uncompleted road.

While the Civil Aviation Authority is expected to give its certification to the airport on completion so that civil traffic can be encouraged, the extent to which military control will apply thereafter is uncertain.

FISHING FOLLY IN THE FALKLANDS

Peggy Riley reports on a case of damaging inaction

IT'S BEEN ALMOST three years now since the Falklands War ended, and Britain and Argentina are still — diplomatically, at least — at daggers drawn.

There is one thing, however, that could put the two on the same side of the fence if they would only stop not speaking long enough to recognize it. That thing is, quite simply, fish — a traditional symbol of peace.

Having gone to war to reclaim the islands, Britain has since shown reluctance to impose even an interim fishing zone, perhaps out of fear of jeopardizing future talks with Argentina, or perhaps to use fish as a card in those talks.

But in the meantime, Poland, Russia, Spain, Japan and East Germany have been taking advantage of the diplomatic freeze to vacuum up the islands' fish stocks as fast as they can. The plunder is perfectly legal until Britain — or Britain and Argentina together — declare a fisheries zone.

But conservationists say that the environment cannot wait for Britain and Argentina to reach a joint fishing agreement. (Fishing was near the top of the agenda at the talks last July in Berne, but those talks folded like a collapsible fishing rod when the Argentine delegation found out that Britain was really adamant that sovereignty over the islands was totally non-negotiable.)

Simon Lyster is a lawyer-turned-conservationist with the Falkland Islands Foundation, an offshoot of the World Wildlife Fund: 'Because the Falklands is a relatively small land mass in a relatively large expanse of ocean, enormous numbers of seals and penguins tend to congregate on the islands during breeding times. So it's especially important that the feeding areas are protected. Excessive fishing in those areas could do a hell of a lot of damage.'

As far as he's concerned, Lyster says, there's only one course of action for the Foreign Office to take and without delay. 'If Britain and Argentina can come to an agreement, then fine, if they can do it tomorrow. But they can't. In Berne, they couldn't even agree on the time of day, so how can they agree on something as extremely complicated as a fisheries limit?'

'The only thing Britain can do is take unilateral action,' Lyster says. 'Otherwise there aren't going to be any fish left to worry about.'

THE FALKLAND ISLANDS has never had more than a tiny three-mile coastal fishing limit, making it one of the few remaining areas in the world with waters that are *not* jealously guarded by the 200-mile fishing limits that are now standard.

The true extent of the fishing free-for-all going on around the Falklands is only now being realized, partly because it happened so quickly. Catches in the British-held waters are now estimated to be worth £200 million a year. Proper licence fees of five per cent would mean £10 million gross annual income for the Falklanders.

The islanders are distressed at this plunder of their seas, and the loss of potential — and much needed income. (One estimate is that after paying for the administration and policing of a fishing zone, the islanders would still be left with an annual income of £7 million from the sale of licences to foreign fishermen alone, twice what they earn from sheep farming, the largest industry at present.)

The Foreign Office say only that the fishing issue is under consideration, fuelling suspicions in some quarters that the civil servants have not fully comprehended the financial and ecological damage the continued plundering is doing. (Lyster and others say the waters could be exhausted in two or three years if the overfishing continues unabated.)

The Foreign Affairs Select Committee's report on the Falklands dismisses imposing a unilateral fishing zone as too expensive and not a proper job for the Royal Navy. (Never mind that the government has already spent more than a million pounds per Falklander since 1982 and presumably would also stand to benefit if it invested in an industry that could lead to more economic independence for the islands.) The committee report even suggests that the 1,800 islanders ought to get busy and set up a fishing zone and licensing system by themselves, if they are so keen on getting their hands on the revenue that would accrue.

Waiting in the wings to help the islanders get their own licensing system going is Britain's biggest fishing, research and trading firm, J. Marr Seafoods of Hull. So much for the government's argument that it cannot afford to set up a fishing zone. J. Marr is offering to take on the task if only the government would declare the zone.

J. Marr wasted little time in putting a plan together when the company realized it was trading in what were really *British* fish, caught by Russians and Poles. Of course, J. Marr's offer to send a research ship and plane down to the Falklands and to help set up the licensing procedure was not a purely altruistic one; the company realized that, like the islanders, it was suffering a huge commercial loss.

WITH HIS South Atlantic Council, Tory MP Cyril Townsend (Bexleyheath) spends a lot of time trying to get the government to take a more conciliatory line in general toward Argentina. But on the fishing issue Townsend is in complete agreement with the Foreign Office's cautious, if maddeningly *slow*, approach.

After his controversial visit to Buenos Aires last summer, Townsend is convinced that an abrupt declaration of an exclusive British fishing zone would upset the Argentinians and perhaps further delay the normalization of relations.

'Of course the islanders want it, because it would be a good source of revenue,' says Townsend. 'But who would patrol it? Who would administer it? And it would be quite unrealistic to have a 200-mile protection zone that didn't take account of the Argentine traditional fishing claim in those waters.'

Britain continues to keep its 200-mile exclusion zone around the Falklands, keeping only the Argentinians at bay, while everyone else fishes to their heart's content. Ironically, the Royal Navy's presence actually helps the foreign fleets. They no longer have to worry about the Argentinian patrol planes that surveyed the area back in pre-invasion days.

Simon Lyster of the Falklands Foundation: 'It reminds me of that old English saying. We find the person who steals the goose from the common, but we let the person loose who steals the common from under the goose. That's exactly what we're doing in the Falklands, at enormous cost. We're allowing the Poles and the Russians to strip the common with impunity. It makes no sense. It's just dumb.' □

'Clandestine goggles deal' by Argentina

By IAN BALL
in New York

IN the days after the Falklands war broke out an Argentine hurriedly visited the United States to negotiate the clandestine purchase of hundreds of pairs of electronic night-vision goggles, according to an indictment disclosed in New York yesterday.

The representative of the Buenos Aires junta is said to have obtained 1,300 pairs and settled on a price of \$8,000,000 (£6,480,000).

The bill is said to have been paid out of an account at the National Bank of Washington controlled by the Argentine Naval Commission.

Argentina is said to have received help from HLB Security Electronics Ltd., in exporting the goggles in violation of an American ban on the sale of military equipment to the country.

Hundreds of pairs were acquired by British forces after the Argentine surrender in the Falklands.

'A matter of money'

Four American arms dealers were charged yesterday concerning goggles for Argentina and alleged illegal deals with Poland, the Soviet Union, and Iraq.

"These international operations have nothing to do with political philosophy, national interests or ideology," said United States attorney Raymond Dearie, outlining the case at a Press conference. "It is a matter of money."

Charged were Leonard Berg, 49, owner of HLB Security Electronics, of Manhattan; Grimm Depanicis, 41, an HLB vice-president; Leon Lisbona, 60, owner of Global Research and Development, New York; and Solomon Schwartz, 49, owner of Texas Armament Advisors.

The Argentine arms buyer is said to have sought out Schwartz, who is said to have taken him to HLB Security Electronics.

HLB is said to have bought goggles from two different manufacturers, allegedly lying about the ultimate buyer's identity and to have resold them to the Argentines at a profit of about one million dollars.

MINISTRY FOOTS FLIGHT BILL

The Ministry of Defence confirmed yesterday that it will foot the £2,885 bill for flying home from the Falklands the body of Barbara Chick, 35, the British nurse who died a year ago while trying to save a patient in a fire which killed eight people at Port Stanley Hospital.

The decision to meet the costs followed protests from Miss Chick's parents. Miss Chick, of Burford Road, Shire Hampton, Bristol, was buried at St Mary's Church, Shire Hampton.

The Guardian 11/4/85

US firms indicted for arms smuggling

New York: Four American arms dealers and an electronics firm were indicted yesterday for exporting arms illegally, including selling sophisticated night vision devices to Argentina during the Falklands war.

While prosecutors said an unnamed Argentine official was involved in the deal, the federal grand jury indictments did not accuse Argentina of violating weapons export laws.

"Until Argentina got these devices, it was fighting blindfolded in the Falklands war," said Mr Patrick O'Brien, the assistant regional US customs commissioner.

Besides selling the device to Argentina, the four were also charged with attempting to export weapons to Poland and Iraq, and night vision goggles to the Soviet Union.

They were alleged to have made \$1 million profit on the Argentine deal which involved selling 1,300 night vision goggles which allowed soldiers to see and shoot in the dark.

According to Mr O'Brien, Britain already had these de-

vices. After the war began in April, 1982, Argentina found itself trying to buy as much weaponry as it could.

When Britain recovered the islands after the 10-week battle, its soldiers found fields littered with the illegally-sold devices originally developed by the United States in the Vietnam war, said Mr O'Brien.

Indicted yesterday were the HLB Security Electronics Company of New York, its president, Mr H. Leonard Berg, aged 49; Mr Solomon Schwartz, aged 49, owner of International Security Associates; Mr Leon Lisbona, aged 60, owner of Global Research Development; and Mr Grimm de Panicis, aged 41, who is charged with shipping the devices to Argentina.

"The funds used for buying the night vision devices came from a bank account used by the Argentine Naval Commission," the US federal prosecutor, Mr Raymond Dearie, said.

The four each face up to 20 years in gaol if convicted.—
Reuter.

Daily Mirror
11 April 1985

HEROINE NURSE BILL PAID

THE £2,885 bill for flying home from the Falklands the body of brave British nurse Barbara Chick will be paid for by the Ministry of Defence.

The decision to meet the costs of the RAF Hercules flight followed protests from her parents John and Marian Chick, supported by Tory MP Michael Stern.

A year ago Barbara, 35, died while trying to save a patient in a fire



BRAVE: Barbara

which killed eight people at Port Stanley Hospital.

Barbara, of Burford Road, Shire Hampton, Bristol, had earlier rescued four other patients from the mainly wooden building.

A Ministry of Defence spokesman said last night it was decided before Easter that the Ministry should reimburse the Falklands Island Government for the flight.

Daily Star
11 April 1985

MoD MEANIES PAY NURSE'S BILL

INSULT TO
A HEROINE

Baggage
fee to
fly body
from the

What the Star said on Monday

By DAVID NEWMAN

MEAN Whitehall chiefs climbed down yesterday over a bill for flying brave nurse Barbara Chick's body home from the Falklands.

The Ministry of Defence said the £2,885 cost would be waived.

The announcement came

Protests force rethink

on the first anniversary of heroine Barbara's death — and just 48 hours after the Daily Star exposed the scandal.

A storm over the charge erupted after the Port Stanley government revealed they had to foot the bill in a letter offering Barbara's family £4,100 compensation.

Now the Chicks are waiting to see if the MoD decision will lead to an improved offer.

At her home in Shirehampton, Bristol, Barbara's mother Marian welcomed the Ministry's about-turn as "really wonderful news."

Furious

But it was a day of sadness for Marian and husband John, 67, as they made a pilgrimage to place flowers on the plaque at a Bristol health centre which records Barbara's bravery. Barbara, 35, was dubbed the "Angel of Port Stanley" after she

saved four patients in a hospital fire and died trying to rescue a fifth.

But her parents are still baffled that her heroism has not been marked by a posthumous bravery award.

Mr. Chick — who has rejected the compensation offer — said:

"We're still hoping for some recognition of our daughter's courage."

Falklands governor Sir Rex Hunt has denied the MoD charge had anything to do with his government's offer.

But furious Tory MP Michael Stern had slammed the Ministry bill as "outrageous" and immediately wrote an angry letter to Defence Secretary Michael Heseltine demanding an inquiry.

An MoD spokesman said: "Following representations the charge has now been waived and the Falklands government has been reimbursed."



Poles apart: Fuchs, Plomley and Scott

Pictures: Alan Davidson

An un-Disc-covered explorer

ASKED no fewer than three times to appear on Radio Four's long-running Desert Island Discs, the polar explorer Sir Vivian Fuchs found himself yesterday having to explain why he has consistently refused the BBC's invitation.

He was unexpectedly introduced to the programme's presenter Roy Plomley at the Foyles literary lunch at The Dorchester in honour of David Attenborough's new edition of *The Living Planet*.

'I won't take part, simply because music means nothing to me — I don't play any instrument and I never listen to any sort of music,' said Sir Vivian, 77, who 27 years ago led the historic crossing of the Antarctic via the South Pole.

Luckily Plomley, whose castaways have included Margaret Thatcher and Princess Margaret, had a fan on hand to lend him moral support—the naturalist Sir Peter Scott, 75, now fully recovered from his heart attack. Although their views on Plomley's programme differed, Sir Vivian and

Sir Peter were united in their condemnation of Central Television's recent £5 million epic about Sir Peter's father Captain Scott, called *The Last Place on Earth*.

'I didn't watch all the series but I feel it was a great shame it was done like that—it was a very lurid version. The TV company didn't have the courtesy to send me a tape,' said Sir Peter.

Added Sir Vivian: 'I strongly disapprove of this sort of thing. There is an awful lot of dirt being raked up.'

FALKLANDS WIN FOR B.A.

BRITISH AIRWAYS has won a multi-million pound contract to fly troops to and from the Falklands, though Defence Secretary Michael Heseltine claims the RAF can do it more cheaply.

Master Quiz

- 1 Who was the first person to be granted the freedom of the Falkland Islands?
- 2 When was measles vaccine developed—(a) 1922 (b) 1946 (c) 1960?



- 3 Former QPR manager Terry Venables (above) manages which football team now?
- 4 Name the members of the crocodile (Crocodilia) family.
- 5 Olympic gold medals are solid gold. True or false?

- 1 Margaret Thatcher.
- 2 (c) 1960. 3 Barcelona.
- 4 Crocodile, gaviel, cayman, alligator. 5 False. They are of gilded silver.

ANSWERS
MASTER QUIZ

Falklands ship loses passenger

FALKLANDS police are investigating after a man was lost overboard from a ship sailing from Cape Town to the islands. A boat from the MS England was unable to recover the body of Mr Terry Martin two days after leaving port.

Mr Martin, who worked for Vic Haloms, a sub-contractor to the consortium of Laing, Mowlems and Amy Roadstone, was on his way to work at the airport site at Mount Pleasant, East Falkands.



Falklands costs rise by £60m

By James Naughtie,
Political Correspondent

The Government was accused yesterday of concealing a £60 million rise in the costs of the Falklands airport by Mr George Foulkes, a Labour foreign affairs spokesman.

He claimed in a letter to the Defence Secretary, Mr Michael Heseltine, that the Govern-

Left: Mr George Foulkes
— 'unpopular policy'

ment's estimate is now £430 million, compared with the figure of £370 million given to the Commons two months ago.

The runway is due to be opened next month by Prince Andrew, but there have been reports that the completion of other facilities will be delayed and that civilian flights will not be allowed until mid-1987.

Mr Foulkes asked Mr Heseltine to confirm the latest cost estimates and the expected completion date. He claimed in his letter that one

of the reasons for increasing costs was the decision against using fixed price contracts for much of the work.

He said last night: "Only two months ago I was told in the Commons that the cost would be £370 million. Why did the Government not mention this vast increase? Why did it deceive the Commons? It knows that at a time of cuts at home, the never-ending costs of Fortress Falklands are incredibly unpopular with the majority of the people."

Lessons of the Falklands: 2

Taking care of the wounded

Most of those wounded in the Falklands are now fully recovered, but some have had to be invalided out of the services and a few are still undergoing treatment. RODNEY COWTON, Defence Correspondent, reports in the second of two articles.

Of 777 members of the British task force injured in the Falklands conflict, about 40 were still receiving treatment at the beginning of this year, two and a half years later.

They were returning from time to time to hospital for plastic surgery or other periodic treatment. Injuries included penetrating head wounds, complicated fractures and deep burns around joints.

Nearly 80 per cent of the wounded remained in the services, the vast majority fully recovered. Just under one in ten had been invalided out, though there may be more later.

There were only 62 reported cases of battle-shock, called shell-shock in the First World War. Of those, 45 were treated also for other injuries. Among the reasons for this low incidence of battle shock were

that British troops were not exposed to heavy artillery barrage, and that they were all professionals, with high morale and training. Another reason is that the forces believe that they now know better how to cope with battle-shock.

A serviceman who is invalided out because of battle injuries will receive a pension from the Ministry of Defence and a war pension from the Department of Health and Social Security. The level will be influenced by his degree of disability, length of service and the pay he was receiving.

For someone with 100 per cent disability, such as loss of both arms, a sergeant aged 28 with 10 years' service would have received a tax-free and inflation-proofed pensions totalling about £6,000 a year plus an initial lump sum of

about £10,000. In the case of a private aged 20 with two years' service the pension would have been in the region of £4,250 with a lump sum of about £4,000.

They will also have received sizeable sums from the South Atlantic Fund. There have been a few instances where a man left the services with £30,000 or £40,000 in his pocket, and spent it all in a few months. Parents have complained that men receiving such large sums have not had enough counselling on how to make the best use of it.

The services say that they have always been ready to offer advice, but they cannot force it on a man unless he wants it.

Another source of complaint has been that arrangements for notifying next of kin of injuries were unsatisfactory, and when casualties were returning to Britain there was sometimes not enough information about who was arriving when. The services say that they are trying to ensure that if the situation arises again, information will flow more smoothly.

Concluded

GUARDIAN 9th April 1985

Why the home of democracy is 8,000 miles from Britain

Sir.—Three years ago the people of the Falkland Islands (pop. 1,800; 8,000 miles from London) made an important decision, about their fate. They wanted, so we are told, to remain British. In defence of this democratic right, the government of the United Kingdom dispatched a gigantic fleet across the oceans, waged a war which cost many hundreds of lives and more than two thousand million pounds,

and proclaimed this to have been its duty in the face of intolerable interference from elsewhere.

Today the people of Sheffield (pop. 560,000; 160 miles from London) have also made a decision as regards their future. They want the right to decide for themselves how much money their local government can be allowed to spend and in what way it shall spend it.

Sheffield is *not* a spend-

thrift local authority. The city has substantial social problems; the highest proportion of elderly in any UK urban area; 43,000 unemployed; 30,000 on the housing waiting list; a large number of decaying properties. The scale of some of these problems is directly traceable to external meddling in our affairs — from Whitehall. Yet Sheffield has been described by the Audit Commission as an efficient

and exceptionally well run authority. The plain fact is that there is no room for cuts in Sheffield's budget: the city's services need to expand.

Where in the government's topsy-turvy reasoning is the democracy which ministers and the firebrands of Fleet Street so ardently pontificate about?

James McGuire,
Nicholson Road,
Sheffield.

The Nigel Dempster

MAIL DIARY

Tarzan, King of the Air



Shackleton: On board.



Heseltine: Only the best will do.

DEFENCE SECRETARY Michael Heseltine was horrified to learn that when he flies to Port Stanley next month to open the new Falkland Isles airport with Prince Andrew (already there serving on HMS Brazen) he will have to travel, like any squaddie, in a regular TriStar of RAF Transport Command.

This involves sitting in functional seats facing the tail — something which 'Tarzan' didn't fancy at all, even though Generals and Air Marshals put up with it. So the RAF was asked to reconfigure the wide-bodied jet to take this exalted politician.

At first they tried using the Queen's special VIP unit, which has three times been employed to convert the TriStar for her use on Royal Tours, most recently to Portugal.

But as Heseltine is travelling with two junior Government Ministers as well as other dignitaries including Lord Shackleton — who wrote the Economic Survey of the Falklands (updated in 1982 after the war) — the Royal State Room would not provide enough seats.

So British Airways were asked if they could provide their standard First Class seats and fit them on the plane. But with Concorde being refurbished and the entire fleet of BA aircraft being repainted, there is little time in the engineering department's busy schedule to do this.

Now a third plan, to take maintenance men to RAF Brize Norton, where the six Tri-Stars are based, is being considered. One way or another, Mr Heseltine is determined to make the 15-hour journey more comfortable.

Lessons of the Falklands: 1

Armed forces improve medical treatment at the battle-front

Three years after the British task force sailed to recover the Falkland Islands, medical lessons are being applied, and a few of the wounded are still receiving periodic treatment. RODNEY COWTON, Defence Correspondent, looks in the first of two articles at changes the services are making in front-line medical aid.

The armed forces are making important changes in front-line medical services after the Falklands conflict.

Perhaps the most eye-catching change was the re-formation last week of the 23 Parachute Field Ambulance as part of 5 Airborne Brigade, the first time since 1977 that the Army has had a field ambulance trained to deploy by parachute.

The unit will have three surgical teams with supplies for 10 operations on the battlefield. That facility has had to be recreated, because parachute operations take place where regular hospital facilities may not be available, and evacuation of the wounded may be difficult.

The provision of medical services in the Falklands, particularly at the advanced surgical centre at Ajax Bay and on the hospital ship, SS *Uganda*, was regarded as outstandingly successful. But some difficulties were exposed. Some of the problems were basic. For example, it was found that the packaging of boxes of

medical supplies did not stand up well to the soaking conditions in the Falklands. Markings washed off and at times boxes burst open.

It was also found that men in shock after being wounded did not always adequately absorb pain-killing injections available in the front-line. New syringes are expected to be introduced with a longer needle so that the injection will go directly into muscle tissue where it is more readily absorbed.

The syringe is likely to be of a type suitable to be used by the patient himself. A new drug is also being examined which would be more easily absorbed than the present morphine-based ones. New field dressings are also being researched.

About 20 per cent of the Falklands wounded suffered from burns, and much attention is being given to handling such casualties.

For leading naval medical assistants an advanced casualty module has been introduced to enable them in an emergency to carry out more complex pro-

cedures. The Navy is increasing efforts to ensure that at least one in 10 of its ships' crews are trained in first aid.

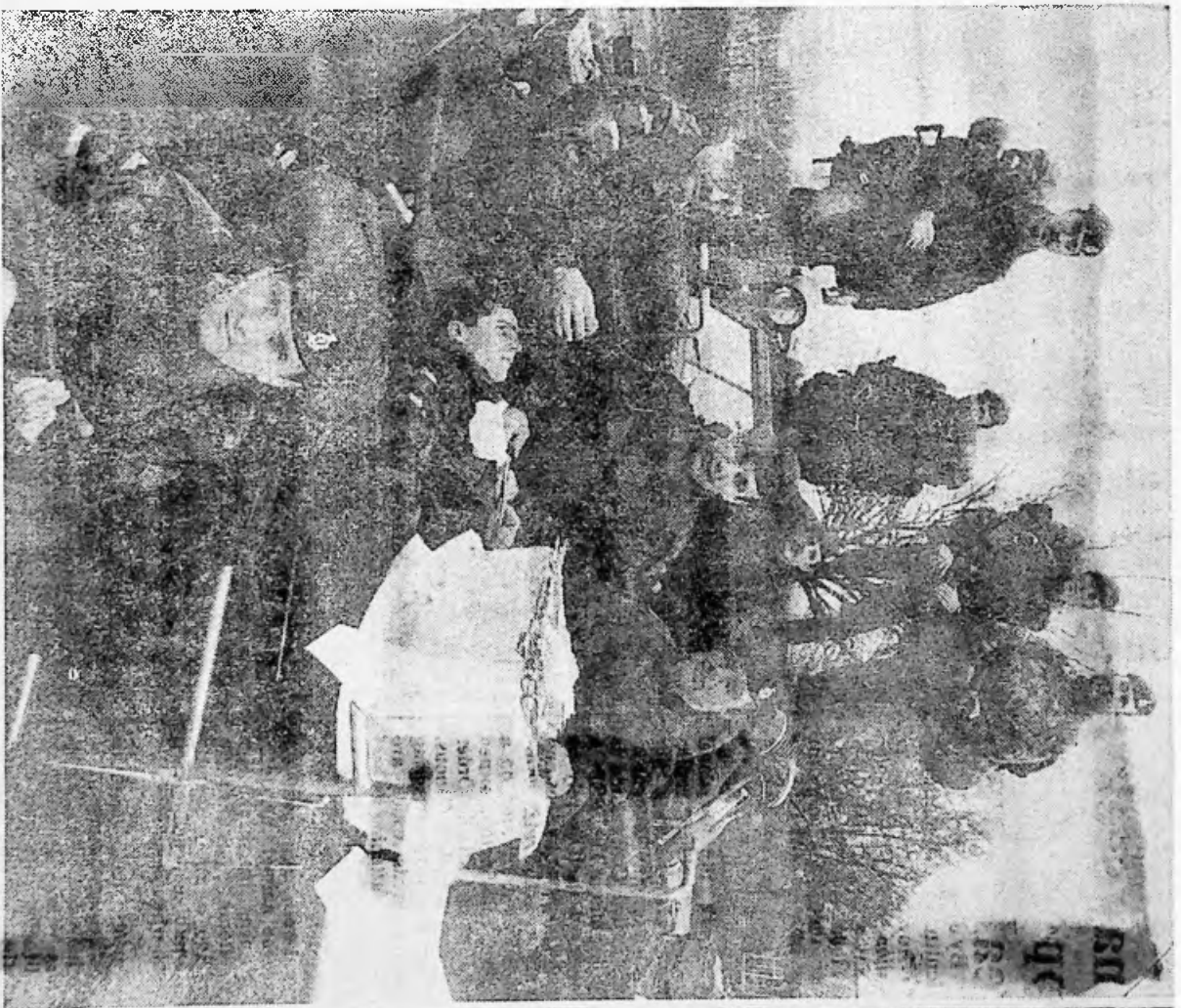
The Army aims to have one man in 10 trained as a "regimental first aider" who should be able to look after a casualty for up to six hours.

A problem in the treatment of casualties is that they tend to pass through many hands as they are moved back from the front-line, perhaps to an advanced surgical centre and then back to a hospital or hospital ship. Because of the impossibility in battle of keeping comprehensive notes of the treatment patients have received, there has been a problem of ensuring that succeeding treatments are compatible.

The Army is, therefore, drawing up "combat treatment regimes", which will be issued next year, and which are designed to ensure that treatment of a particular type of injury follows a standard course.

The Falklands experience went a long way to prove the worth of some relatively new treatments.

It also brought a renewed appreciation of the value of gloves and face masks as a protection against flash burns. Tomorrow: Learning the lessons.



The re-formed 23 Parachute Field Ambulance at Aldershot ready for action with medical equipment. At the operating table are (left to right), Major Mike Cogan, anaesthetist, Captain Simon Gallier, surgeon, and Sergeant Mick Cadwell, assistant.

INSULT TO A HEROINE

'Baggage fee' to fly body from the Falklands

THE MEMORY of Falklands heroine Barbara Chick has been insulted by a top civil servant, claim her grieving parents.

The brave nurse was burned to death rescuing four patients from a hospital blaze in Port Stanley.

Now Falklands Attorney General Michael Gaiger

has offered Barbara's parents £4,100 compensation for her death.

But his letter revealed that the sum was decided after considering that the Falklands Government had already had to pay the Ministry of Defence £2,885 to fly Barbara's body home.

And last night Barbara's distressed father John said: "Why did they have to throw that in our faces?"

A Defence Ministry spokesman said the £2,885 fee was calculated according to weight —

By CAROLE MALONE

"just as personal luggage would be."

But Mr Chick, of Shirehampton, Bristol, said: "It's an insult to our daughter's memory."

"The Falklands administration would have paid her fare home if she had given up her job there. That was part of her contract."

"But because she died in the line of duty they are in effect saying that we are paying for it."

But last night in an

exclusive interview Mr. Gaiger said: "That is absolutely not true. There is no way Mr. and Mrs. Chick are paying £2,885."

"It was only mentioned in the letter. It does not form part of the compensation."

Asked why it was mentioned at all he said: "I'm not prepared to discuss professional correspondence."

Barbara's parents have

refused the compensation offer.

And last night Bristol Tory MP Michael Stern promised to look "immediately" into the "fee charged."

"It's outrageous," he said. Another source of sorrow to Mr and Mrs Chick is the bravery award promised for 35-year-old Barbara's heroism — it never came.

The award was called for after the blaze last year by Falklands Commissioner Sir Rex Hunt.

When asked about it, Mr Gaiger said: "You'll have to talk to him — I know nothing about it."


The Star Says—Page 8



Barbara... died saving patients

THE STAR SAYS

The scandal of an Angel

 ONE day she was a heroine and a true Angel of Mercy in the Florence Nightingale tradition. The next day an awkward bit of excess baggage, somehow to be squeezed onto an RAF flight back from the Falklands to Britain.

The facts surrounding the tragic case of nurse Barbara Chick show that critics who claim Whitehall is a cold and uncaring bureaucratic machine can be correct.

Barbara, 34, was killed while rescuing patients from a fire in Port Stanley hospital a year ago.

She pulled four to safety and died trying to pluck the fifth from the flames. Incredibly, recommendations for a posthumous bravery award have gone unheard.

And the final insult—in awarding compensation, Falklands Government officials told her family it had already cost £2,885 to fly her body home. The Ministry of Defence had calculated the cost on the basis of personal baggage.

The Falklands budget runs into multi-millions. The Barbara Chick payout is not even peanuts in comparison.

Defence Secretary Michael Heseltine must order an immediate inquiry. If the result is that some senior staff, with their safe jobs and index-linked pensions, feel a bit insecure, then so be it.

The British people are not as mean-minded as the men at the Ministry.

Soldier Magazine
8 April 1985

How to get a foothold in the Falklands

Prime Minister Margaret Thatcher will be offered a 'foothold in the Falklands'.

Perpetrator of this odd-sounding undertaking is ACC chef WO2 Jim Hartey who, with four pals has bought 50 acres of land at Ridge Camp, East Falkland, on the Stanley to Darwin road.

Jim's idea is to sell, at £12 a time, certificates granting 'privileged access over the Falkland Estate'.

To launch the scheme, Jim and his fellow directors plan a call at No 10 to present certificate No 1.

Explaining his idea and what buyers into the enterprise will receive, Hartey said it would give people the chance to celebrate the Falklands victory by planting trees, flying a flag or just wandering around the estate.

To do any of those things — camping on the site is also allowed — will mean a trip to the South Atlantic.

He admitted that not too many people were likely to travel that far to exercise their rights — about 16,000 miles there and back.

But they will receive an attractive numbered certificate and a map of the area for their money.

He said the idea of a 'share in Britain's history' came to him about a year ago.

LEGALLY

He set the thing in motion legally and quickly acquired four fellow directors, only one of whom has visited the islands.

In fact, said Jim Hartey, he is in the Falklands now. He is Sergeant Harry Green of the ACC and he is located at Lookout Camp.

He was responsible for surveying the estate area and being assured that the area has been 'swept' of mines, said Hartey.

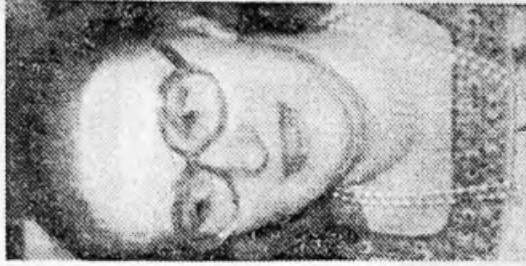
"The land is clear so far as can be ascertained," he said — admitting that insurance against accidents from left-over Argentine ordnance was proving extremely difficult.

But insurance or not, Jim and Co are confident that all is well on their estate and they're expecting a big response for certificates.

"We've had 5,000 printed and we anticipate no problems," he said.

**Bill of
£2,885
to fly
her body
home**

Cash shame over Falklands Angel



Barbara Chick—no award

EXCLUSIVE BY JEAN CARR

Backed call

Falklands Commissioner Sir Rex Hunt backed a call for a bravery award to her but so far no action has been taken.

Last week, Barbara's parents John and Marian Chick rejected an offer of £4,100 compensation for her death from the Islands' Attorney General Michael Gaiger.

At their home in Shirehampton, Bristol, they spoke of their distress at the explanation of how the sum had been decided.

Mr. Chick, 67, said: "In making the £4,100 award, they have not only taken into account the £1,300 back wages they owed Barbara, but also the £2,885 airfare for flying her body back for a family funeral."

THE parents of brave Falklands nurse Barbara Chick are reeling from a heartless Government blow.

They were, in effect, charged £2,885 for flying Barbara's body back to Britain.

They are also facing the first anniversary of their daughter's horrific death with no sign of a recommended award for her bravery.

Barbara, 35, was killed in the Port Stanley hospital fire on April 10 last year. After rescuing four patients from the inferno, she died trying to save another from the blazing building.

Seven Islanders died in the fire, and at her funeral service Barbara, a civilian nurse, was described as the Angel of the Falklands.

She was said to have displayed heroic sacrifice in the tradition of Florence Nightingale.

After a cremation ceremony in England, Barbara's ashes were taken back to the Falklands and interred in the civilian cemetery. The Chick family's MP Tory Michael Stern, attacked deduction of the airfare and Barbara's back pay from her compensation as "outrageous." He said it will be looking into this immediately.

A Defence Ministry

spokeswoman said: "It costs £100,000 to fly a Hercules out to the Falklands."

"If we are asked to transport anything back, we charge an appropriate fee which is calculated according to weight as it would be for personal luggage."

HERMAN

by JIM UNGER



War zone

THE Falklands Factor is still with us. The Bournemouth Symphony Orchestra has re-introduced the old habit of playing the National Anthem at the end of its concerts, and has received a lot of congratulations and support.

The Falklands Factor is still with us — and so, it seems, is William McGonagall. The *Falkland Islands Newsletter* contains an extraordinary poem by an islander, Des Peck, to commemorate the unveiling of the islands' war memorial. I'm sure the emotions expressed are sincere — but the poem is terrible: 'This war was forced on Britain/There is not the slightest doubt,/So a Task Force was soon recruited/To put the invaders out.'

GOING PLACES

Patagonia?' someone said. 'I can't say I've ever had any great desire to go there. It's full of very small, very hairy Welshmen, isn't it?' At the time I was not at all clear on the matter. All I knew was that a friend who lives there (a Chilean) had invited me to visit that strange, brown, windblown land — where the trees, if they grow at all, grow up and then parallel to the ground — assuring me that he liked it very much.

I arrived, on my birthday, in Punta Arenas, the southernmost city in the world. I was aware of being at the uttermost end of South America, and yet there was something staunchly un-South American about everything I saw. I had a feeling that Patagonia did not really belong to the rest of the continent at all, but had somehow been tacked on the bottom, as though by some strange accident of Creation.

My friend's house was on the edge of town overlooking the Magellan Straits. A rock garden full of pink and blue lupins leads down to the water. From here on a clear day you could see dolphins playing in the bay and the misty shores of Tierra del Fuego on the horizon. Inside the house, on bookshelves, on the walls and in numerous photograph frames was the history of Patagonia in miniature. The great-grandfather, a Herculean figure with whiskers, figured largely in these mementoes. So too did his prodigious offspring. I noticed particularly the daughters, deceptively frail in frilly Edwardian lace. They gazed down on us myopically, their presence still hanging tangibly on the musty air.

In Punta Arenas these people are legendary figures, having made their fortune from ships and sheep. Streets are named after them, and their huge, grand houses are open to the public.

My friend, Alfonso, is the last of these pioneers. Perhaps he is an eccentric. His hordes of cousins, grandchildren of the myopic great-aunts, who long ago moved away to the comfortable suburbs of Santiago and Buenos Aires, could be forgiven for thinking so.

At the weekend we went into the country to look at sheep, which is not difficult as there are a great many of them in Patagonia. Flocks of rhea, the South American ostrich, wandered by the roadside,



TOM OWEN EDMONDS

Where the south wind blows

Katie Hickman journeys into Patagonia, a land of curious trees and wind-blown pampas peopled by hardy settlers like Reg Aldridge, above, drawn by the desolate beauty of the land at the bottom of the world

observing us occasionally through long eyelashes. All I could see for mile after dusty mile was the brown flatness of the pampa, uninterrupted by human habitation. The landscape's saving grace is the extraordinary light which suffuses it. It has a luminous quality, thick and rich and clear like the very best kind of honey, endowing everything, even this desolate landscape, with wild beauty.

In the middle of nowhere we came

to a halt. This, I was told, was the farm. It was horribly windy. Grit blew into my eyes, up my nostrils and filled my ears and mouth. 'Windy, isn't it?' I yelled. 'Wind? This?' A pitying look. 'You should come here in the summer. Then we really have wind.' My hair was now a Medusa's wig of gritty tangles. As we tacked towards the farm I felt a flash of sympathy for the bourgeois cousins safely tucked away in their smart, windless suburbs.

It was the time of year when the new lambs are brought in from the pastures to be earmarked, docked and for the males to be castrated. A great number of sheep had been rounded up into a corral, and the lambs separated off into a large pen. A group of farmhands, specially kitted out for the occasion in blood-spattered goggles, soon got to work on them.

One man stood out among the rest. When we arrived he was inside the pen, wandering in among the animals and sinking his hands up to the wrists in their wool. Occasionally he marked one with a large piece of red chalk.

This was Reg Aldridge. He was a Falkland Islander who had emigrated to Chile some 30 years ago as a farm manager. Now nearly 80 he is still regarded as the greatest expert on wool grading in the area. His hands were as huge as hams but soft like a woman's from fingering the oily pelts. He wore a battered cap, but no goggles, and his eyes were red and watery from decades of squinting into the Patagonian wind.

He turned out to be a great raconteur, and over lunch regaled us with stories. My favourite was the one about how his parents first went to the Falklands: they had been washed up on the beach clinging to the wreckage of their ship which had sunk while rounding Cape Horn.

I know now why Patagonia struck me as being so distinct from the rest of Latin America. It is full of people like Reg Aldridge, immigrants from another world. The native Indians, fierce nomadic tribes akin to the ones Darwin saw roaming naked round the icebound shores of Tierra del Fuego, are now extinct. Others have replaced them.

First came the missionaries, who brought the word of God and, for the Indians, the kiss of death with it. Then the great pioneers like Alfonso's family; and finally the more modest settlers, like Reg Aldridge, who came pouring in from all over Europe — from Britain, Yugoslavia, France and Italy.

The only people I did not come across were Welshmen, although I am reliably informed that they are out there somewhere, in that strange, brown, windblown land, where the trees, if they grow at all, grow parallel to the ground. **YOU**

REAL LIFE STORIES

"If they're worth dying for, then they



On a bright, windy summer morning, we walked down the slope past the tiny cove, where the boats full of hideously burned men had come in, to the promontory on the other side where, on the memorial to those who died that day, is carved the name: Guardsman Paul Green.

The boy's mother knelt briefly beside the granite plinth, staring out across the water to the spot where the ship had been when the bomb hit it. She fussed around the flowers at the foot of the cross for a minute or two, then she slowly stood and looked around the glorious panorama of sea, sky and gorse on peaty hills.

"I love coming here," she said simply. "It's not morbid. It's so beautiful here. I think about the good times."

Morbid is indeed the last word you would use to describe the remarkable odyssey of Mrs Ann Green—a journey which, in her early forties, has taken her from her native North Wales to build a new

life 8,000 miles away in the Falkland Islands.

Though her son Paul was killed that afternoon, three years ago on June 8, he is only incidentally the reason why she has chosen to uproot herself and her family.

Yet only through the extraordinary story of Paul's life and death can we fully understand her reasons.

Two of Mrs Green's five children—Paul, 21, and Michael, 22, were Welsh Guardsmen when the Falklands War started three years ago. She was divorced, living in Rhyl, and working in a fish and chip shop.

If she had a favourite son, it was Paul. Not that the other children resented it—they understood that it was because he had been very badly burned as a toddler. The little blond-headed three-year-old, who was to grow into the six-foot-four guardsman, had been dressed as a fairy for a nursery panto when the nylon dress caught fire and he was burnt from waist to knees.

"I used to pray that he would die," she says, "because he had

these emotional fits at not being able to walk and he'd start to shake with the intensity of it. I wanted him to be released from it. Thinking about that upsets me more now than his being killed."

The little boy, though shy of going swimming because of the scars and for the same reason, perhaps, a little shy of girls, nevertheless grew into a happy, active adolescent. And, after finishing his basic training with the Guards, he talked his elder brother Michael into joining too.

"Right from the beginning I accepted the fact that soldiers fight wars and some of them get killed," she says. "Northern Ireland was the worst. I was working in a hotel and I was called to the phone one day: it was Paul who told me he had just been shot at."

"All I could do was laugh. He said: 'It's not funny!' I said: 'Well, they missed didn't they?' Later, I cried and cried. It was relief I suppose."

"I would never have asked him to leave the Army though—he was having a whale of a time. Whenever

he came home, he would pick me up, then sit me on his knee and tell me all the pranks he'd been up to."

"Once he wrapped a jeep around a tree in Kenya. Another time he was on guard duty at Windsor Castle and he built a snowman outside the royal apartments and put his hat and greatcoat on it. There was a smart tap on the window and two minutes later a footman came rushing round the corner and said Her Majesty would be awfully grateful if he would dismantle it!"

"So when the Falklands came up Paul and Michael were both looking forward to it. Their only fear was that it would be over before they got there. I don't think anyone really thought people would die until the *Sheffield*. We had the radio on in the shop that day and everyone froze—we all looked at each other with the same thing going through our minds: people were going to die."

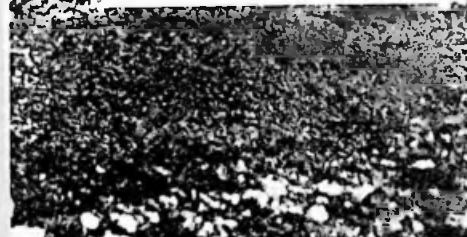
"The funny thing is, though, that when we went to see them off on the *QE2*, the men were lining the

must be worth living for, too"

It was three years ago this week that Argentina invaded the Falkland Islands and Ann Green watched two of her sons set sail for the South Atlantic. Only one returned. But when Ann joined the party of relatives of the lost who visited the islands, she fell in love with the place and decided to make it her home—because, as she explained to Rodney Tyler, "I felt I could be happy here . . . I could smile again"



Ann with grand-daughter Judy on her lap and, from left, David, Shiralee and her boyfriend Fred; Bob, Carol's fiancé and Carol



rails and there were banners and flags and everyone was waving and cheering. I could not take my eyes off Paul. I remember thinking at the time that I must take a good long look because I *knew* I would not see him again.

"But from that moment, something in my brain started to cushion me and I never really believed they were in any danger. It was as though half of me knew what was going to happen and the other half would not let me admit it.

"When they'd left home a few days before, I'd packed up a little lunch for them to eat on the train and I put a card in which said, 'Go with my blessing and my love. Fight with honour and fortitude. And return safely in triumph.' Paul had obviously kept it because when I got his effects back, it was there among them.

"The first I knew about the *Sir Galahad* being hit was three days afterwards. It had been on the radio before—but I had no reason to connect it with Paul. I'd been to Llandudno to record a message for the boys and when we got back,

there was this man in khaki on the doorstep. That cushioning took over again. He said Paul was missing, though somebody thought they had seen him get into a life-raft. I half believed him, but the other half didn't and I rang headquarters and told them they could identify Paul by my father's ring, which he wore.

"We found out later Paul and two friends were playing cards, sitting on top of some boxes of ammunition and the bomb went straight into the hold right by them. They can't have known anything about it. I still get a feeling that maybe he did have a split second of fear or pain. The fear upsets me more than the pain, because at the last you want them to be brave, to be heroes.

"There was no other fitting end for him. He was a soldier down to his toes. I could never imagine him being old.

"The rest is just disjointed. My sister appeared and stayed with me for quite a while . . . I remember going to bed and I couldn't sleep and I said to my sister: 'I can't see his face.' She put her arms around me and it was suddenly there, smiling—and I cried and went to sleep.

"On the Saturday we went ahead with my daughter Carol's engagement party. Everyone was so nice. Then on Sunday I woke really early and decided to go to church. I remember crossing the railway bridge at about 8.30 when suddenly this intense feeling of calm and contentment came over me and, although I didn't know it for certain, I felt then that it was definitely all over.

"Halfway through the service I heard the church door open and there was my daughter in the doorway. I knew then he was dead . . . Paul was at peace. Everything stopped, everyone turned round, I stood up and walked out and everyone knew.

"I remember not wanting to watch the television, but doing so, searching for his face in the film of the ships on their way there. I remember the film of the *Galahad* burning. It was worse than any horror imaginable.

"I remember my first day back at work in the shop—they treated me like Dresden china—but all I wanted to do was to get stuck into the work. And then my next door

neighbour came in and I thought: 'Oh, no, not Michael as well!' But she said it was all right—there was someone outside who wanted to see me.

It was Michael—they had sent him home on compassionate leave—and I leapt into his arms. We went barmy for a few days. We used to go to the funfair and ride on the merry-go-round and go fishing. Silly things.

"I remember little things—like being upset that Paul's South Atlantic medal was just posted to us, or that his personal effects were just left on the doorstep. I went to Brize Norton the day the Welsh Guards came back and it was such a happy day that it gave me a tremendous lift. I felt out of it, but not unhappily so.

"For nearly 10 months—until the relatives' trip here—I must have been like a zombie. Sometimes I was coping; sometimes it just got on top of me and I'd really have to fight it. I'd go for long walks by myself—thinking about Paul and my life."

Out of the crucible of that period, when the pain was at its worst, Ann Green emerged a different woman, quieter, more reflective, more prepared, perhaps, for the great changes she was about to make in her life. That process started in April, 1983 when she and her children joined the other relatives of the dead on a trip to the Falklands. "It was extraordinary. We

Paul, right, loved his time in the Army. His mother's visits to the memorial demonstrate her overwhelming pride in him and all who died



looked around and it was beautiful and we said to each other: 'We didn't see this in the newsreels.'

"I should have felt depressed, but I didn't. I felt lifted. David said casually: 'Wouldn't this be a nice place to live?' and I suddenly realised that this was what I had been looking for all my life.

"To some, it was windswept and barren, but to me it was lovely and quiet and satisfying somehow. It didn't feel 8,000 miles away. But for the trees, San Carlos looked like a little Welsh valley. And the people made us feel so welcome.

"We talked to them about their lives and all the time this idea was growing in my mind. We had been led to believe that this was just a lump of barren rock probably not worth fighting for, but it was really beautiful and the size of Wales! And the people had a lot of what Britain has lost—everyone knew everyone else and everyone helped everyone else, but if you wanted to be on your own you could be.

"Then they took us to Fitzroy, where Paul had died, and there was the cross and the plaque. We were as near as we could be to where it had happened and I felt peace and happiness. Everything had been worthwhile.

"On the way back the more we talked about the island, the more we liked the idea of coming back . . . It was not morbid or anything. It was not because we felt sadness or loss—just a terrific sense of pride and a feeling of belonging.

"It was as though the previous 10 months had

Photographs: Scope Features

"...worth living for..."

continued from previous page

been idling, waiting for this to happen. I felt I could be happy here. I felt I could smile again and know there was a future. The children were the same—I would honestly not have come if I had felt at any stage they were backing out of the idea."

It took another eight months to go through the formalities before they set foot once again on the islands—this time for good.

"Our relatives thought we were mad—but all they knew about it was the wrong image on the television," says Mrs Green, now happily settled in a rented house (£148 a month) with her 16-year-olds Shiralee and David, and daughter Carol who, with baby Judy, is staying with her.

Michael, who had been detached to the Scots Guards a few days before the bomb hit the ship, was ashore and watched it burn, not knowing his brother was on it. He has now left the Army and decided to stay in England.

"We got such a welcome here when we arrived that we settled in very quickly," she says.

"Every day here is wonderful . . . catching my first fish on the Murrell River, where it just leapt on to the hook, was marvellous . . . going out of my door and just walking for miles and miles . . . I sit and read here in the porch, overlooking Moody Brook and the view changes with every mood of the day; sometimes the water is blue and green, sometimes it's white, sometimes grey and sometimes it's so calm it's like glass.

"Of course there's no Boots here, no Woolworth's or Harrods; no cobblers so you wear shoes till they fall to pieces. What you can't buy you have to make or do without. What you have to remember is that this is the British way of life, but it is not Britain.

"This is my home now. I have never been happier. I would like one day to have a little dress shop here—all the ladies have to shop out of catalogues and that is difficult for them—or perhaps I'll marry a farmer with a few thousand sheep!

"I feel tremendously proud that my two sons came out here and were willing to die, not for the place, but for the people—so that they can have the same freedoms you have in Britain.

"I would never have come here if it hadn't been for Paul's death and I am proud of what he did. Therefore the islands are worth my giving them something too. If they are worth dying for then they must be worth living for," says Mrs. Green sincerely.

"That's why I love going to the memorial at Fitzroy. For all the men who died. And for their relatives. To know that someone is thinking about all their sons, someone who has found happiness from it . . . these islands are magical to me . . . so beautiful." ●

Wrangle on take-over from 'air bridge'

By PATRICK WATTS in Port Stanley

THE final strips of asphalt are being applied to the 8,500ft runway of the airport at Mount Pleasant, and British construction workers are set to pull off

a remarkable achievement, Falklands weather permitting.

ISLANDERS' VETO CLAIM DENIED

By Michael Kallenbach
at the United Nations
in New York

IN response to recent criticism by Argentine, Britain has outlined to the United Nations the reasons for introducing a new constitution in the Falkland Islands later this year.

In a lengthy letter to the United Nations Secretary-General, Senor Javier Perez de Cuellar, the British United Nations Ambassador, Sir John Thomson, has strongly denied that under the new constitution the islanders "could exercise the right to veto potential decisions of the United Kingdom Parliament."

Sir John said: "The provisions in the constitution do not confer any such veto. Nor do they derogate from the sovereignty of the British Parliament."

"These provisions recall the islanders' right of self-determination, but any significant proposal regarding the future of the islands would be a matter for Parliament to decide."

Argentina complained that the new constitution was an example "of the contradiction between the true meaning of the concept of self-determination and a distorted application of it."

British citizenship

However, Sir John argued that the Argentine government seeks to deny the Falkland Islanders the right of self-determination.

"That the islanders enjoy British citizenship cannot deprive them of their right to self-determination or of their right to live in peace and security under a Government of their own choosing," he said.

Replying to repeated Argentine claims that Britain disregarded resolutions of the General Assembly on the Falklands question, Sir John argued, "What the Argentine Government's claim ignores entirely are the events of 1982, when Argentina invaded the Falkland Islands in breach of the fundamental principles of the United Nations."

So insists Mr Bill Bloomfield, resident area director of Laing, Mowlem and Roadstone, the consortium building the airport, which will also accommodate RAF and Army personnel.

But it is ironic that, with the first proving flights in early May and Prince Andrew having received Buckingham Palace approval to perform the official opening, the Ministry of Defence and British Airways have been wrangling over which aircraft will make the 16-hour passenger flights from Britain via Ascension Island and take over from the RAF air bridge.

The present notorious Hercules flight takes 13 hours from Ascension to the Falklands, including in-flight refuelling, and is said to cost £750,000 a trip.

Immense pride

More than 2,000 British men and women are employed at the Mount Pleasant site 30 miles from Stanley. They earn £9,000 a year tax-free, with a 15 per cent. bonus on completion of contract. A feeling of immense pride in the project can be detected among the workforce.

The second stage of the project includes an additional 5,000ft runway, vital to the military air defence of the islands, plus the air terminal building (passengers will initially check in at the Tri-Star hangar) and an accommodation block to house Army personnel.

The Falklands population are hoping the airport will provide long-awaited opportunities to develop the islands, particularly in the tourism field (there is an abundance of wildlife).

Daily Telegraph
6.4.85

Zone refused

The £51 million allocated by Britain shortly after the conflict, to finance a five-year development plan, has been put to use by the Falklands Islands Development Corporation. An inshore fishing scheme is producing excellent catches of local crab, and exports to Britain will depend upon availability of freight space on the wide-bodied jets.

However, on a much wider scale, frustration is being experienced because of the Foreign Office refusal to implement a request from elected councillors for a 200-mile fishing zone.

More than 100 foreign trawlers from the Eastern bloc and other countries now fish Falklands waters. Harbour dues raise nearly £500,000 locally but this could be increased 10-fold with the introduction of the zone and the issuing of licences.

Internally, progress has been made with the extension of a moderate contract to supply local mutton to the military garrison, while plans to establish a market garden this year have interested military officials.

However, the opening of the international airport in May, just three years after the Argentine invasion, could well change the face of the Falklands, in addition to cutting the heavy cost of defending the islands.

CHALLENGE ON FALKLANDS AIRPORT COST

By **NICHOLAS COMFORT** *Political Staff*

MR HESELTINE, Defence Secretary, was challenged last night to confirm that the cost of the new Falklands airport, to be opened next month by Prince Andrew, has risen to £430 million—£60 million more than the most recent officially-published estimate.

In a letter to Mr Heseltine, Mr George Foulkes, Labour Front Bench spokesman on the Falklands, asked how the cost of the airport and connected military facilities could have risen in this way when work on it was being carried out on fixed-price contracts.

Mr Foulkes also asked whether the increase was taken account of in the Public Expenditure White Paper which set an overall defence budget for the Falklands of £552 million in the new financial year and £450 million in 1986-87.

The new estimate of £430 million, roughly twice the initially-reckoned cost of the scheme, is understood to have been passed to the Treasury by the Property Services Agency, which is in charge of the project.

Ministers see the completion of the main runway in less than two years and almost on schedule as a triumph for the construction industry and its workforce, who have been shipped out to inhospitable surroundings.

Civilian flights barred

The cost apart, there is, however, dissatisfaction in the islands that the Ministry of Defence intends not only to retain complete control over the airport but to bar all civilian flights for the time being.

This disquiet has been heightened by the recent disclosure by Mr John Stanley,

Armed Forces Minister, that while the airport was specially built for wide-bodied jets, the Ministry of Defence expect to operate only two or three such flights a week.

In his letter to Mr Heseltine last night Mr Foulkes asked for confirmation that no civilian flights would be permitted until all military facilities were completed in 1987.

He asked how this squared with Lord Shackleton's conclusion in his report after the conflict with Argentina three years ago that a civilian airfield for the colony was "a matter of the highest priority."

R A F shuttle

The Falkland Islands government has been perturbed by signs from the Ministry of Defence that no civilian terminal facilities will be included in the airport now taking shape.

And there had been annoyance that the Falklands' own civil air service, Figas, is likely to have to use the existing Port Stanley airfield, with R A F planes providing a shuttle to the new site at Mount Pleasant for civilian passengers.

According to an estimate given to officials on the Falklands, such passengers would have to check in at Port Stanley seven hours before their flight left Mount Pleasant, 25 miles away.

TIMES 6th April 1985

Labour seeks cost of Falklands airport

By Philip Webster.
Political Reporter

The Labour Front Bench is to press Mr Michael Heseltine, Secretary of State for Defence, for a fresh estimate when the Commons returns after Easter of the cost of the new airfield and Army base in the Falkland Islands.

This follows a report that the Falklands construction could cost more than £70 million above the estimate of £359 million published last July, and the £370 million suggested in a parliamentary written reply to Mr George Foulkes, Labour MP for Carrick, Cumnock and Doon Valley, two months ago.

Those figures were based on September 1983 prices and it has been reported that Property Services Agency officials have prepared "worst-case" estimates which put the cost of the airport at £280 million and the Army base at £150 million.

The agency said yesterday, however, that such figures were speculative and that the most recent estimate of the cost, at September 1984 prices, was £119 million for the garrison and £275.5 million for the airport.

The airfield, which will accommodate wide-bodied jets, is to be opened by Prince Andrew next month.

Mr Foulkes, Labour's spokesman on South America, said that the true cost must be given. "At a time of cutbacks in domestic public expenditure the cost of 'Fortress Falklands' continues to rise.

Mr Foulkes wrote to Mr Heseltine yesterday asking for confirmation of reports that civilian use of the airport was not envisaged until the military facilities were completed.

Argentina talks move, page 5

TIMES 6th April 1985

Approach to Argentina reported

From Douglas Tweedale
Buenos Aires

The Foreign Office formally proposed to Argentina in January that the two countries renew talks aimed at normalizing relations, according to an Argentine newspaper.

The daily *La Nacion* said Argentina had not yet replied to the British proposal because it left aside the issue of sovereignty over the Falkland Islands, an issue which Buenos Aires insists must be included in any talks.

The paper quoted an unnamed high official of the Argentine government as saying that the Foreign Office made the proposal to the Foreign Minister, Señor Dante Caputo, through the Swiss Embassy. However, a ministry spokesman was reported as denying any knowledge of a new British approach.

The British proposal reportedly suggests official conversations on topics of mutual interest, including the normalization of diplomatic and commercial relations and the reinstatement of direct airline flights between the two capitals.

RAF corporal in Brabant rescue drama

NEWS FROM the Joint Services Expedition on Brabant Island has this week revealed that an RAF corporal played a vital role in the dramatic rescue of the team's Royal Navy leader who was trapped for almost a week after he fell into a crevasse.

Cpl Ted Atkins will shortly return home with the rest of the team which includes two RAF officers, Flt Lts Dave Ball and Steve Taylor. However, he has been with the expedition since the early days and has now spent over a year in the Antarctic — he was a member of the first summer party to land and stayed on to overwinter with the next team, which was the first to spend a winter in the Antarctic under canvas, by choice.

In January he left Brabant Island and went on to the survey ship HMS Endurance where he has been working in the mechanical engineering department. The expedition recently hit the headlines when its leader Lt Cdr Waghorn was injured. He slipped into a crevasse, breaking his leg and for days he and L/Cpl Kerry Gill, who remained with him, were stranded in a tiny tent with temperatures dropping to -40 degrees C. Eventually a break in the appalling weather which has hampered rescue attempts, allowed Marines and a Navy helicopter to get to the pair and they were lifted to safety.

Lt Cdr Waghorn and L/Cpl Gill have since returned to the UK on an RAF Aeromedical flight.

Now the JSE's link man here, Flt Lt Bill Hankinson has received a letter from Cpl Atkins telling of his part in the rescue. The two men were both members of the first party and were climbing partners during the first known ascent of a mountain on the island which they named 'Per Ardua'.

He said this week, 'From what I can gather Ted was invited to join Endurance in January and since then he has been working in their mechanical engineering department. But when he hasn't been involved with that he has been working with the Marines, training them up for climbing expeditions and exercises.'

'When the news of the accident came through it was decided that Ted, who is ex-mountain rescue, should lead one of two

some 25 miles away on the other side of the island carrying out surveys appear to have known less about what was going on than we did here.'

The expedition to Brabant Island, some 1000 miles south of Cape Horn has been carrying out a series of scientific projects during its duration — one is ironically looking at the long term effects of exposure to the cold



Cpl Atkins (left) and Flt Lt Hankinson followed their successful ascent of the mountain they named 'Per Ardua'.

teams of Marines who would be used — their OC led the other one. It was in fact that team who got involved, Ted's was used as a back up.

'It's strange but it seems that the rest of the team who were

By Sarah Last



Lt Cdr Clive Waghorn arrives back at Base, North on train, Flt Lt Craig (left) and Flt Lt Row

Falkland Islands airfield cost may rise to £430m

BY HUGH O'SHAUGHNESSY, LATIN AMERICA CORRESPONDENT

THE NEW airfield and Army base in the Falkland Islands may cost £71m more than the £359m suggested last July. Treasury approval has now been obtained by the Property Services Agency for expenditure of £430m.

The airfield, which will accommodate wide-bodied jets, is to be opened by Prince Andrew next month, but the Army facilities are unlikely to be completed by the target date of January 1987. Civilian flights to the Falklands are not expected to start before the military works are finished.

The agency's last published estimate of £359m, prepared in July on the basis of September

1983 prices, was £240m for the airfield and £119m for Army facilities.

It did not include allowances for normal contingencies. Provision of such allowances could add £12m to the costs of the airfield and £11m to those of Army facilities, taking the July figure to £382m.

Additional last-minute requirements and contractors' claims could push the final cost still higher. According to worst-case estimates by officials, the airport could cost £280m and the Army facilities £150m, again at September 1983 prices.

The original airfield cost, including a road link to Port Stanley, was estimated in June 1983

at £205m.

The Laing-Mowlem-Amey Roadstone Construction consortium is undertaking the airfield work and the Wimpey-Taylor consortium the military works. The speed with which the Government wanted construction carried out and the unpredictability of weather conditions in the Falklands, made it difficult to control costs.

Both major contracts were based on bills of approximate quantities, and no firm price for the work was agreed.

Firm bills of quantities are being compiled with the contractors, and this should allow the agency to get a better grip on costs.

Falklands solution to EEC fish policy

THE threat to the two-year-old Common Fisheries Policy posed by Spain's membership of the EEC could be eased by the controlled development of the Falklands Islands fishing industry, a member of the European Parliament told the conference.

Strasbourg democrat Mr David Steel, said it had been estimated that up to 2,000 vessels in the Spanish deep sea fleet could easily fish United Kingdom waters, upsetting the delicate balances of the CFP.

One possibility, he said, for lessening this threat by finding a more permanent home for part of the Spanish fleet lay in the waters round the Falklands, now being "plundered" by the USSR, Poland, South Korea and Japan.

Spain would welcome the development of minimum offshore facilities there to allow the provision of fuel, water and repairs and to facilitate crew changes.

But it is not yet clear whether the British Government is prepared to declare an exclusive fishing zone round the Falklands which would have the effect of creating an adjunct to EEC grounds.

Mr Steel said the EEC fleet, enlarged by Spain's entry to the Community, will rank third behind Japan and the Soviet Union. "This must be an advantage in negotiating joint ventures with third countries," he said.

● EEC deal removes fishing armada threat — Page 5

Falklands regrets

Buenos Aires: A leader of the governing Radical Party yesterday described Argentina's invasion exactly three years ago of the Falklands as "a war carried out by a drunken general."

The army Chief of Staff, General Hector Rios Erenu, however, said at a Catholic mass to mark the anniversary that the more than 1,000 Argentinian war dead had not died in vain because the war effort "demonstrated to the world the justice of the cause."

Mr Cesar Jaroslavsky, the party's leader in Congress, criticised members of the Opposition Peronist Party who invited General Leopoldo Galtieri, the president who ordered the invasion of the British colony, to the gathering.
Reuter.

'Drunken general' blamed for Falklands war

Buenos Aires (Reuter) - Argentina's invasion of the Falklands was "a war carried out by a drunken general", a top leader of the governing Radical Party said yesterday.

But the Army Chief of Staff, General Hector Rios Erenu, said at a Mass to mark the third anniversary of the invasion that the Argentine victims, who numbered more than 1,000, had not died in vain because the war effort "demonstrated to the world the justice of the cause".

Senor Cesar Jaroslavsky, the party's leader in Congress, criticized members of the opposition Peronist Party who

invited General Leopoldo Galtieri, the President who ordered the Falklands invasion, to the gathering.

He asked how the group could invite "the person who was responsible for the Argentine tragedy, for a war carried out by a drunken general".

President Raúl Alfonsín, his cabinet and top military officers attended the ceremony.

Political parties, trades unions and provincial governments also paid homage to the war dead, urging President Alfonsín to stand firm in maintaining Argentina's claim to the islands.

On the third anniversary of the
Falklands invasion, David Walker
reveals how Churchill gave the
islands to Argentina in 1941 as a ploy
to draw the US into the war in Europe

How Britain hoodwinked Roosevelt

Forty years ago the British government gave away the Falklands. With a stroke of a Whitehall issue fountain pen it signed the islands over to Argentina. In a dark hour of the war against Hitler when Buenos Aires was crawling with *Almohor* spies and the River Plate was a safe haven for German battleships, Argentina was awarded her beloved Malvinas at Churchill's behest.

Well, almost. What follows is fact, based on new detective work by two American historians, John Bratzel and Leslie Rott Jr*. But there is an element of fiction. It concerns intelligence work which despite all the memoirs and research in the years since the Second World War is still only half-known. It has suited the government and its spies to keep the jigsaw incomplete.

For it is a story about deception. A *Passport Control Office* in New York which *wasn't* a factory for forgeries near Toronto; and a shed full of MI6 clerks on Bermuda opening the mailbags of neutral countries in order to doctor letters.

And not only to deceive the Germans. The aim was to manipulate friends as well. This tale about Britain's paper donation of the Falklands to Argentina is a footnote to the history of the Second World War - but it has echoes today.

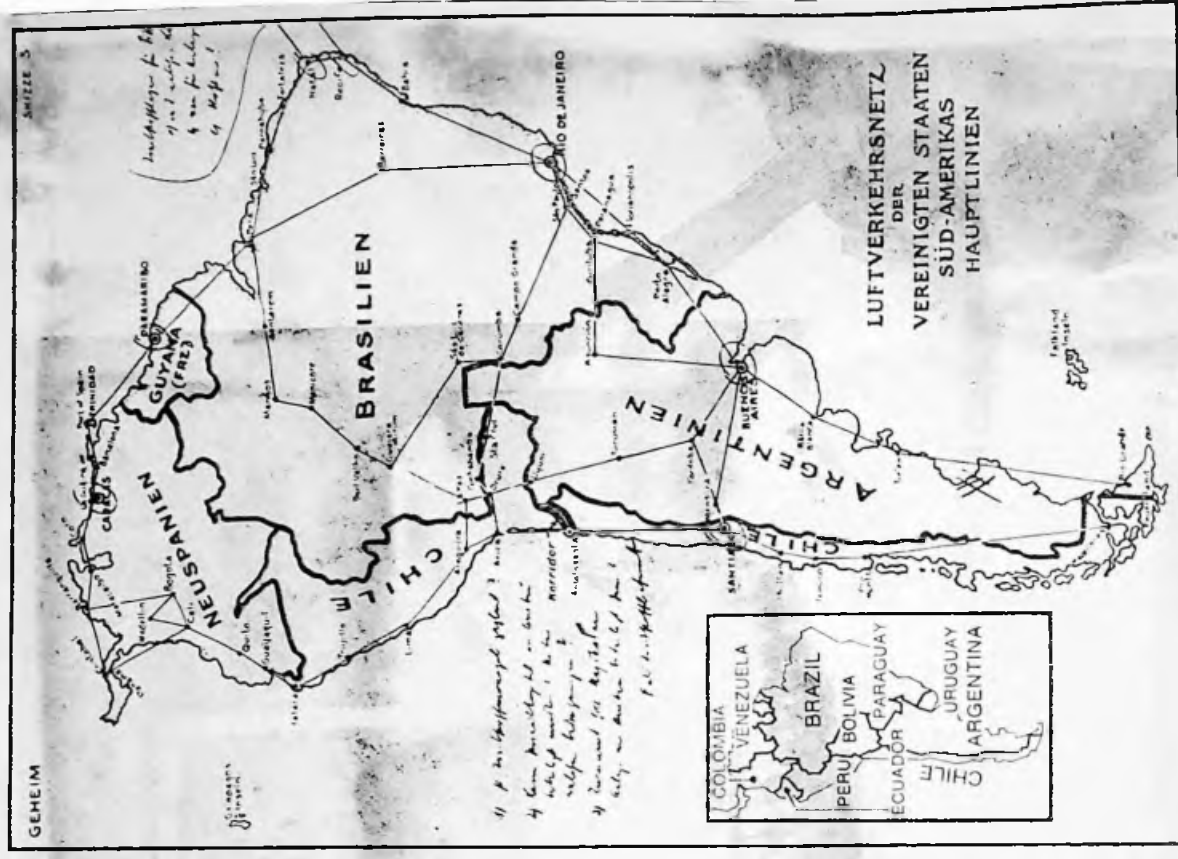
A month ago Mrs Thatcher - the plaudits of Congressmen ringing in her ears - presented United States Senators and Representatives with a statuette of Winston Churchill. In 1941 Churchill made it his business to hoodwink Congress, to con its members in order to push American political opinion in the direction of abandoning the neutrality of the United States. Argentina and the Falklands were part of his plot.

On October 27, 1941 as technicians from the radio companies quickly unspooled their cables behind the top table, President Franklin Roosevelt was helped in front of the microphones that were to broadcast his address to the annual Navy Day dinner.

Towards the end of his speech he made a dramatic announcement. "I have in my possession a secret map, made in Germany by Hitler's government - by planners of the new world order..."

In mid-autumn 1941 the United States was at peace. Despite Roosevelt's personal regard both for Britain and for Churchill, American political opinion was strongly against intervention in a European war. There was sentimental regard for the British and Roosevelt had got away with giving the British some material assistance but the Neutrality Acts were firmly in place.

When it came to protecting America, it was a different story - and America meant not just the United States but the Panama Canal, indeed the whole of Latin America. A poll earlier in 1941 had shown 86 per cent of Americans wanted war if "any European power" attacked a Latin American country. And if the Brits were instrumental in stopping Panzers landing on the



The forged map showing an enlarged Brazil and Argentina, with (inset) the correct 1941 borders

The semi-official story about the map emerged from the British side in the early 1960s as information (and disinformation) began trickling out about the British intelligence operation in America. A key figure, and subject of much hagiography, was Sir William Stephenson, code-named Intrepid, head of MI6 in New York. Officially a Passport Control Officer, Stephenson was British Security Co-ordinator in the United States, the head of a team that included Freddie (Sir Alfred) Ayer and composer Eric Maschwitz and which was responsible for the interception of transatlantic mail, intelligence training activities in Canada and a large network of agents throughout Latin America.

The story (according to former agent Montgomery Hyde) was that the map, a genuine article, had been stolen from a German courier, who was later killed by the Gestapo for his bungling. British intelligence passed the map to "Big Bill" Donovan, the American co-ordinator of intelligence information and from him it reached Roosevelt. But historians Bratzel and Rott discovered that the "courier" named in British files was in fact a senior diplomat, one Gottfried Sandstede, chief of the German *Auslandsorganisation* in Argentina and that he met his death years later fighting honourably on the Eastern front. Moreover, it is almost irrelevant whether there was a genuine map because British Security Co-ordination in New York had determined the controversial boundaries of the map held up by Roosevelt: British intelligence made territorial alterations in Latin America on a "Nazi" map, including the huge expansion of Argentina and the incorporation of the Falklands.

In fact there had been a "genuine" map. In 1940 a map had been hung on the walls of the Nazi Party headquarters in Buenos Aires depicting the rewards that Latin American countries might receive if the Germans won the war. British intelligence may subsequently have obtained a copy of this. But more important was the cartographic work done at Station M, an MI6 laboratory near Toronto where the false map, complete with handwritten annotations in German was produced. Sir William Stephenson then passed the

finished product to Donovan as another of a series of deceptions that were his stock in trade.

Doctoring a map raised few eyebrows in an intelligence operation that covertly paid for a pro British line to be taken by certain American radio journalists, that forged a controversial letter from the Bolivian legation in Berlin and employed several female agents for the purpose of seducing foreign embassy staff in Washington.

Did the Americans not suspect what was going on? The State Department was certainly suspicious. "I think we have to be a little on our guard against false scares", said Assistant Secretary Adolf Berle in a memo in September 1941.

The intriguing question which historians may never answer, is whether Roosevelt himself knew of the British deception. James Murphy, who was an executive assistant to Donovan in 1941 and is now a senior Washington lawyer says that if Donovan had suspected the map was not authentic he would never have forwarded it to the President.

But did Roosevelt care about its authenticity? Roosevelt's private papers disclose that he accepted untruths and intentional deception as part of the life-or-death game of war. He knew of Ultra, the British decoding operation at Blechley, and may have assumed they had obtained it by some super-secret means.

On October 21 when Donovan told him of the map, it was obvious that such a timely document could be a valuable weapon in fighting isolationist opinion in the US Congress. Had the United States remained at peace, its authenticity might have been challenged and FDR gravely embarrassed.

But as things turned out, some forty days after his Navy Day dinner, Japanese fighter bombers attacked the American Pacific fleet at anchor in Pearl Harbor. All debate ended as the American war machine trundled into action.

* For the full story see John F. Bratzel and Leslie B. Rott Jr "FDR and the Secret Map" in *The Wilson Quarterly*, New Year edition 1985.

FALKLANDS ANNIVERSARY EXERCISE

By Our Port Stanley
Correspondent

On the third anniversary of the invasion of the Falklands by Argentine forces, British Forces in the Islands have commenced "a large-scale military exercise" designed to test the quick reactions of the three services against attack.

The local Falkland Islands Defence Force is also involved, "guarding" government and public buildings in Port Stanley, much in the way they did three years ago.

Throughout the three-day exercise there will be "increased ground and air activity, including low flying, and simulated attacks by ground forces."

Finest hour

ON THE THIRD anniversary of the Falkland invasion today, I have been given an eyewitness account by the commander of the tiny British garrison, Major Mike Norman, of the day's events when the Argentinian Admiral Carlos Busser came under duce to demand surrender.

Norman recalls the odd scene in a forthcoming collection of on the spot accounts, "Above All, Courage," edited by Max Arthur, that the tall Argentinian wore a baseball hat, spoke impeccable English and insisted on shaking hands with everyone.

Notwithstanding the overwhelming odds against the British, Governor Rex Hunt's reaction was phlegmatic: "This is British property. You are not invited. I want you to leave and take your men with you."

Hunt's sang-froid was, however, eclipsed by one Falklander who walked by the Governor's house on the same day, bearing a white flag in one hand and his sandwiches in another, as bullets sprayed the tarmac. Asked what the blazes he was doing, he replied: "It's all right for you but some of us have got to work."

Daily Mail
3.4.85

Conqueror again

HMS Conqueror, the submarine which sank the Argentine cruiser General Belgrano in the Falklands war, is to be recommissioned at a ceremony at Devonport dockyard on April 20 after a two-year, £90 million, refit.

HMS ENDURANCE

The Red Plum

by Cpl Paddy Lee & Mne Johnno Johnstone

It all began on the Seventeenth of March Nineteen Eighty Four.

The detachment formed up at RM Poole to begin pre-embarkation training. After a hectic eight weeks of naval indoctrination we passed for duty on the first of June.

We joined the 'Red Plum' during its refit in dry dock at Portsmouth. Then followed an intensive course in the time honoured tradition of chipping and painting. When we were floated out of dry dock we were a few hundred tins of red paint heavier!

The next saga was the preparation and running of sea trials at Portland. It was here that we had to say a sad farewell to Cpl Bill Rogers due to ill health. A few days later we lost Mne Harnick due to some unforeseen problems. Their replacements joined us on our return to Portsmouth. They are the slightly insane Cpl Paddy Lee and a mountain hermit called by some Mne McLeod.

After a quick but highly successful families day, in which the detachment celebrated the Corps birthday aided by Capt P. McLaren RN, we set off on our epic voyage. (Sinbad was to have nothing on this).

We made Lisbon on time and later that day HMS *Brazen* berthed alongside us. That evening we acquainted ourselves with the RM detachment. The following morning's sore heads lay testament to the fact that we had not forgotten all Royal Marine customs! There was also a heavy social programme into which we managed to fit in two very successful day's training with the Portuguese Fuseleros.

Before we knew it we were off. Much the worse financially but nevertheless having enjoyed our short spell in Lisbon. Ahead lay two weeks of sunshine and tropical routine. The days were filled with various activities such as some death defying stunts with the ship's flight, weapon training with the ship's company and the Crossing the Line ceremony



(photo by Leading Airman John Hickin)

Capt P. McLaren RN (right) cuts the Corps birthday cake with members of the detachment from L-R Mne J. Embry, Sgt C. Henderson, Mne Dowie, Cpl P. Lee, Mne Ruson, Capt S. Scott, Mnes Higham, Walker, Bedord, Johnstone, Basford and Emmes

in which we attempted to make Neptune pay homage to the Corps but to no avail!

We arrived in Santos in Brazil on the 7 December. It turned out unfortunately that the ship was berthed in the one area of Santos that we had been warned not to go! The next few days were spent playing the locals at both rugby and football and generally sightseeing, including a trip to Sao Paulo which is twice the size of London with prices to match! We left Santos on the 13 December after having a very successful and different run ashore.

The next run ashore was the Falklands. The ship proceeded first to Darwin and Goose Green, for a two day visit to the local garrison. Just before this, we were flown ashore to Mount Pleasant for a yomp to Stanley via Fitzroy. Two days later we were to be found sneaking through the back streets of Stanley in an effort to keep Mne Embry

away from the local hostilities! We made our way to the Fipass jetty in time to see HMS *Endurance* rounding Navy Point firing her seventeen gun salute.

We spent Christmas in Stanley which was most enjoyable. A few of the lads got 'up homers' and several of the detachment got an invite on to HMS *Osiris* an Oberon class submarine.

We had to leave Stanley on Boxing Day. This was the bit that Mne 'Kit Muster' Basford had been dreading, as it involved the crossing of the notorious Drake's Passage. After a successful navigation of the passage (Basford included) we arrived off Brabant Island where we proceeded to unload stores for the Joint Services Expedition summer party. The detachment worked hard during this as we were employed as LZMT, it also gave us a chance to see some of the wildlife on the island, including members of JSE winter party who had been without a bath or shave for eight months!

After two days we left Brabant and are enroute to our first survey task in the Orlean Strait.



The detachment has been responsible for training members of the Ship's Company on all weapons carried on board, giving them the opportunity to fire the SLR (Left)



Close encounter of the furred kind



AB(R) John Gibson came face to face with a fur seal pup when HMS Guardian became first of the Falkland Island patrol vessels (FIPVs) to deploy to South Georgia.

At Bird Island, British Antarctic Survey scientists introduced sailors to their neighbours, who proved to be a large colony of not-so-friendly fur seals. There was also a guided tour of the island's albatross colonies.

The South Georgia visit included views of the impressive Ross Glacier and of the

enormous King Penguin colony, as well as visits to derelict whaling stations.

The "deep South" deployment, before the Guardian resumed her regular patrol work, also included an exercise involving the ship's RM detachment and the resident Royal Green Jackets.

Picture: Lieut.-Cdr. P. Buckley

Falklands memorial invitation

LETTERS have gone to widows and parents of RN, RM, RFA and Merchant Navy men who died in the 1982 conflict inviting them to the unveiling of the South Atlantic Memorial by the Queen in the crypt of St Paul's Cathedral on June 14.

The letters have been sent to "best known" addresses, and efforts have been made to ensure that all widows, parents and children are aware of the service.

Although most people have already replied, it is thought possible that some letters may not have got through, particularly to parents.

Any widow, child or parent involved who would like to attend and who has not received a letter should write to Ministry of Defence, Room NA08, Archway Block South, Old Admiralty Building, Spring Gardens, London, SW1A 2BE (or telephone 01-218 3783).

TRAVEL COSTS

Travel costs to and from London for the service can be paid and, where necessary, accommodation the night before.

Applications should also go to the same address for seats in the cathedral generally available.

In the event of these seats becoming oversubscribed, there may have to be a ballot.

Freed from a snow trap

ANTARCTIC helicopter rescue for a Royal Navy lieutenant-commander, after a dramatic crevasse fall and five days trapped in a blizzard-swept tent with a broken thigh, provided a headline-catching finale to the Joint Services Expedition to Brabant Island.

Lieut.-Cdr. Clive Waghorn, leader of the expedition's final phase — and of the team which had just circumnavigated the island by canoe — plunged 50ft. into a crevasse while crossing a mountain, bouncing off the walls and finally landing upside down on the rope. His thigh was broken by one particularly large block as pieces of ice fell round him.

It took his three companions an hour-and-a-half's hard toil to raise him, shocked and injured, from his lonely, bleak spot.

Lieut. Richard Clements, Royal Anglian Regiment, and LA(Phot) Tim Hall made a swift trek back to base to raise the alarm after obtaining food and fuel from a cache to last 14 days for Lieut.-Cdr. Waghorn and Lance Corporal Kerry Gill, Royal Signals, who stayed with him.

As well as looking after Lieut.-Cdr. Waghorn, Lance Corporal Gill ventured outside the tent in breaks in the severe weather to dig snow walls to try to keep out the wind.

Said Lieut.-Cdr. Waghorn later: "It was just a matter of grinning and bearing it."

He also paid great tribute to Lance Corporal Gill for his care during the five days waiting for rescue.

A British Antarctic Survey plane dropped fuel for them and on the fourth day they heard helicopters. Then, at midday on the fifth, there was a break in the weather and rescue was at hand. A Wasp from HMS Endurance and two 826 Squadron Sea Kings from RFA Olua had battled their way through and up the mountain, having overcome fog, low cloud and rough seas.

The Wasp, piloted by Lieut.-Cdr. John White, directed the two Sea Kings, one of which carried three Royal Marines from the Endurance and a doctor.

It was impossible to land and the rescue party were involved in winching up Lieut.-Cdr. Waghorn and Lance Corporal Gill and taking them back to the Olua.

Tributes

The lieutenant-commander received emergency treatment — and a great welcome — on board and, when the ship was within flying range, was flown by helicopter to hospital in the Falklands.

Later he was flown home to Britain, arriving in mid-March at Brize Norton, from where he was taken to RN Hospital Haslar.

He was looking forward to being on his feet in a couple of weeks — and fully fit again in about three months.

As well as his thanks to Lance Corporal Gill, he paid tribute to the skill of the helicopter pilots and the rescue work of the Endurance and Olua.

Royal Marine Commandos had started to mount an over-land rescue effort in the event of the airlift being unsuccessful.



Back home: Two from the Antarctic tent, Lieut.-Cdr. Clive Waghorn and Lance Corporal Kerry Gill, arrive at RAF Brize Norton after the ordeal down south.
Picture LA(Phot) Joel Corbett

(C)oldest swingers in town!

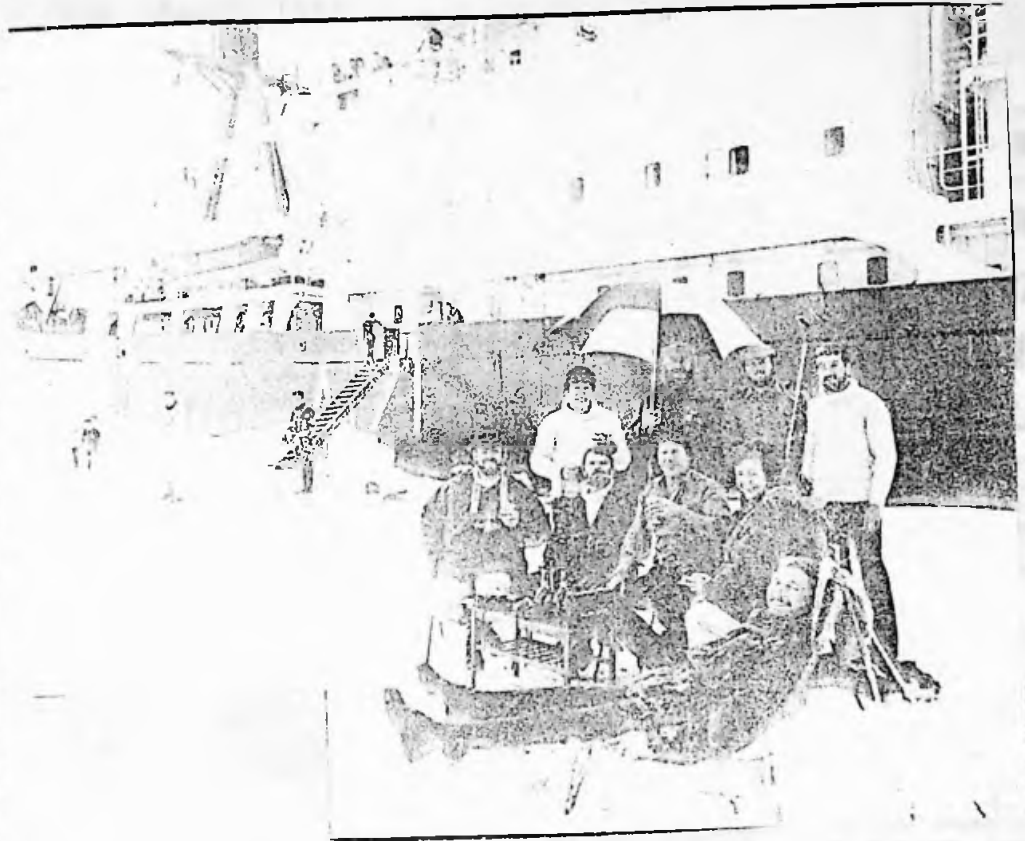
AWAY from the drama of Brabant Island, life down South is a little more relaxed for HMS Endurance as she takes a rest and recreation break at the edge of the Antarctic ice shelf.

Lady Mavis Hunt, wife of the Falklands Civil Commissioner, Sir Rex Hunt, joined the senior Rates Golf Club for drinks at the 19th hole.

We are unsure how they overcame the problem of bumpy greens (or should it be whites?).

Bedding foreground is PO Bill Bailey, sitting, BOB Bob Gorman, BOCA Jackie Millsburn, CPO Bob Gulliford, Lady Hunt, standing, CPO Phil Mair, CPO Bob Garwood, PO Paul Ince, PO Simon Parks.

Picture: LA(Phot) John Hickin



FALKLANDS 'FIRST' FOR TANYA

HERE'S a "christening on board" picture — but this one is claimed as a Falklands "first."

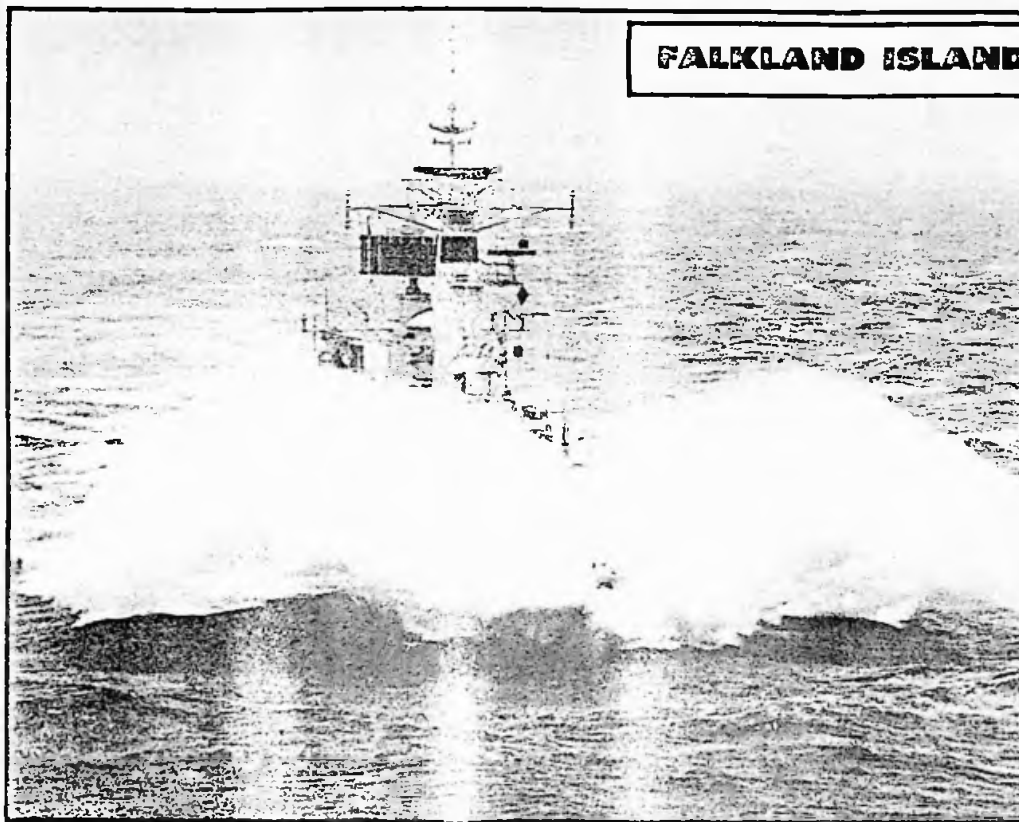
It is thought to be the first such ceremony held on board an RFA/RN vessel in the Falklands. WEM(OP) Steve Johnson attended when his niece was christened on board his ship RFA Dilligence during a visit to New Island.

Baby Tanya is the daughter of Steve's sister Elaine and her husband Christopher McCallum, New Island's only residents.

The ceremony was conducted by naval padre the Rev. Mike Smith, and pictured, from left, are Christopher McCallum, Timothy McCallum (his brother), Elaine and Steve, holding Tanya.

● See also page 14.





FALKLAND ISLANDS PEACE PATROL

Diligence by name, diligent by nature

OPEN seven days a week, that's RFA Diligence! Based in San Carlos, with occasional forays to Port Stanley, the former oil rig support ship provides a round-the-clock repair and maintenance service for ships on Falklands peace patrol duty.

Manned by RFA and RN elements, the Diligence has been making her name on the local sports scene, led by Olympic modern pentathlete LPT Jim Nowak and Navy athlete SA Dave Ottaway.

DIFFICULT

Her cross country results have been very good, particularly as training is more difficult than in Stanley where most races are staged. A race at Stanley normally involves the runners from San Carlos in a round trip of a week.

The ship has also achieved creditable shooting results in tri-Service competitions.

Pompey welcome

LATEST to return from a stint in the South Atlantic are HM ships Southampton and Berwick. They were welcomed back to Portsmouth by family and friends on March 22.

OSIRIS COMES HOME

HMS OSIRIS returned to her base in HMS Dolphin on March 21 after five months on patrol in the South Atlantic.

Deployments to the Falkland Islands are one of the longest undertaken by diesel submarines, and are usually carried out by nuclear-powered Fleet submarines. The Osiris sailed south last October.

As well as patrolling off the Falklands, the Osiris exercised with surface ships deployed to the area to give them anti-submarine training.

SPLASH STORY!

HMS DIOMEDE has discovered a novel way to get herself splashed over the pages of Navy News. The ingredients were some bad weather and a good photographer, and the result was the fine action picture above.

Since her arrival "down south," the Diomedé has enjoyed a number of tri-Service exchanges and visits to settlements. HMS Coventry survivors on board have visited the Coventry memorial on Pebble Island.

While alongside RFA Diligence

for an assisted maintenance period, the Diomedé's very active boxing club was daily put through its paces on the flight deck.

Stanley was voted a good run ashore, and the ship's company is looking forward to a trip to South Georgia.

On her way south, the Diomedé had to extend a stopover in Gibraltar for some minor defects to be rectified. This involved moving the frigate into the dry docks recently taken over by Gibraltar Ship Repair Limited, the first warship to do so.

After a productive piece of work, and some Seacat firings, the Diomedé headed south in company with HMS Brazen and mv British Tamar.

Minerva's guff patrol

EIGHT men from HMS Minerva "guffed" from San Carlos to Port Stanley while the ship was on Falklands peace patrol. A "guff", according to the ship, is the naval equivalent of the Royal Marines' famous yomp.

They all completed the high road to Stanley in five days, made new friends along the way, and learned to respect the island's unforgiving tussock grass. The eight were Surg. Lieut. Harten-Ash, CPOWEA Currall, POWEA Humpherson, POMEM Thistlewaite, MEM Harris, SA Howells, CA Mercer and STD Shortell.

Santa Fe scuttled

THE Argentine submarine Santa Fe, which ran aground at Grytviken after being attacked off South Georgia during the Falklands war, has been towed out to sea and scuttled.

Although it has been moved twice, the submarine was resting on the seabed and restricting access to a sheltered anchorage at St Edward Cove, near Grytviken.

FAREWELL TO THE FALKLANDS

Guardian 1.4.85

Why not give the Falklanders compensation in return for surrendering their 'right' to self-determination? Anthony Barnett re-examines principles Mrs Thatcher says are paramount

THREE years after the Argentine invasion of the Falklands the islands have just been issued with a draft of a new constitution. It enshrines the population's right to self-determination. This "right," posed in this fashion, commits Britain to perpetual sovereignty over the islands and sence to massive military costs for the immediate future and eventually another war.

At the same time the Government has published a sharply worded rebuke to the House of Commons Foreign Affairs Committee, whose fifth report stated that actually the sovereignty of the islands was of uncertain status.

Not only does Her Majesty's Government assert Britain's definitive title to the islands, it insists upon the "homogeneous" (a nudge word for white) nature of the community and the "democratic" character of its institutions, a preposterous description. However, the paper these claims are printed upon has not turned pink with shame. Rather, the crucial paragraph concludes that the government will continue to defend "the Islanders' right to self-determination."

Behind, or perhaps it would be more accurate to say in front of Britain's official policy is the Prime Minister. In a special Christmas broadcast — shades of the Monarchy — to the people of the Falklands, Margaret Thatcher said:

"That is how I see your future — still as British territory, still as having the right to self-determination to decide your own future. That is why I constantly say to everyone who comes to see me: 'It is the wishes of the Falkland Islanders that are paramount and so it will continue to be'."

Who is determining whose wishes, in this argument and this relationship? If a Falklander had the nerve and capacity to interrupt and say, "Excuse me Mam, couldn't we give the Argies sovereignty and have a lease-back" the reproachful retort would be immediate: "Are you British? Are you democratic? Are you homogeneous?" Thus goes thousands of millions of pounds.

Two things are happening here. On the one hand there is a very serious principle, central to the small amount of democracy available in the world today. On the other, there is the exploitation of this principle for the purposes not of self-determination but of aggrandisement, in this case British self-aggrandisement. And I want to show that the important principle of self-determination is quite compatible with assigning the sovereignty of the Falklands to Argentina.

Now principles are things that we live by and are not given to us by God. Certainly, the right to self-determination is no commandment from on high, even if it appears to be when announced by Mrs Thatcher. So I want to start my argument with a dream that allows the imagination to contemplate alternatives. Then we can begin to consider the principles that should guide our choice; a choice between different courses of action. It's a real dream, or rather a day-dream that I had recurrently during the Falklands war.

The Argentine invasion was triggered in part by the provocative neglect of the Prime Minister herself when she ordered the withdrawal of the Endurance from duty off the Falklands while at the same time hardening the government's negotiating position with Argentina. But what if the naval pullback had been accompanied by a political withdrawal as well and the Islanders had been

generously compensated? I dreamt that I picked up a copy of the Sun.

A fabulous fortune for unknown islanders says Mrs T. She made her surprise announcement to a laughing House. A handful of desolate islanders will be deluged by a Government giveaway. A hundred thousand smackers each, and a free trip in the luxury P and O Canberra if they wish, was announced by our canny PM in the Commons today. "If the Argies want to subsidize the sheep they can, it's typical Latin lunacy" said Maggie's spokesman. . . .

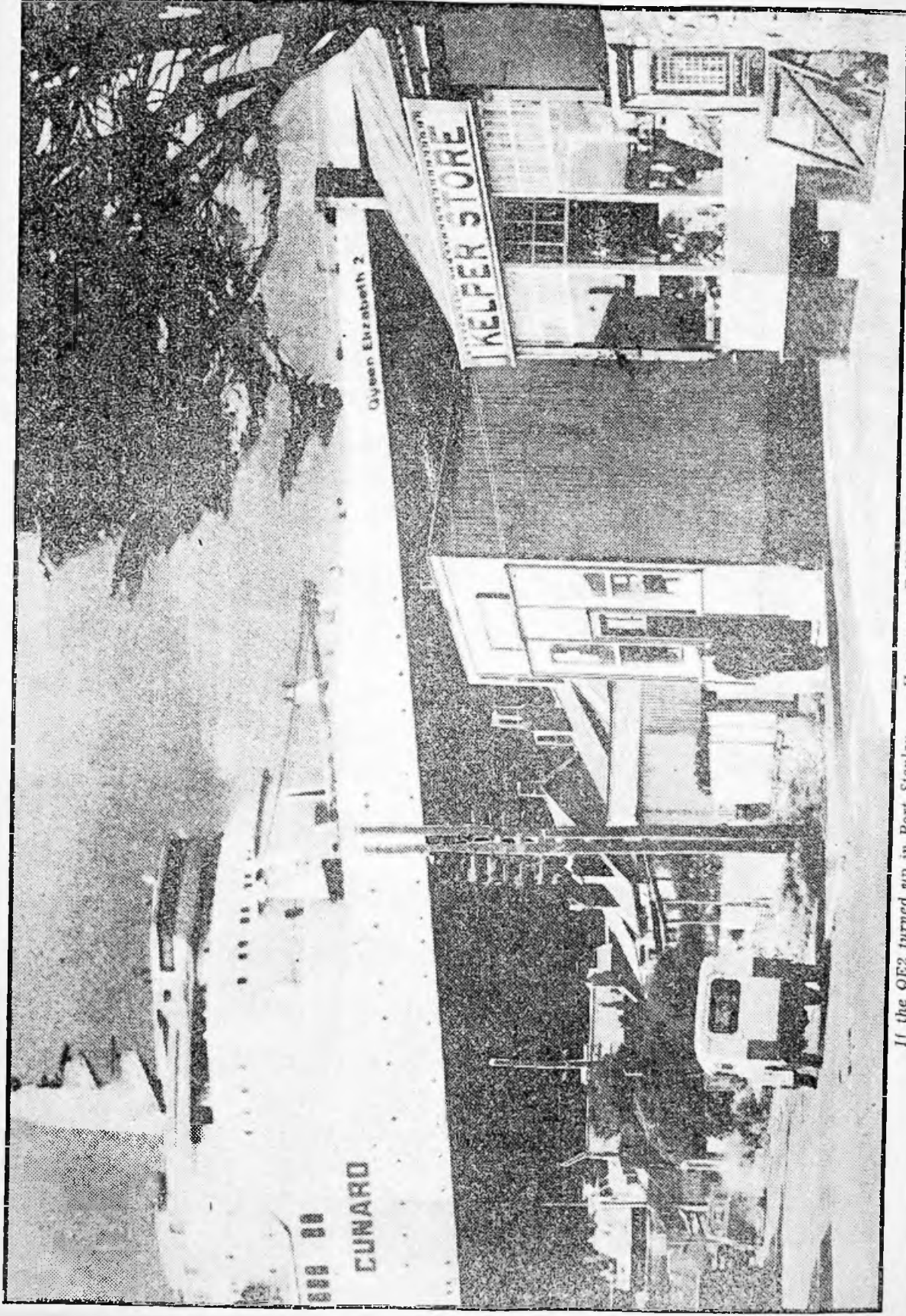
I needn't continue. The Falkland Islanders could have been and could still be offered exceptional compensation in return for the end of British sovereignty. They could be given a choice the outcome of which they could determine for themselves. Either to continue as at present or for there to be a British withdrawal and compensation of £100,000 a

head — over a quarter of a million pounds a family — to live under an Argentine administration or move elsewhere; let's say to the Shetlands which prior to 1982 many in Britain anyway confused with the Falklands. To make such a choice would clearly be an act of self-determination.

Why is this choice practical and is it principled? It is practical because of the tiny population of the Falklands. Far from being even a micro-state it is barely more than a company settlement. Over 80 per cent of the land is owned by overseas companies, there are a mere 35 — I'll spell that out thirty-five — owner occupied farms and two tenancies on the Islands. Hardly "self-determination and democracy."

The total locally born population is 1,350. Such is Britain's eagerness to obscure the truth about those for whom it is fighting, that a breakdown of this figure is

cont..



If the QE2 turned up in Port Stanley . . . How many Falkland Islanders would take the Government's money and migrate?

not be confused with the desire of a people not to have their own independence but rather to come under the jurisdiction of a state power that is elsewhere.

The latter is the case with the Falklands. In itself this might cause no problem. But their desire is disputed by another state and so — and this happens often — we have a situation of "over-lapping" claims to sovereignty. Thus the issue becomes: to which of two alternative states should their land belong?

The crucial question then follows: do the people in the middle have the sole or even paramount right to determine between the competing claims? The principle here, as established by the second world war, is that they do not. They do not because the choice may itself determine the destiny of many more peoples, whose views must also count.

To be more specific, the foundation stone of the Munich agreement that came to symbolise appeasement was that a people in the middle of an over-lapping sovereignty dispute should actually have the right to self-determination. Hitler wanted "self-determination" for that part of Czechoslovakia mainly peopled by Sudeten Germans, who desired affiliation to their fatherland. The appeasers agreed, and argued that the Sudetendeutsche should have "the right to self-determination."

As we know from the records the British advocates of appeasement did not believe in this right in any moral sense, it was merely useful to their larger policy. Similarly, the House of Commons today is "practical" about Diego Garcia and Hong Kong and "principled" about the Falklands, Gibraltar and — the determining sub-text — Ulster. It is ironic, though, that while Thatcher cast herself into the mould of Churchill when she went to war for the Falklands, so far as her arguments are concerned then and now she

stands in the tradition of Neville Chamberlain.

If we take it as a lesson of Munich that there should not have been appeasement and that the British should not have allowed German claims to the Sudetenland, it follows that there can be more important things than the wishes of the people living in disputed territory when it comes to the choice of to which competing state their land belongs.

There is an obvious difference between Munich and the Falklands. The British position on the latter is to preserve the status quo, in the former it was to back a change in the existing borders. This does not affect the point I'm making, however, about the principle of the matter. If you have over-lapping claims of sovereignty and if the people in the middle do not wish to have their own independent nation state, then, while their views as to their affiliation are important and their welfare and way of life need protection, the decision of sovereignty cannot be placed in their hands alone.

But not only is it the case in principle that the wish of the community in the middle is not paramount in such situations of over-lapping sovereignty, such as that of the Falklands, behind the scenes it never has been the case in practice. Claims to the contrary are demagogic, a displacement into self-righteousness rather than self-determination, that masks other motives. This was clear enough with Chamberlain. Thatcher is no exception.

The argument that matters, then, in Britain today, with respect to self-determination and the Falklands, has little to do with the Falklands and everything to do with Britain. Even the nature of the regime in Argentina is strictly speaking, irrelevant. It is better if it is a democracy, it would be better still if its voters discarded the fantasy of a "greater Argentina" and sent away their generals to graze on the

The second is that of the SDP, or of Hastings himself who now thinks that while it was grand to push off the Argies at the time, a Fortress Falklands is irrational. A traditional "macho" view — that of "more fool the colour sergeant" — this is the least "principled," but in terms of British politics the most realistic and popular approach. It admits that the Falklands was just about face (you know, that thing that matters so much to originals), but that now face has been saved, the idea that a bunch of peasants should have any say in the matter is laughable.

A third view is that the Falklands should never have been fought for in the first place and that their sovereignty should be returned to Argentina, with due compensation to the inhabitants.

Labour's perspective seems to be none of these. Formally speaking it wants a settlement — i.e. an agreement with Buenos Aires over sovereignty — but actually it does not want to "sell out" the Islanders. Muddled as ever, Labour has been unable to discard its superannuated post-imperial patriotic mentality, let alone replace it with anything more coherent. It was for deploying force but not using it, it is for leaving the islands, but not just yet. This many approach, projected as a practical amelioration, is fundamentally conservative: it seeks to preserve a political order here at home.

It would be to the benefit of the peoples in these islands, however, if we were allowed to determine our own destiny, free of the Falklands, Gibraltar, Cruise missiles and a navy that the Posing affair has shown puts itself above everything. To do this from the left will mean a cogent renunciation of parliamentary nostalgia with its moth eaten grandeur and dreams of greatness past.

Anthony Barnett is the author of *Iron Britannia*.

pampas. That's for them. For us what the Falklands conflict is about is the self-determination of ourselves.

This has always been obvious to the Right. We know that Thatcher regards small "uneconomic" communities with complete contempt. To accuse her of hypocrisy in the South Atlantic is hardly worth the breath it takes. The problem is that many who abominate Thatcher and who would like a settlement in the Falklands, do sincerely believe in "the principle" of self-determination, without having thought it through.

At the outset of the war itself Michael Foot thundered on about rights of the Islanders who looked to us for protection and Thatcher then stole Foot's clothes on this — the shabbiest in his political wardrobe — and took them all the way to the Cenotaph. In his memoir of the 1983 election campaign, Foot (ironically a personal opponent of the Munich agreement) argues that, with his demand for the dispatch of the Task Force, "we properly upheld ... the national and international traditions of the Labour Party and indeed of our country."

Such traditions need to be re-assessed. There seem to be only three coherent "lines" on the Falklands. The first was summed up by a colour sergeant at the time, quoted by the most uninhibited, pro-war reporter with the Task Force, Max Hastings: "If a place is worth dying for, it's got to be worth keeping." Thatcher understands this, except that she knows it was her premier-ship that was fought for and that if she relinquishes the Islands the legitimacy of her grip on office will be undermined.

Barbed wires

The Foreign Affairs Select Committee is intrigued by a rare display of hesitancy by Sir Geoffrey Howe. Two weeks ago, after a unanimous vote, it asked him for all telexes sent from Lima and Washington to the Foreign Office during the crucial weekend in 1982 when the Belgrano was sunk. These would prove whether - as Alexander Haig claims and Francis Pym denies - Britain and Argentina had agreed the Peruvian peace plan in principle before it was scuppered by the sinking, and whether - as Haig also claims - our man in Peru, Charles Wallace, "was in on every bit of the negotiations". So far the committee has heard nothing from Sir Geoffrey. Curiously, Clive Ponting also asked for the telexes when compiling the "Crown Jewels": he received only those sent *after* the sinking.

PHS

MP criticises Ark Royal plan for aircrew rotation

By David Fairhall,
Defence Correspondent

The Defence Secretary, Mr Michael Heseltine, has been challenged to explain why the Royal Navy's newest aircraft carrier, HMS Ark Royal, will not have any aircraft or air crew of its own when it is accepted into service on July 1.

The plan is that the Fleet Air Arm will make do by switching two groups of aircraft round between its three carriers so as to maintain two fully equipped ships at sea while the third is in the dockyard being refitted.

But Mr Bruce George, Labour MP for Walsall South and a member of the Commons defence committee, said: "If this report is true it is lunacy beyond words to invest hundreds of millions of pounds in the construction of an aircraft carrier and not equip it with the men and machines it needs."

At sea, each of the navy's 20,000-ton carriers operates Sea Harrier vertical take-off fighters and Sea King anti-submarine or airborne radar helicopters.

The present apparent mis-

match of ships and air squadrons goes back to the Falklands war. Just before that, the then Defence Minister, Sir John Nott, had decided to cut the Royal Navy's surface fleet and sell off HMS Invincible to Australia.

After her vital role in the South Atlantic it was decided to keep her—but without providing an additional, dedicated air group.

The Fleet Air Arm's strength has been increased after the Falklands but the arrangement of two front-line squadrons with a third training squadron ashore has not changed. In war the training squadron would be pressed into service anyway.

What worries the Fleet Air Arm is that neither the frontline squadrons will be able to offer men or machines a complete break from sea-going operations which will mean aircraft worn out before their time and overworked air crews.

● The frigate Ajax returned to her home port of Plymouth yesterday for the last time — after 22 years' service before heading for the scrapyard.

Britain firm on Falkland sovereignty

By Henry Stanhope

Britain has written to the United Nations repeating its warnings that sovereignty over the Falkland Islands is not negotiable.

In a letter to the UN Secretary General, Senor Javier Perez de Cuellar, the Foreign Secretary, Sir Geoffrey Howe, has made clear that any further talks between Britain and Argentina would "founder at the outset" if the Argentines tried to raise the sovereignty issue.

But he has also restated Britain's willingness to work for a reconciliation with Buenos Aires through a discussion of "specific subjects".

The letter is in reply to one sent to Senor Perez de Cuellar by Argentina after the opening of the new Falklands airport.

Argentina's 'dirty war' kidnappings

Civilian court to rule on Astiz re-trial

From Douglas Tweedale, Buenos Aires

A civilian court is to decide today whether to re-open charges against Lieutenant Alfredo Astiz of the Argentine Navy for allegedly kidnapping a young Swedish girl and two French nuns during the military's "dirty war" against dissidents in the mid-1970s.

Astiz will appear in a public hearing before the Federal Chamber of Appeal, which is hearing evidence in the six-week-old trial of nine members of the former military junta accused of masterminding the terror.

Arrested earlier this year on the orders of a civilian judge, Lieutenant Astiz was freed in

March in a controversial decision by the Supreme Council of the Armed Forces, which cited an obscure 1981 decision by a navy judge who had secretly acquitted him of all charges.

Human rights lawyers say that acquittal is technically flawed, and today's hearing was made possible by a legal reform by President Raul Alfonsin allowing military court decisions to be appealed before the civilian courts.

Tight security measures were set up around the courtroom yesterday in preparation for today's hearing, which has captured the public's attention.

Lieutenant Astiz, gained notoriety when he was captured by British forces during the 1982 Falklands war, has become a symbol of the fiery passions raised on both sides of the "dirty war" issue.

Human rights groups feel he was a particularly sadistic officer who is believed to have taken part in dozens of kidnappings and torture sessions during the military's secret drive to exterminate left-wing dissidents.

Defenders of the military, however, say that Lieutenant Astiz was simply a normal young officer who - like hundreds of others - was

ordered to take part in the "dirty war" and had no choice but to obey.

The hearings in the public trial of the nine junta members have been suspended today to allow the Astiz case to be decided. Human rights lawyers say that, if the court decides to re-open charges against the officer, he could be put under arrest during today's hearing.

Earlier this week, the appeals court heard more evidence from victims of kidnapping and torture by military and from relatives of some of the 9,000 people who went missing.

Fishermen shun Falklands grounds

By John Young

Agriculture Correspondent

The enforcement of a 200-mile exclusive fishing zone around the Falkland Islands, although it would undoubtedly help to conserve stocks, is unlikely to attract much interest among British fishermen.

In theory the rich South Atlantic fishing grounds should provide a superb opportunity for the distant-water trawler fleet to re-establish a thriving industry, supplying not only Britain but also fish-hungry markets in Europe, South America and the Far East.

But there are two drawbacks. One is that, since the Icelandic "cod war" in 1973 and the closure of the Norwegian and Canadian cod fisheries, there is in effect no British deep-sea fleet left.

Vessels that have survived

British fish consumption by main species, Oct-Dec 1984

	Tonnes		Tonnes
Cod (fresh)	4,440	Herring	842
Haddock (fresh)	4,091	Skate	518
Coley	3,676	Lemon sole	463
Plaice	2,252	Cod (smoked)	415
Haddock (smoked)	1,795	Mackerel	382
Whiting	925	Huss (rock salmon)	248
Kippers	878	Hake	203

Source: Sea Fish Industry Authority

the scrapyard are, for the most part, engaged in survey work or as supply ships for the North Sea oil industry.

The other is that, in spite of their island status, the British do not eat as much fish compared with countries such as Spain or Japan. In spite of efforts to revive demand and stimulate new interest, the domestic market can be easily supplied from fishing grounds around the United Kingdom.

There has never been a

British fleet on the scale of the Japanese, East European and, latterly, Spanish, with large refrigerated ships able to take to the high seas for months on end.

About 20 years ago exploratory missions were sent to the South Atlantic, at a time when there was still a large British distant-water fleet based on Hull, Fleetwood and Aberdeen. But little interest was shown at the time and, now that the British fleet consists of rela-

tively small inshore vessels, it would take huge government investment to establish the sort of flotilla required to make regular expeditions to the Falklands.

Of the foreign distant-water fleets, only the Japanese and the Spanish are believed to fish solely for commercial motives. The Russians and East Europeans regard their fishing vessels as contributing to political and strategic surveillance.

The principal species caught in the South Atlantic are hake, whiting and squid. The first two would make acceptable substitutes for popular British species such as cod and haddock, but it is hard to see how they could be brought to meal tables in Britain at competitive prices.

Multinational 'task force'

International trawling fleets are scouring the South Atlantic for squid.

THE settings an hour or so after sunset this summer and early winter, a curious glow in the south has become visible from Government House, the Upland Goose, the Falkland Island Company jetty and most other points along Port Stanley harbour front.

The dark sky on the opposite side of the harbour gets faintly light again and is reflected in the water, with the black humps of the Murrell Hills in between.

It is beautiful, like mezzotint on the frontispiece of an old book: and most people noticing it for the first time dismissed it as one of the strange things this region does, like the sudden semi-transparent phosphorescence which sometimes appears round the Falklands' cool temperate shoreline.

It is, in fact, the distant light of part of a new Falklands task force at work, a more epic, disparate, and profitable fleet of vessels than ever sailed from Britain to the South Atlantic in 1982.

The glow travel miles from the floodlights of a multinational assembly of merchant ships and trawlers loading their new catches — mostly squid — on to factory

ships and bulk carriers at night in Berkeley Sound, a deep water harbour on the scale of Portsmouth or Southampton Water.

You see it suddenly light up like a town as you fly over at dusk in an RAF Sea King reconnaissance helicopter. There was what some of the ship operators called "congestion" in Berkeley Sound during last week.

It was full of trawlers black with squid ink from the last panic of the creatures as they were hauled aboard by predators for which evolution never prepared them. Among other activities, five carriers with capacities ranging from 5,000-8,000 tons were loading full cargoes of squid to take home to Japan and elsewhere.

This gave them a single consignment worth a total of £25 million to £40 million at the early May world market price of £1,000 a tonne for what is a delicacy in the Far East and Mediterranean. It has been a good year for squid.

The arithmetic of last week's single free haul in an eight months season in the only offshore waters in the

world without a fishing limit approaches the £46 million which Britain has so far spent on the entire post-conflict rehabilitation and development of the Falklands. The contrast is not lost on those on shore.

It is a cost-effective operation. Captain Arne Lundquist, of Cool Carriers, the Swedish firm which supplies the carriers, says that 14 men working hard can freeze 20 tonnes of squid in a shift, a day's work which makes £20,000 for their bosses.

Aboard the Japanese-chartered ships on days off from shore jobs are eight Falkland Islands stevedores working in holds kept at minus 20 celsius, manhandling blocks of squid frozen at minus 35 celsius, earning £50 for a 12 hour shift. It is a rare chance of big money. "They are a hardy breed," said Captain Lundquist. "That type of job doesn't bother them."

These ships are only the "good boys," the small minority who pay harbour dues to shelter and work in the sound. Fly further out on a Sea King patrol into the 150-mile protection zone and within 40 minutes you have

seen another 18 vessels. And that is just within an eighth of the inner part of the zone within Sea King range.

This month 200 have been counted inside the whole zone, from the Soviet Union, Poland, Bulgaria, Spain, Japan, South Korea, and, for the first time this year, Taiwan. Earlier in the season, a record 300 were counted.

The fleets currently total some 8,000 men, a figure which dwarfs the Falklands garrison and population put together. It is the South Atlantic's biggest population south of Capetown.

Some crewmen, notably from eastern Europe, are at sea eight months a year. Recently one tried to commit suicide by stabbing himself twice in the stomach and jumping overboard. He was rescued and treated at Stanley, which, like the RAF's search and rescue helicopters, is available in emergencies.

It is this combination of a military shield with absence of a limit which has led to such a gold rush. The fish, especially the squid, turn up in markets all over the world from Japan to Britain,

invades the Falklands

John Ezard reports.

where it is bartered at a high swap rate for Scots mackerel.

By well-informed trade estimates, the total catch is worth £200 million a year, not far from half the yearly cost of the Falklands garrison.

The task of the Sea Kings is to log the vessels' names and check their holds and antennae, in case one is being used as an Argentine trojan horse. At dusk this means flying low and spotlighting them.

The detailed patrols, like those of the Hercules aircraft which watch the outer zone, are expensive in maintenance and flying hours. Although the sums have not apparently been done in Whitehall, it is accepted that the trawlers add substantially to the garrison's flying and other costs.

For nearly two years, the Falklands government has been pressing for a unilateral fishing limit. This is partly to raise revenue but also for conservation.

Councillors have seen the whale disappear from local waters in their lifetimes because of plunder-level fishing

in South Georgia. They believe that at current rates stocks will be exhausted within two or three years, with catastrophic effects on the South Atlantic wildlife chain.

One of the favourite trawling grounds, near the 100 fathom limit where fish tend to surface, is by Beauchene Island, one of the biggest breeding places of the black-browed albatross.

Foreign Office ministers have never discussed their qualms about a unilateral limit in public detail. But these centre round Argentine sensitivities and, more notably, dread of confrontation with a Russian vessel which refused to observe the limit. The Government's current tack is to try for a multinational conservation policy but little hope is held out.

Speaking as individuals, the Sea King crew — Ian Robertson, John Leech, Mick Headland and Jim Prentice — which flew me over the trawlers see sense in the point about Russia. They, like others in the garrison, point out that a limit would demand a comprehensive "board and search" facility

beyond the Royal Navy's present role or resources.

Most informed islanders remain unconvinced. They are confident that a limit would largely police itself. From experience elsewhere, ships which paid for licences should be the first to harass and report interlopers.

So are some of the fishing nations. Japan badly wants a limit. Arne Lundquist, who deals with them daily, says: "If you have controlled fishing, you have a controlled market. Everyone knows where they are. It is this prospect of a glut that upsets everything."

This, occurred in Taiwan last week when the squid price fell from £1,000 to £400 a tonne, although it was apparently holding up reasonably in Mediterranean markets. Captain Lundquist, also a passionate supporter of the conservation argument, was horrified to hear of dolphins and penguins in some of the catches.

That argument also strikes home with the Sea King crew. "It irks me," one said. "If wildlife is being endangered, we should do something about it. It should be bred into our bones to protect wildlife."

Private Eye
30 May 1985



I-SPY

Falkland Islands

Submitted by Ewan Stewart. £10 paid for similar submissions. (SAE required for return of photographs. No transparencies.)

Fears for the ozone layer appear to be justified. Robert Walgate pinpoints the missing third

The aerosol and Antarctica

THE vital and protective layer of ozone — a reactive form of oxygen — in the Earth's atmosphere has diminished by a third in the decade 1972/82. Or at least that is what has happened to the ozone over the Antarctic, in the Antarctic springtime, according to measurements made by a group of three scientists from the British Antarctic Survey (BAS).

The decline in ozone, which protects the Earth from an overdose of solar ultraviolet light, matches a detectable increase in the amounts of chlorofluorocarbons, or CFCs (aerosol propellants) in the polar atmosphere in the same period, the British group claims. While spring ozone fell by a third at the BAS Halley Bay station, say Joe Farman, Brian Gardiner, and Jonathan Shanklin, tropospheric (lower atmosphere) CFCs increased four- to eight-fold, corresponding to increased world-wide uses of the chemicals.

The scientists make a direct connection between the two results. They say that the long, cold polar night creates the deleterious effect of chlorine atoms released by the CFCs. The chlorine effectively mops up the ozone, converting it to ordinary oxygen, which is much less effective at absorbing the ultraviolet rays. Thus, in the southern spring, Antarctica is acting as a drain on the Earth's ozone layer.

Environmentalists have long been warning that CFCs would prove dangerous to the ozone layer, but until these Antarctic results most scientists had thought measurable effects were unlikely for decades. They based their optimism on simple models which treated the whole atmosphere as a single column of gas. Inevitably, this ignored regional effects — one of which now appears to be that Antarctica with its long polar winters is particularly sensitive to the CFC problem.

"There's no obvious source for the increased CFCs we've

detected other than man-made sources," said Shanklin last week. And he rules out any question of instrumental bias in the BAS measurements of ozone. "We have made continuous ozone measurements at our bases on the Argentine Islands and Halley Bay since the International Geophysical Year in 1957," Shanklin said. Japanese and American scientists have also made ozone measurements in the Antarctic, and they show only "hints" of a decrease, but those data have gaps which make interpretation difficult, said Shanklin.

The BAS data is based on the same measurement technique — and even the same instruments — right up until 1982. Moreover, the decline of ozone in the Antarctic spring (October) since the early 1970s is clear, steady and dramatic. A new instrument introduced in 1982 confirmed the results of the old equipment to within 2 per cent, Shanklin says.

Moreover the latest measurements made from October, 1984, to January this year confirm the "very dramatic" decline, according to Shanklin.

No doubt these results will increase pressure from environmentalists to ban or reduce the use of CFCs, although the world-wide impact of the ozone decline over the Antarctic is not yet clear — and may be only small. However, increases in ultraviolet penetration have already been detected in the Antarctic, and there may be legitimate fears for its effect, say, on phytoplankton in southern oceans, the primary food source for the abundant fish, krill, birds, seals and whales of the area.

What Shanklin, Gardiner and Farman claim, at least, is that their results indicate at least that Antarctica will prove a sensitive laboratory for testing theories of the effects of CFCs, and for monitoring potential global effects.

Ref: *Nature*, vol 315 p207 (May 16, 1985).

Falklands factor

Coalite, the solid fuels and chemicals group which also owns the Falklands Islands Company, yesterday announced a modest increase in its full year earnings to March 1985.

Pre-tax earnings rose from £32.5 million to £33.5 million on a turnover that increased from £442 million to £467 million. But trading profit was marginally lower at £27.3 million and all the growth came from an increase in interest received from £4.6 million to £6.2 million.

The full year dividend goes up from 5.8p to 6.43p a share but the shares drifted lower, closing down 3p at 240p.

Plundering of the Falklands fish

From Mr Simon Lyster

Sir, I was delighted to see today's leader (May 28) on the Falklands fishing question. More than 15 months ago I wrote an article in your features column on the urgent need for controls to prevent despoliation of Falklands fishing stocks by foreign factory fleets.

Then there were about 50 trawlers operating in the area, and most of the vessels were Polish or Spanish. Now there are some 200 ships from an assortment of different countries, but the most alarming development is the sudden escalation of the Japanese fishing effort in the last six months.

If proof was needed that Falklands fish stocks are in serious danger, surely this is it. Japan has a record for plundering the world's marine living resources that is second to none, and there is every indication that Japan intends to increase its Falklands operations still further next season.

The negotiation of a multilateral fisheries agreement is an admirable objective, but only if it can be done extremely rapidly. Serious damage to Falklands fish stocks has probably already been done, and neither the fish nor the penguins, which need fish for food, can afford another year's free-for-all. It is ironic that the Government should make encouraging noises about tourism in the Falklands yet at the same time allow the destruction of the food base of the wildlife upon which successful tourism depends.

If an agreement cannot be quickly concluded, the Government must take unilateral action. Provided it is clear that this is purely an interim step pending negotiation of a longer term agreement, it will be very difficult for anyone to criticise either here or in Buenos Aires.

Indeed, I returned from a conference in Argentina less than three weeks ago, and the Press there was even more graphic in its sense of outrage at Britain's appalling stewardship of the Falklands' natural resources than it is here. Will the Government please wake up?

Yours faithfully,

SIMON LYSTER, Honorary
Secretary,
Falkland Islands Foundation,
c/o World Wildlife Fund - UK,
Panda House,
11-13 Ockford Road,
Godalming,
Surrey.
May 28.

Black and White Ball

The 1985 Black and White Ball, in aid of the United Kingdom Falkland Islands Trust, is to be held at the Café Royal, London, W.1. on Wednesday, June 5. Dancing will be to Chance, the Sugarelles, the Caledonian Highlanders and Raffles Discotheque. The Band of the Royal Marines will give a display at midnight. Tickets at £30 each, including dinner, and £20 each, "after-dinner", are available from Mr Simon R. Ayre, 34 Emperor's Gate, London, SW7. Telephone 01-373 0300.

No sticking point for Prince's polo

PRINCE CHARLES, it seems, will only have the best. The world's greatest maker of polo sticks is, I understand, Turco Villamil, who has been claiming at his Buenos Aires workshop that a consignment of his sticks are bound for the Prince of Wales.

A trade embargo with Argentina since the Falklands war three years ago makes it illegal to import goods from there.

But it is an open secret at Cowdray, Windsor and Cirencester that Villamil's sticks are imported through intermediaries.

The Department of Trade told me last night that anything imported from Argentina except newspapers and educational books was liable to be seized by Customs. A special waiver is allowed, however, for personal goods. It is unclear whether polo sticks fall into this category.

Falklands visit

SIR—With reference to Mr Patrick Watts's report on the opening of the Falkland Islands' Mount Pleasant Airport (May 13) I wish to clarify the situation regarding my conversation with Prince Andrew.

He asked me if I was cold, to which I replied: "Yes, freezing, we've been here an hour," not, "bloody cold waiting for you," as quoted in your newspaper. We then talked about the Girl Scouts (not Guides as you stated). The Prince did not "smile and continue" which implies he was offended by my remarks.

I wouldn't dream of using bad language while in uniform, especially to a member of the Royal Household.

I trust you will print a suitable apology to clear the somewhat tarnished name of Scouting in the Falklands.

(Miss) SARA TAYLOR
Akela, 1st Falkland Is. Cub Pack,
Port Stanley.

DISTANT WATERS

Vessels registered in sixteen states fished Falklands waters last year: the Soviet Union, Poland, Japan, Taiwan, East Germany, West Germany, Spain, Italy, Bulgaria, Denmark, Finland, Sweden, Liberia, Norway, Philippines and Panama. Two flags are conspicuous by their absence, the British and the Argentine. These two nations judged the islands important enough to fight a war about. Yet neither is commercially engaged in exploitation of their most abundant natural resource, fish.

For Argentina this is a matter of policy. The terms of the 150-mile British protection zone round the Falklands permits entry of Argentine civil ships and aircraft by prior agreement with the British government. No application has been made. For some years Argentina has been trying to increase the product of its Patagonian offshore fisheries jointly with foreign fleets. The next step, which would be to extend the effort eastwards beyond the median line between Patagonia and the Falkland Islands, is evidently regarded as incompatible with the Argentine government's conduct of its dispute with Britain.

The virtual absence of a British fishing effort in the south-west Atlantic is less easily explained. The Falklands waters are well stocked with hake, squid and blue whiting, and for the first two of those species there are large markets in Europe and the Far East. Within a notional 200-mile zone of the Falklands dependency of South Georgia is to be found a high proportion of the stock of Antarctic krill, which is thought to constitute "the biggest known reserves of animal protein in the world" (Shackleton report). British fishing enterprises have contributed nothing to the technology or experience of its exploitation. That has been left to the Russians. Nor has the British government taken steps to ensure the conservation of krill stocks in waters for which it has primary responsibility under customary international law.

A great deal was heard about the deteriorating outlook for Britain's distant-water fishing fleet when we were losing the Icelandic cod wars and during the prolonged wrangle over a common fisheries policy for the European Community which held up the negotiation of new fishing rights in other distant grounds. Yet British trawlers have been slower than those of many other nations to fish the Falklands, where they would have the advantage of national links and a friendly naval presence.

Since the almost universal declaration of 200-mile exclusive fishing zones in anticipation of the United Nations treaty on the law of the sea, the Falklands waters beyond the three-mile territorial limit are just about the

only major fishing ground in the world to be without regulation for commercial and conservation purposes.

Loss of potential revenue to the Falkland Islands government is one consequence of that. At present half a million pounds are collected in anchorage dues and a few servicing jobs come up. Under a conventional system of licensing the island government could expect to draw revenue upwards of £20 million, four times its present budget. A large part of the money could properly be applied to developing harbour facilities, onshore processing plant, and general marine services, all of which would give the islanders a stake in the exploitable wealth of their waters.

Another consequence of the absence of a regulatory framework for these fisheries is the risk of their depletion. What the risk amounts to is not known for sure, since a further consequence of the free-for-all is inadequate information either about the size and composition of the present catch or about the sustainable yield of the fish stocks. The requirements of conservation are an even more urgent reason than considerations of revenue for establishing a regulated regime.

The British Government has hesitated to declare a 200-mile exclusive fishing zone, which it is fully entitled to do, for fear that it would not be respected by states that support Argentina's claim to the Falkland Islands, notably the Soviet Union and eastern European states whose fishing fleets are present in force in the south-west Atlantic. Problems of enforcement weigh upon ministers, who probably exaggerate them, and there is reluctance to provoke anything that might entail extra naval obligations in the theatre. The Government has preferred to "explore possible ways in which to establish a multilaterally based conservation and management regime" (Sir Geoffrey Howe). It also prefers not to talk aloud about the shape of such a thing.

Plainly, it would be best to have Argentine agreement for a comprehensive fisheries regime in the south-west Atlantic. (For one thing part of the Falklands fish belongs to a shared stock with Patagonia: the calls of conservation, like the fish, cross the median line.) Equally plainly, if Argentine agreement is not forthcoming, or is made conditional on impossible concessions relating to sovereignty, it is up to Britain to act unilaterally. It is very nearly three years since Port Stanley was recaptured, more than long enough to find out whether Buenos Aires is interested in rational co-operation in ordering the fisheries of the region. It is time the Foreign Secretary reported back to the House of Commons.

David G.

Letter from Flight 8801

Jumbo jet-setting from the Falklands

To build a £276 million international airport on the Falkland Islands is progress. It must be; the Prime Minister said so.

"Be at the Upland Goose at 10 past 10", they commanded. "And don't be late; it may be your last chance home for a fortnight." We had not the slightest intention of missing the inaugural Jumbo flight from Mount Pleasant to Brize Norton, with its reclining seats, hot food, four films, and England only 16 hours away.

The Jeep journey from downtown Stanley to the RAF airfield is a mere 10 spine-jarring minutes. This used to be the gateway to home, from where the Hercules transports set off on their marathon crawl to Ascension Island. Now RAF Stanley serves as the town terminal for Mount Pleasant: a Portakabin containing a few plastic chairs and a tea urn.

And there we waited for our coach to Falkland International. We waited with the common soldiery, who are so used to being kept waiting they have developed an imperturbable, sullen resignation and an inexhaustible stock of cheap paperbacks.

We waited with the construction roughnecks, who are not quite as good at waiting. We waited with Mr and Mrs John Leonard, islanders who had paid £1,050 each to the Ministry of Defence for a return ticket to see relatives in England.

But at last a bus. The 38 miles from Stanley to Mount Pleasant are over an as-yet unfinished road that winds round the foothills of Longdon and Tumbledown, past the minefields of Goose Green and over the flat boglands of Fitzroy. It was a two-hour ride.

The still-unfinished Mount Pleasant consists of little more than an 8,500ft strip of concrete in the middle of a vast brown morass of a building site, and a hangar big enough to accommodate the entire island population four times over but about six inches too small to accommodate the Jumbos which will fly the route for the first six months.

Four hundred already weary

would-be passengers milling inside this tin cathedral, with a solitary RAF corporal to allocate their seats, produces the inevitable results.

Six hours after leaving the Upland Goose, we were off the ground.

Ah, the sweet homeward drone of a Jumbo, unlike the old days when the 13-hour Hercules flight to Ascension was akin to sitting doubled up in a tin bathtub while 10 men beat the outside with sticks. But at least you could stretch out on a Hercules, provided you were quick enough to grab the few available spaces on top of the ammunition or aircraft spares.

A Passage to India is really rather a good film, but it cannot rival the mid-air refuelling that provided the in-flight entertainment in the old days.

Catering on the Hercules airbridge used to be a cardboard box containing tins of chicken and ham roll, potato salad, Mars bars, Kit-Kats, and a filling snack labelled "Biscuits AB", handed out at take-off.

They were available on the Jumbo again, and for nostalgia we forsook the hot meal for a Naafi in-flight box. Too late did we notice that every item was at least six months past its death date. Three hours after dinner your correspondent spent some minutes being rather severely inconvenienced.

Then the stopover. The Hercules used to offer its passengers the welcome respite of a night on Ascension.

Not any more. We were herded off into a steaming shed that passes for a transit lounge to endure 90 minutes of tropical night while the Jumbo refuelled, before the final eight-hour leg.

Flight 8801 touched down at Brize Norton a shade over 25 hours after we had left the Upland Goose, approximately an hour longer than it would have taken on the old air bridge. "If the Customs ask me what I've got," one of Mowlem's Fusiliers growled, "I'll tell them I had 200 fags, but I smoked them all in the queue."

Alan Hamilton

PSA fights ministry takeover

BY SUE CAMERON

THE Property Services Agency is attempting to fight off a takeover bid by the Ministry of Defence for much of its empire.

The PSA is responsible for much of the Government's property procurement, development, construction and maintenance.

The Ministry of Defence already provides some two-thirds of PSA's construction and maintenance business. But it is understood that the Defence Ministry now wants to dispense with the agency's services and organise major projects, such as the £276m Falklands airfield, itself.

Some ministers have long had the PSA on their list of candidates for privatisation. One of

the main arguments against such a move, however, has always been that defence installations must be maintained by the public sector in the interests of national security. Senior PSA officials fear, therefore, that an MoD takeover of more than 60 per cent of their business could be the thin edge of the wedge to privatisation.

The MoD is apparently carrying out a major internal exercise to find out whether its officials could do the work that goes out to the PSA. Defence civil servants — down to comparatively junior levels — are evidently being asked what work they commission the PSA to do and whether they could do it themselves.

Mr Michael Heseltine, the

Defence Secretary, is thought to have a comparatively poor opinion of the PSA. When he was Environment Secretary and the PSA came under his aegis, he made strenuous, but unsuccessful attempts to reform it. Since then the PSA has suffered from accusations of corruption among some of its officials.

Many people inside and outside Whitehall may doubt the MoD's competence to undertake its own construction projects or even carry out substantial maintenance and repair work efficiently. For one thing, the MoD would become both customer and contractor — a point that the PSA is believed to be stressing.

Under the present system the

PSA, which has built up considerable expertise in the construction field, can question any assumptions made by other government departments about pricing and contract letting on a project. But if other departments were organising the work themselves, there could be far less discipline on costs.

The PSA is said to be arguing that this could be particularly true of MoD. The ministry is by far the biggest spender in Whitehall and has not built up a reputation for first rate efficiency. For example, 18 months ago, top MoD officials were unable to satisfy a House of Commons select committee that they had full and effective control over MoD's huge stocks.

NOTORIOUS ASTIZ IS CALLED BEFORE ARGENTINE CIVILIAN COURT

By TONY ALLEN-MILLS in Buenos Aires

ALFREDO Astiz, 33, the notorious Argentine naval lieutenant accused of torture and murder, will make a rare civilian court appearance this week as the legal battle continues concerning his alleged crimes.

On Friday he will appear before a civilian judge considering the case of Dagmar Hagelin, a Swedish teenager who disappeared after allegedly being shot by Astiz in 1977.

The case has been tossed to and fro between military and civilian courts for more than a year.

In March there was public outrage when the armed forces' Supreme Council, claiming final jurisdiction, freed Astiz and returned him to naval duty.

And on Friday civilian lawyers representing the Swedish girl's father, Mr Ragnar Hagelin, and an Argentine human rights group that has long been on Astiz's tail, will appeal the case once again.

The main problem for the civilian prosecution has been the military court's claim to sole jurisdiction over service personnel charged with criminal offences.

Although a revision of the military code of justice on President Alfonsín's orders allowed the human rights file of the junta generals to get under way earlier this year, the question of military jurisdiction remains hotly disputed.

President Alfonsín has already been asked once to intervene in the case and did so last December when he ordered the lieutenant to be detained pending further legal process.

But to the dismay of human rights campaigners, the civilian judge dealing with Astiz was



Alfredo Astiz — notorious reputation.

finally obliged to declare himself incompetent and pass the 33-year-old lieutenant back to the military authorities.

The Supreme Military Council freed him immediately after an appeal by Mr Hagelin was rejected.

Although the case has been overshadowed by the present junta trial it has become for Argentine human rights activists the litmus test of the civilian courts' ability to prosecute those who carried out torture during the "dirty war" against alleged subversives.

The object of the junta trial is to prove that the military commanders in chief had overall responsibility for the appalling repression and mass murders carried out during the late 1970s; but civilian prosecutors want also to track down the military personnel responsible for individual acts of barbarity.

The Astiz case has highlighted the legal difficulties ahead for anyone challenging the military's right to look after its own.

The lieutenant is also heavily implicated in the disappearance and presumed murder of two French nuns in 1977, but efforts to prosecute these cases are already running into obstacles similar to the Hagelin case.

Astiz, who during the Falklands campaign was briefly detained by British troops after the successful recapture of South Georgia, is at present serving on board the Argentina aircraft carrier Veinticinco de Mayo.

£5,000 expected for Falklands medal

By OUR ARTS CORRESPONDENT

THE first Falklands war gallantry award medal to be sold at public auction is to go under the hammer at Spink & Son in London next month. It is likely to fetch more than £5,000.

The Military Medal was awarded to Sgt. Terence Barrett, who took command of his Parachute Regiment platoon when its commander was injured shortly before the battle for Port Darwin and Goose Green three years ago.

Sgt Barrett, 35, left the Army last year and is now working as a private bodyguard. He has declined to discuss the auction of his medals, which he sold privately to an anonymous collector.

In addition to the Military Medal, they include his South Atlantic Medal and a General Service Medal with bar for service in Northern Ireland.

Sniper fire

Sgt Barrett's platoon had the task of providing covering fire throughout the five-hour battle for Port Darwin during which his "A" Company, Second Battalion, of the Parachute Regiment destroyed 22 enemy bunkers.

The citation for the Military Medal says: "He organised and controlled his fire teams in a masterful way, often exposing himself to machine gun and sniper fire as he personally led forward his fire teams."

"His outstanding leadership and personal bravery, coupled with his cool appreciation of what was needed, proved a fine example to his platoon and was a significant factor in his company's ultimate success."

Spink, the auctioneers, say that the medal group will be sold along with various photographs.

ARGENTINA AND AUSTERITY

A month ago President Alfonsín announced to the crowd in the Plaza de Mayo that real sacrifices were inevitable and would be imposed. A section of the crowd left the square in protest. Earlier this month the trial began of the members of the successive military juntas that governed Argentina between 1976 and 1982. A major bank went into liquidation. Inflation reached 1 per cent a day, a rate exceeded only by Bolivia. The General Confederation of Labour called a general strike last Thursday, and filled the Plaza de Mayo with another substantial gathering.

If President Alfonsín and Mrs Thatcher could converse, they would find at least one common theme in how slowly under democracies the old gives birth to the new. There were certainly new elements apparent in last month's Argentine politics. The President's rhetoric changed, both in his April 26 speech and in his subsequent May Presidential Message. There was a new emphasis on Argentine responsibility for the errors of the past, on the evils of rampant speculation, the dubious origins of recent fleeting prosperities. Hyper-inflation, an economy one-quarter black, tax-system less progressive than that of Haiti - these abuses could not continue. The President called for a return to values of hard work, for the restructuring of proper economic relationships,

for de-regulation and modernization. His remarks on education could well have been drafted by Sir Keith Joseph. Mr Alfonsín is frequently courageous, and was not afraid to announce some of these new truths from a balcony better known as a source of old illusion.

However, government through popular rally is itself a sign of the persistence of an older Argentina, and opposition through walk-out and counter-rally is also part of that older Argentina. A special breed of observer calibrates the failure or success of these turn-outs, and last month's score on that measurement is said to show honours about even. However, that most likely confirms that one should now look for the real balance of political forces elsewhere. Argentine politics have changed since a decade ago the *Montoneros* marched out of that same Plaza. The pace of change may be depressingly slow - where is it fast? - but it is better than repetition.

President Alfonsín's announced change of direction is made in a new political context. First, it is impossible in the present juncture for his political opponents to appeal to military intervention. Conservative elements no longer see the armed forces as reliable, and in Argentina it has always taken more than a few civilians to produce

military rule. Trades union leaders, however practised they are at dealing with generals in power, cannot now risk being seen to favour any such outcome: the notoriety of Peronist union-military collaboration had quite a lot to do with the Radical Party's 1983 electoral success. Secondly, President Alfonsín dominates the Radical Party, and the Radicals still dominate the political scene. His personal popularity is still high. The Peronist opposition has divided in a fashion that gives little promise of any eventual unification. Peron never liked the idea of a well-structured party, and it looks too late now for his followers to begin to build one.

The third new element is the President himself. He is not an economist, and though that in itself was no disadvantage, he took office with a package of economic ideas that were neither appropriate for explaining the origins of Argentina's difficulties nor for getting her out of them. But he has shown an ability to learn, and to admit to learning. He has now opened wide the real economic debate. His increased realism will be put to the political test of Congressional elections in November. Argentines with long memories recall that in 1952 Peron managed to sustain his popularity in spite of economic austerity. Mr Alfonsín faces a graver crisis, but he better deserves to succeed.

Alan Hamilton looks seaward for the key to Shackleton-style development

A Falkland fortune for the taking

Lord Shackleton, the principal architect of a hopeful future for the Falkland Islands, concluded a 10-day visit there last week with mixed feelings. Essential reforms intended to guarantee the long-term wellbeing of the islanders he found at times to be proceeding at a pace more creaking than cracking.

Although there are islanders who resent the sudden blossoming of concrete and steel to build harbours, roads and airports on their bleak brown landscape, the majority accept that there can be no return to the sleepy economic backwater they inhabited before 1982.

The change of pace in the past three years has been dramatic and unsettling; for many who drove their Land-Rovers over boggy tracks to watch the inaugural Tri-Star flight into Mount Pleasant airport two weeks ago it was the first time they had ever seen a big jet. Yet in certain crucial respects the pace of progress has not been fast enough.

Few islanders would disagree with Lord Shackleton that the land reform programme has been something of a failure. For generations the islands' 4,400 square miles have been divided into huge privately owned sheep ranches, each hundreds of thousands of acres large, and mostly owned by absentee landlords or by the Falkland Islands' Company, a subsidiary of the British-owned Coalite company.

The original Shackleton proposal in 1976 was that all the agricultural land should be compulsorily purchased and redistributed in much smaller lots to local farmers. But pressure from vested interests ensured that the proposal was never enacted. Instead, big landowners had to be cajoled into selling off small parcels; the first of the new small farms ("small" in Falkland terms is about 20,000 acres) was established at Greenpatch on East Falkland in 1980.

Now there are 28 small farms, each owned by an islander who in most cases is a former employee of the four big ranches which have been subdivided. Economists from the Overseas Development Administration have found that output under the small farmers has increased by 15 per cent.

Land reform means an end to a farming system that was virtually feudal. Most farm employees lived in virtually tied cottages, and on retirement had to move out and take up residence in Stanley. The reform, modest though it is, means that the Falklands now has its first village, as distinct from a settlement tied to a particular farm, at Fox Bay East. A former farm manager, Richard Cockwell, owns his house and in an adjoining shed has set up the island's first woollen mill. Now the village is about to get its own power station.

But land reform has ground to a halt. The Falkland Islands' Company, the largest landowner of all, is extremely reluctant to give up any more of its land, and Lord Shackleton has been hinting at the need for legislation to compel it to do so.

The longer the delay, the more difficult it will be for local farmers to purchase their own plots as land prices rise beyond their modest reach.

If land prices were kept within reasonable bounds there would be a

queue of would-be owner-farmers from among the native population. As it is, however, further land reform may require a certain degree of immigration, something which poses problems.

There are ample opportunities for immigrants outside farming, particularly for tradesmen. The islands have no competent builder, bricklayer or stone mason, no baker and few plumbers or electricians. But there is not enough housing to offer such newcomers in a vicious circle in which there is nobody to build it. No one is keen to repeat the scheme which followed the fighting in which 54 prefabricated timber homes were shipped out from Britain with skilled labour to erect them, costing in the end £130,000 each.

Education is another deterrent to immigrants. The Stanley Secondary School teaches no foreign language (apart from a brief period of enforced Spanish in 1982) and takes pupils only to O-level. For anything more advanced pupils are despatched to the Thomas Peacock School in Rye, Sussex.

Most things can be achieved with money, however, and a potentially enormous source of revenue is lying off the Falklands shores largely untapped. As reported in *The Times* on Friday an international flotilla of more than 200 trawlers will take upwards of £300 million worth of fish this year from the Falkland

Islands' protection zone - almost the only remaining rich fishing grounds in the world for which no licence is required.

Islanders are deriving some modest benefit from the fishing gold rush Harbour dues from trawlers which come with the three-mile limit to transfer their catches to deep-sea refrigerated carriers will this year exceed £500,000; without that revenue this year's budget for the islands would have shown a deficit.

In addition, about 20 islanders are earning large wages as stevedores, being ferried out from Stanley every morning in the charge of a Swedish shipping agent to load frozen fish into the holds of the reefer ships bound for Japan, each with 5,000 tons of squid in its hold.

Establishment of a 200-mile fishery limit is an urgent necessity, chiefly to preserve stocks but also to give the islands a further substantial income from licence fees. Arguments that such a fishery zone would be difficult to police are dismissed out of hand by all who know anything of deep-sea fishing; licensed trawlers are always quick to report any boat that should not be there. Besides, the cost of policing would be modest compared with the profits which could be made.

The British government is at last beginning to move on the question of preserving stocks but on quotas it appears to favour multilateral talks which would include Argentina, rather than a straightforward 200-mile fishing limit, which is standard practise elsewhere in the world.

Lord Shackleton and many islanders feel the Government is still afraid of provoking the Argentinians more than necessary. But as almost every islander is aware, a fishing limit is hardly as provocative as the building of a £276 million international airport. And there was no pussyfooting about that.

Daily Telegraph
27.5.85

GALTIERI FACES 25 YEARS FOR WAR CONDUCT

By TONY ALLEN-MILLS in Buenos Aires

GENERAL Leopoldo Galtieri, the man who led Argentina to defeat in the Falklands, is likely to be sentenced to 25 years in jail for his conduct of the war, according to military sources in Buenos Aires.

Although several of the charges that the ex-junta leader is facing carry the death sentence, the Supreme Council of the Argentine Armed Forces will opt for a lengthy prison term when verdicts are handed down later this year.

The court martial of Gen. Galtieri and his fellow junta members, Admiral Anaya and Air Force Brigadier Lami Dozo, is being conducted concurrently with the Nuremberg-style "trial of the generals" over alleged human rights abuses.

But whereas the human rights cases are being heard by a civilian court and are receiving maximum publicity, the Falklands court martial has been shrouded in secrecy.

Military sources revealed, however, that in the closing stages of the court martial's trial phase last week, the

As head of the junta that took the decision to invade the Falklands and head of the army that failed so miserably in combat against the British, Galtieri is expected to receive the stiffest prison sentence.

The sources said Admiral Anaya could expect severe punishment for the navy's failure to play any significant role in the campaign following the sinking of the *Belgano*.

Air Force Brigadier Lami Dozo, whose pilots were widely regarded as the only Argentines to emerge from the debacle with any credit, was at least able to argue in his defence that his service performed as best it could.

But as a member of the junta that took the fatal decisions of the war, he was tarred with collective responsibility, and the military sources estimated his punishment would be eight years in jail.

Girlie magazines

The trial phase of the court martial is over but a lengthy period of review, to enable both prosecution and defence to make fresh submissions to the court, is expected to extend the case for several more months. This is as a technicality, however, and there seems no doubt that prison sentences will be handed down long before the marathon "trial of the generals" produces verdicts on the human rights charges which Galtieri also faces.

Meanwhile, the luckless general is being kept under "rigorous preventative arrest" at the Campo de Mayo army barracks in Buenos Aires although by most accounts the arrest is not particularly rigorous.

A recent visitor to a general held under similar conditions on human rights charges, found him comfortably installed in a military apartment with a television, well-stocked drinks cabinet and a supply of "girlie" magazines.



Gen. Galtieri: 60 questions on Falklands war.

Supreme Council grilled Galtieri for two-and-a-half hours. The vanquished ex-commander was asked 60 questions about his strategic and tactical decision-making during the Falklands campaign.

The most damaging accusations against Galtieri were that he failed to respond when Gen. Menendez, the short-lived Argentine governor of the Falklands, demanded support in the closing stages of the war, and that as C-in-C Galtieri failed to provide his troops with the weapons and supplies necessary to perform their tasks.

New-found Falklands spirit warns against future betrayal

Returning to the South Atlantic after two years, John Ezard considers the islanders' mood in the wake of the airport opening

WHEN we flew out here by inaugural TriStar such a very long time ago — as it now seems — they split us into VVIPs, VIPs and the rest. Even the rest of us were categorised as important enough to have priority over families who had driven for up to six hours along camp tracks for the Mount Pleasant Airport opening.

They were barred from a long-prepared local craft and industry exhibition in the TriStar hangar that an undisturbed press conference could be held there for the arch-VVIP Mr Michael Heseltine, some of the VIPs and the rest of us, who were, after all, important people. We had insisted, because of the five-hour time difference from the UK, that the press conference be held on time.

It was an isolated slip-up in no way malicious. But although it happened as long ago in subjective time and understanding as May 12, I recall it with a certain shame. Once you have delved back into the human scale of the Falklands — even after a two-year absence — you remember that it is not the kind of thing you should do, particularly not here. It is too like the colonial past.

The VVIPs and VIPs have all gone back after their 48-hour whirl round the place. They were well-intentioned,

but some were unable to conceal their appalled sympathy when they heard you were staying for a month. The last, oldest and most indefatigably inquisitive of them, Lord Shackleton, aged 73, father of the modern Falklands, went back mid-week.

But there is nothing lonely or provincial about still being in Stanley, either from the two of the rest of us left or for those spending their lives here in this Wales-sized group of islands.

The early winter skies which so vexed the 1982 task force have cleared, despite occasional squalls, since the VIPs left, and if you glance up as you trudge home, you notice something peculiar in the sky — a gigantic scarf of densely concentrated but distinct stars and luminescent gas wrapped over the tops of the houses.

Down below, company is still plentiful. Brian Middleton has just beaten 150 other entrants in the 12-hour annual dartathon at the town hall, an event with an intense live and radio audience.

Two nights later, in the same hall, the May Queen was crowned at the Winter May Ball, a ceremony that goes back at least 80 years.

At both these events, with few outsiders of importance

listening, there was still talk of a new spirit on the Falklands, "20th century pioneer work, much as in the North American west", as Prince Andrew put it in his grandiose but otherwise knowledgeable airport inaugural address.

The first impressions of VIPs and important people briefly visiting the Falklands are often inaccurate and have once proved lethal. But there is one image, above all, which has so stood the test of almost a fortnight.

As the inaugural Tristar touched the runway you could see from the windows a group of children in blue anoraks jumping and waving wildly on a hill of mud far from the VIP reception area. One of the older, less important VIPs said gently: "Those children must have seen a lot in their short lives."

And it was then, before the plane had even stopped, that you first felt you were back after two years — back into the old binding Falklands mix of exceptional private warmth, closeness, humour and canniness, shadowed by strain and grief at the invasion, the deaths and the huge bombardments, and by worry about their own uncertain futures.

The shadow is still there, much more faintly, but this

time the real emphasis is on jumping and waving. God knows why, you might say as a first impression during a 48-hour whirly. The "landscaped" sides of the airport road are mile-upon-mile messes of excavated clay and peat. The road to RAF Stanley has broken up, a year after being expensively

and a new telephone exchange.

The pioneer spirit is overstated, of course. The airport is budgeted to cost the Defence Ministry £276 million by next year, which will take 11 years to recoup from gar-

rison turnover savings. Development — so far an indigenous wool mill, commercial crab finishing, an airport road hotel and hydroponic market garden — is being financed from the remnants of the several million pounds allocated after Shackleton's 1982 post-conflict report.

More spectacular pioneering is displayed by the 200 foreign fishing ships ransacking these waters under Royal Navy and RAF search and rescue protection. There, and in a possible Antarctic future, is where the real loot is already being made.

But the local sense of long-term building beginning has gone deep very quickly in a place so long thirsting for growth. The imported development officers, David Taylor, Simon Armstrong and John Reid, have in less than two years almost dispelled 40 years of cynical despair about Whitehall's perpetual feasibility studies which came to nothing.

Their activism, coupled with the airport and the Government's continual restatements of support, have contributed to a sense that the islanders may have turned the dangerous corner they were approaching politi-

resurfaced. Even some town roads are still potholed, though not as badly, and you

But ask around, and you hear that the Mount Pleasant road — apart from being a route to and from the outside world — has cut the driving time from San Carlos in half, and the 36-mile road culminates in "Stanley by-

cally and economically long before the invasion. With all these things happening how, many ask, could anyone give us away now?

The issue of what a non-Tory government might do was raised at a public meeting by the former Labour and now chairman of the Falkland Island Association, the UK-based support group "The Labour Party is in favour of giving you away," he said, adding painfully: "Even my own SDP... none of the 152-strong audience — nearly half the able-bodied Stanley electorate — thought the point worrying enough to take up. Discussion passed straight on to the practicalities of fisheries protection."

Lord Shackleton went home reasonably happy. One of his last visits was to the Phillips family at Mount Kent, part of the 98,000-acre former Falkland Islands Company green patch settlement sold to six local families after his first report in 1976.

The other families, Shackleton's oldest political children, the McPhees, Watsons, Heathmans, Gosses and Claude Meeklenburgh, trekked in exuberantly to see him.

It was a deeply happy and moving few hours, a world away from political calculation. But as we left Shackleton said: "D'you see—we can't just walk away from them. They're us."

Target ship, page 11.



Sir Rex Hunt, Falklands Commissioner, greets arch-VVIP Mr Michael Heseltine for the ceremony two weeks ago to mark the opening of the Mount Pleasant Airport

THESE ARE the thoughts and fears of a perfectly ordinary housewife who finds herself with her husband on his way to war. They are not eloquently written, and even now, after I have read and heard all the accounts, they are still rather blurred. But that's how it all happened. Confusion was with me constantly. It was the most horrific time of my life.

The telephone rang at 8.30 am on Saturday April 17, 1982. We had only returned from a week's holiday the evening before. "Hello," I said bright and breezily, but the tone of voice of Jim, second engineer of the Norland, soon disposed of that mood. "Just get Bert," he said. "Pat, everything will be all right."

We had been expecting the call all the time we had been away. Bert had listened to every broadcast, ringing home to see if there were any messages. He had known of course that the Norland would be requisitioned. We had been on it during that weekend when the news of the formation of the Task Force had been announced. The talk then in the officers mess was about how soon the Norland would be called if things went wrong down there. I didn't think for a moment that we would become involved at all.

Bert has been the electrician on the Norland since she was brought into service in 1974. He had spent quite a few months working on the electrical drawings in Bremerhaven before bringing her to Hull to take on her first fare-paying passengers. Being with her from the beginning, she was part of him in a way. I do not honestly think that he could have not gone with her, even given the choice. He rang me at lunch time. "Better pack me a bag, Trish," I tried to ask him what was happening, but could not say.

We have three children at home. Duncan aged 19, Fiona 11, and Jamie almost 9. Our other two children were married and had homes of their own. Both came round as soon as they heard the news. "Shall I go out and buy him a St Christopher," one said, "or do you want to give him yours?" I had already decided to give him mine.

When Bert came home that evening he just took me in his arms and held me very tight, not saying anything at all. I did think of asking him not to go. I had an idea that the situation down there could very easily escalate, but I bit my tongue and kept quiet.

They started work on the ship right away, converting her. Instead of carrying holiday-makers to and from the Continent, she was to carry soldiers and tools of war. Her decks had to be reinforced to carry two helicopter pads, one of which was directly over Bert's cabin.

I had a shock when I went on board three days later

and saw all the changes. It did not seem the same ship but the change in the crew shook me more. Were these the same jolly bunch of men that I had known for years? They seemed to think that they were only going to go as far as Ascension Island, but if this was so why had the ship been so altered? One said that he thought they were going all the way to the Falklands, but added that it would all be over by the time they got there. Bert kept saying that. "I promise we'll be back in a few weeks' time," he said. His eyes told a different story.

On the morning of Wednesday, April 21, he did not leave early. Instead he took the children to school and stood watching them walk across the playground. There were tears in his eyes as Fiona and Jamie walked away and into their classrooms. I knew then that it

was the day that the Norland would sail.

I managed to get on board for a short while, but soon we had to leave. The dockside was crowded with people cheering and waving flags. It was heartbreaking standing there, watching the world's largest passenger ferry prepare to cast off and leave for war, feeling so sad and lonely in the midst of that large crowd, and yet so proud. As Bert waved from the high deck I thought I would never feel greater pain as then. It was as nothing compared to what was to follow.

The ship now had a couple of days in Portsmouth with even more work being done to her. We watched the television news, but the Norland was only on for a moment—at least we saw it, though. All the other ships had great send-offs and television coverage, but hardly a mention

for the Norland, perhaps because of the troops she was carrying, 2 Para. Now what were they doing on a merchant ship? Why were they not on a naval ship with sailors that are trained and have the proper equipment for going into war zones? It was all very confusing.

The day the Sheffield was hit was a great shock. My God, they really do mean to have a war. It was so frightening listening to the announcement. My heart bled for the Royal Navy wives. Dear God, please let this be our first and last ship to be hit. What torment for those women down in Portsmouth. If only I could say to one of them, I'm sorry I felt so guilty because I had actually thought to myself "Thank God it is a Royal Navy ship and not mine" when the announcement came on television. I tell myself that it's a thought hundreds of women

had. Even other Royal Navy wives, with their men on other ships, had similar thoughts.

The Hull Daily Mail comes on the streets early in the afternoon, and the headlines were huge "We go in—but 21 die." No mention of the Norland or 2 Para. It just said Task Force troops. I got the bus to go home but everyone was talking about the headlines. "If the Norland's there, God help her. What a target she'd make for the Argies." I wanted to shout at them "shut up you idiots, don't you know Bert's there."

Later on that evening, at twenty past eight, a news flash came on the television. Five ships in San Carlos—one sunk and others hit. 2 Para were the first to land. I think my heart stopped beating. I felt so cold. So that explained my strange feelings, for all this must have happened early Friday morning or perhaps even Thursday night. I believe Bert's love reached over the 8,000 miles.

Later we heard on the television and radio that 2 Para were ashore and that the Norland was in there amidst it all. You could hear the planes and bombs exploding and even gunfire. Common sense told you that the Norland would be an easy target. She's so high in the water and has no defensive armament like the Royal Navy ships. We had the television on until close down, then the radio on, to make sure we did not miss anything. We had two radios on different stations. We even rang Duncan and asked him to listen to the other stations and keep us informed. We just dare not miss one iota of news.

Even with all the numbers the Ministry of Defence had given out, there was still no news. I kept thinking what someone had told me earlier in the evening. No news is good news.

Oh God, how can this be happening? It must be a nightmare. Please let me wake up. Surely with all this love and all these prayers Bert will be all right, safe from the endless stream of Argentine planes. Are the islands worth all this? I personally would say, "No, it's not worth one life, be it ours or theirs," but reality tells you we must defend British soil. I know how I feel with my husband suddenly in a war, but how is it for the Navy wives? Are they able to cope with all this? Had they expected it to go this far? I had thought it could get rough when the Norland left Hull, but certainly not as bad as this. I don't believe anyone, even the politicians, thought it would ever reach this stage.

We managed to get hold of a super chappie down in Portsmouth, and even though it must have been hectic down there he still took time to give you what comfort he could over the telephone. He

said the Norland was safe and no one was hurt on board.

I bet no one connected with the Task Force slept that night. In the morning Portsmouth told us that the Norland was back with the main Task Force in relative safety, so the torment was eased a little. If only it was so for the rest of the Task Force wives. Try as I can I cannot remember the next couple of days. There was more news of ships and men being lost, and people back here are complaining about the weather. It puzzles me how things seem so normal to some people.

Then 2 Para took Goose Green and we felt so proud since the Norland had taken them in. Perhaps now that things are going our way the rest of the Argentine forces will give up.

After the news of the Sheffield being sunk, the children left out praying for the Argentine soldiers. Perhaps I did wrong, but I didn't point out to them that they should include them.

Margaret Thatcher, in all her wisdom, gave a speech. "The older generation," she said, "and generations before them, have made sacrifices so that we could be free. Today it falls on us to bear the same responsibility. We know the reality of war, we know its hazards and its dangers," and so on. I am not one for swearing, but to hell with that idea I am not prepared to make my husband a sacrifice and neither is any other wife. I think this war will be a monument to the stupidity of an Argentine general and an English prime minister who could not face the fact that saving lives should come before saving face in the political world. Why do politicians and suchlike hold lives so cheaply?

About three weeks after May 21, we saw the first filmed reports of the San Carlos landings. And there she was, the Norland, smack in the middle of it all, looking so big, so black and oh so vulnerable. What a target she made in the bright sunshine, she rides so high in the water. One consolation was that she was comparatively safe from torpedoes. It was the rockets that frightened us, especially the Exocet. The Argentine Pucaras were screaming across the skyline dropping their lethal bombs and firing their rockets. Anything like that is horrific, but it was more so because one of their targets was the Norland, and Bert was on board.

How did we ever get this far into a war. It had been bad enough when we heard the radio accounts back in May, but to actually see it, was a different story entirely, especially in your own living room. My God, that

was dreadful. A school teacher friend said it was better not to watch television at all. He knew it was hard not to turn the set on, but it was better for the wives and others involved not to see what was happening to their loved ones. I tried it, but I think it was much worse. When the Antelope was hit and still managed to stay afloat with the unexploded bombs on her, it seemed like a miracle, but then, as everyone feared, the tough little ship blew up and she was gone.

All the survivors were transported onto the Norland and in our ignorance I thought she might just bring them back home but no, they were transferred onto a proper hospital ship, but not before they had been reclothed. They only had the clothes they were wearing when they evacuated the ship so all those extra clothes I had packed for Bert had come in very useful after all.

In June, the Norland took on a new role. She became a prisoner-of-war ship, taking Argentine prisoners from Goose Green. What will the Ministry of Defence use our beautiful ship for next? From a North Sea ferry they had turned her into a troop ship, a battle ship, and even a landing craft. Now she was a prisoner-of-war ship, and surely, with POW painted all over her, she would be much safer. When we saw the films on television of her in Montevideo she was beautiful to see, not quite so spick and span as she usually is, but she certainly looked good. I videoed all the news items and played them over and over again.

The disaster at Fitzroy was appalling. An awful lot of men died or were injured and the War Office did not help matters by keeping the actual numbers and details from us. I had been told that the Norland was not involved, but even so the doubts were still there. The poor wives with men on the Sir Galahad and Sir Tristran, the horror and torment they must be going through. How will they ever tell their children that daddy is not coming home, he died in the Falklands? Up to a few weeks ago most children did not know where the Falklands were. Fiona and Jamie most certainly had no idea. Come to think of it many grown ups did not know either.

The scenes on television were harrowing. Although so horrific it made one think they are lucky, at least they are alive. But my God the pain they must be in. The medics who worked on them as they came ashore did not seem the same men who had done the fighting and then marched across the island. You could almost feel the

compassion they had as they strived to keep the badly injured alive and ease their pain as best they could.

I did not actually hear the first announcement that the Argentines had surrendered in Port Stanley. When they told me it just would not sink in at all. I kept saying does peace on the Falklands mean peace at sea as well. Everyone was saying it must do, but I was not too sure at all. It must have been a wonderful feeling for the women with their menfolk on the island. I was happy for them, but I still kept asking, ("What about the ships?").

We were informed that the Norland was to be used to transport prisoners. With great dread we learned that they were not to be taken to neutral Montevideo but into the Argentine itself, to Puerto Madryn. I found it on the map, and even though it was not too far from the Falklands, I did not feel easy at all. What if the Argentines were to stop her leaving port?

We began to hear strong rumours that the Norland was heading for Ascension Island. Now 2 and 3 Para were her passengers, and they were heading for home. That was definite.

We started to get the house ready, and everyone began making plans for a welcome home party. There were lots of flags waved as we drove over the Humber Bridge. They had put a St Andrew's saltire on the bus and one or two Union flags, so of course everyone knew where we were going.

The crowds were cheering and the atmosphere was electric. Suddenly I felt very strange. I looked around and it was deathly quiet. I could see everyone was cheering, but I could not hear a thing. Only my heart was beating very loud. It became misty very quickly and I felt that strange feeling I had back in May when they had gone into San Carlos. I am afraid I just fainted.

Everyone was crying, not a dry eye among us. It was a magical evening. Bert kept saying, "I didn't expect all this, oh it's wonderful." When we arrived down the avenue it was dark, but still most of the neighbours were outside waiting for us, and cheered as Bert got out of the bus. The house looked fantastic, all the flags were blowing in the wind. Bert was thrilled with it all. "Fancy doing all this just for me, I was only doing my job."

I hope and pray that the Falkland Islands will remain British even though they are so far away. The motto of the islands is "Deserve the Right" and, to my mind, the men who died there deserve the right to keep what they fought and died for.

Falklands hero wins his fight for medal

BY FIONA MOONEY

SAILOR John Evans will finally get a new medal he can wear with pride—thanks to the Sunday Mirror.

John's long service medal, inscribed with the name of his ship, HMS Ardent was lost when it



Proud—sailor John

was bombed in the Falklands.

Survivor John, 36, applied for a replacement—to be told by the MoD that under new rules the ship's name no longer appeared on the medal.

But the top brass changed their minds when we approached them.

FOREIGN NEWS +



Willing—Dante Caputo

Let's talk Falklands peace says Argentina

EXCLUSIVE
From JOHN KNIGHT
in Buenos Aires

IN a dramatic move to break the Falklands deadlock, Argentina's foreign minister, Dante Caputo, told me that he is prepared to discuss joint sovereignty of the islands.

Despite British claims that Argentina will not negotiate, Mr Caputo said in an exclusive interview that he is "ready to sit down right now" if no subject is barred.

Swiping at Premier Margaret Thatcher's hard line on sovereignty being taboo, he said: "I hope she will not continue to expect the dispute to be a political life-saver for internal problems."

The stumbling block to negotiation has been the question of sovereignty.

Britain refuses to put it on any agenda, and Argentina will not talk unless it is to be discussed.

But joint sovereignty has not been raised officially before and Mr Caputo saw it as a starting point to get talks going.

He said: "I don't expect a negotiation in which the final positions will be the ones at the start."

FOR LOVE OF

By JEAN CARR

THE pain of soldier Simon Weston's horrific injuries is easing at last . . . thanks to a lot of love.

At the heart of it are two very special children—his two-year-old nephew Richard Tovey and niece Rebecca, four-and-a-half.

Former Welsh Guardsman Simon, 23,

Kids help Falklands hero to live again

who arrived home from the Falklands war so badly burned he was not expected to live said:

"Richard and Rebecca are the most important people in my life."

Richard rushes to hug his uncle and touch his crooked fingers. Rebecca, shy in a new dress, tugs at Simon's arms determined not to be left out.

The children are the youngest members of a family whose love and devotion has breathed life back into the soldier who, three years ago, was close to death. He had 46 per cent burns to his hands, face and body.

Simon says: "When I was injured the only thing I could think of was getting back to my mum. I knew if I could make it back home I would be all right."

Brave story

Richard and Rebecca's mum, Simon's sister Heien, 25, says: "Simon is as important to them as they are to him."

"My greatest wish is to see my brother happily married with children of his own."



Having fun—Simon enjoys a game with nephew Richard and niece Rebecca.



Hero—Simon, horrifically burned, meets Prince Charles in November 1982.

The family are overjoyed that he is on the road to recovery — and looking for a job.

The brave story of his fight back will be told in a BBC TV documentary *Simon's Peace* on June 12 — just before the third anniversary of the ceasefire on June 15.

Viewers will also get a second chance, a week on Wednesday, to see a repeat of a previous film—*Simon's War*. It told the story of his

survival from the bombing of the *Sir Galahad* at Bluff Cove in June 1982 when 51 died and 85 were injured.

Since then 6ft 3in Simon has had more than 25 operations.

More loved

He has fought for fitness in a specially-built gym at his parents' home in Nelson, Mid-Glamorgan. It was paid for by villagers, TV

SIMON

viewers, the local council and social services.

The community have been right behind the four generations of Simon's family who have brought him back to life.

His mum Pauline Hatfield, who remarried after a divorce, said: "I do not think anyone could have been more loved and cared for than Simon. Everyone has been wonderful.

His courage

"When he first came home he could not use his hands and we had to do everything for him.

"It was very hard on my husband Lofty who is retired and at home all day, but not once did he complain.

"I could not have coped without so much help."

She told how Simon's childhood friends cried when they first saw him but rallied round, often bringing him home from a rugby match or party and putting him to bed.

And she spoke proudly of her son's own courage.

"For a long time he could not stub out his own cigarettes as he could not touch something that was on fire," she said.

"Last November he bought fireworks for Richard and Rebecca and

lit them himself on bonfire night."

Simon's grandmother Nora Swatbridge, 64, added: "Once the family got Simon back we could not let him go. We willed him to live."

"Before the Falklands I used to say: 'Oh Simon you



Pauline—coped

are so handsome' and he would say: 'I know granny, I am brill'.

"Now I just call him 'My lovely boy.'"

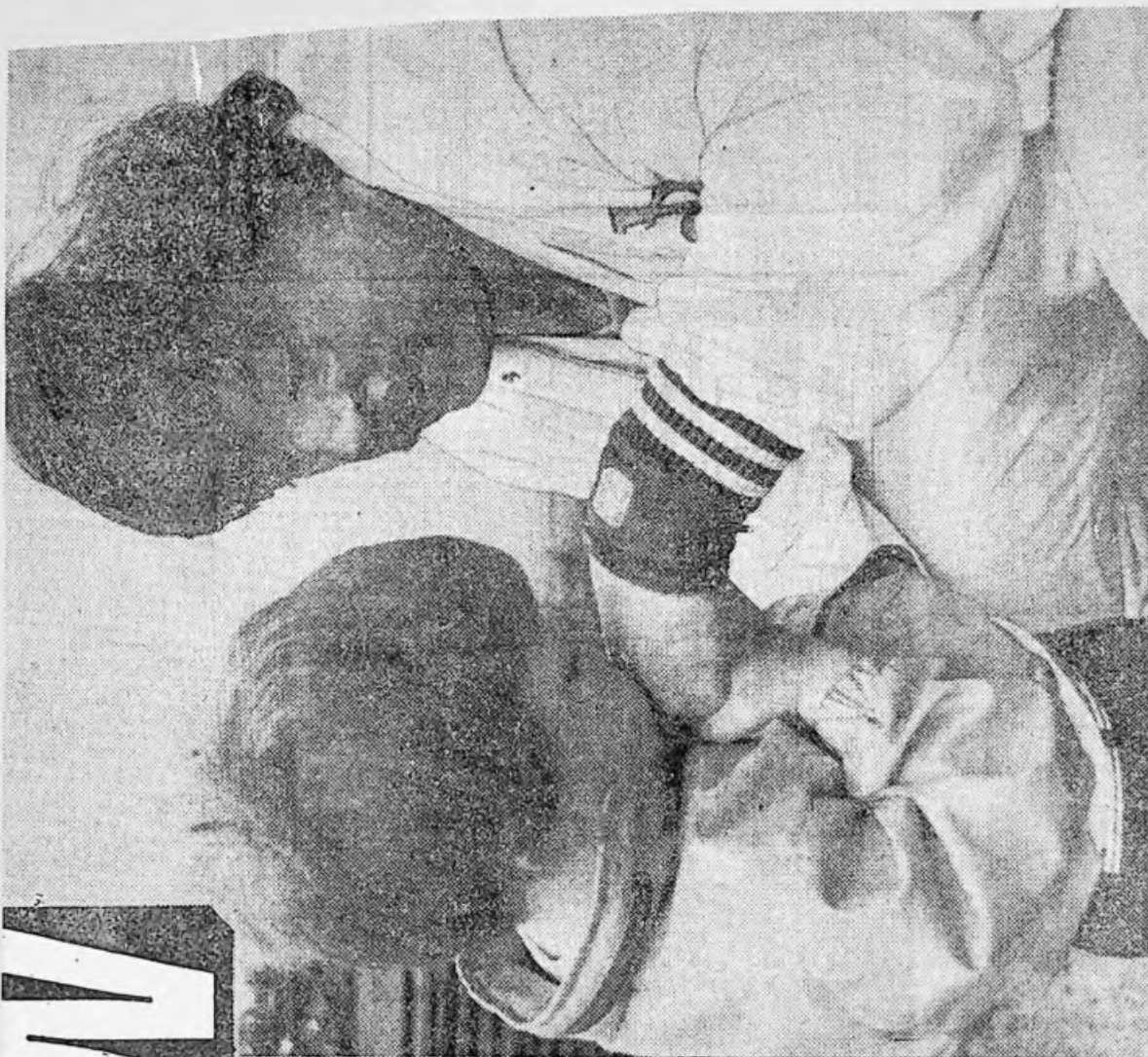
The one real set-back was when delayed shock and grief at losing his friends put Simon into a deep depression.

Pauline 44, says: "He felt he too should have died."

A visit to his old battalion in Germany helped him over it.

She added: "He is only 23 and we have not brought him this far to sit back and vegetate. We want him to have a job, a future.

"Simon has a marvellous spirit—whatever happens he will make his own way."



Touching—a kiss for Simon from Richard.

Pictures: CARL BRUIN

Down in the Falklands bimbling, yomping and bopping with the Bennies

FREEZING westerly winds whip across Stanley harbour, they crackle the plastic shelter that is attached to the base of the memorial to what civilians and military alike refer to as 'the conflict'.

Inside the shelter is a gas heater and Mr Keith Ashton, a monumental stone mason from Yorkshire. Mr Ashton has come here at the Falklanders' expense to add in letters finished with gilt the names of units overlooked when the *colours*, with its youthful *bronze Britannia* on top, was unveiled a year ago.

The original list, extracted from the Ministry of Defence, omitted several naval air squadrons and 2-Postal and Courier Regiment, Royal Engineers, and 6-Field Cash Office, Royal Army Pay Corps, who also served.

The Ministry did not, however, fail to list regiments strictly in accordance with seniority. Because of this the Blues and Royals, who had a small contingent with the task force manning Scorpion tanks, come above the Parachute Regiment, which won the conflict's two posthumous VCs but was raised 300 years or so after the Blues.

Undoubtedly the memorial, which is of Cornish granite with names of the 255 British dead set in plaques in a crescent-shaped wall behind it, is the most obvious indication of the islanders' feelings about the military.

To date it has cost almost £60,000 to build. All the money, including the cost of bringing Mr Ashton to work at the other end of the world, has been raised by public subscription from the islands' total population of just under 2,000.

A Chilean called Raoul, who claims that he tried to tell the Argentines what would happen if they didn't go away, is trying to finish the wall. Other men, from the Public Works Department, are racing against the weather to lay flagstones around the base in time for the



COLIN SMITH reports on the delicate relationship between the Falklanders and the soldiers who garrison their islands

third anniversary of the islands' liberation on 14 June.

Outside Stanley town hall a local youth stood in the splashing of his nose-bleed. 'One of those army guys nipped me,' he explained.

Inside, the islands' darts championship was taking place, with the consumption of a good deal of drink.

In fact, the fight had mostly been between locals and a group of recently arrived New Zealand shepherds imported because the labour shortage is almost as bad as the dearth of unattached females.

Nevertheless, the local with the bloody nose is more in keeping with the image of a garrison town than most commanding officers will allow — ask the people of Alder-shot.

Missiles

Major-General Peter de la Billiere, who commands the British forces on the islands, will not reveal the strength of his forces, but he concedes that it outnumbers the permanent civil population.

It is generally thought to be about 3,000, and includes an infantry battalion, at present the Royal Welch Fusiliers, an air defence regiment equipped with Raptor missiles, an RAF Phantom squadron, a signals regiment strung out across a chain of mountain radar and observation posts, Royal Engineers, a naval shore party and a host of logistics and maintenance people.

Yet Stanley does not feel as much like a garrison town as visitors might expect, and the only visible evidence of 'Fortress Falklands' is the Sidewinder missiles on the patrolling Phantoms.

Apart from the infantrymen who guarded the airport when the inaugural TriStar landed a

couple of weeks ago, the only personal weapon I have seen was in the hands of an Army Air Corps fitter taking up a posting at Goose Green. And that had the magazine out.

Most people carry nothing heavier than a camera — they are almost as cheap here as in Hong Kong.

There are not even any armed sentries visible around the Major-General de la Billiere's headquarters building. When I suggested to the general, a much decorated SAS veteran, that it was conceivable that he could be on the hit list of any Argentine infiltrators, he managed to look shocked.

There were, he assured me, various contingency plans, but he had not got enough men to post round-the-clock sentries at his headquarters.

On West Falkland, which is thinly populated, there are artillery ranges where the infantry practise battalion assault while the Navy lays down close support fire — an exercise almost unthinkable in Europe.

But most islanders see the military behaving in a less than warlike fashion, and that has probably contributed to the fact that, despite dire predictions to the contrary, they do not feel overwhelmed by their presence.

Incidents like the punch-up at the darts match are comparatively rare. 'We have our fights, they have their fights, but we don't fight each other,' said Mr John Smith, a Devon man who came to the islands over 20 years ago and has published several books on their history.

Very few of the soldiers in the garrison fought here, and like most young Britons they are, of course, totally tell-weaned. For many, their own

army's war is less real than 'Apocalypse Now'.

They have their own argot: they bumble, yomp, or tab across the peat and couth a shirt in readiness for a Saturday night bop with the Bennies (locals).

It is all interlarded with zapping, gooks, and remifs (rear-echelon people who have abnormal relations with their mothers).

Last week an islander visiting a submarine which had come into Stanley after several weeks on patrol astonished one of its crew by confessing that he lived here. 'What for?' the sailor wanted to know.

His attitude would probably be typical of most young Servicemen, who cannot imagine a life bereft of 80 years of the urban accessories. But I have several times met sailor NCOs, men in their late thirties and early forties, who are so charmed by the islands that they are seriously thinking of emigrating here.

Reputation

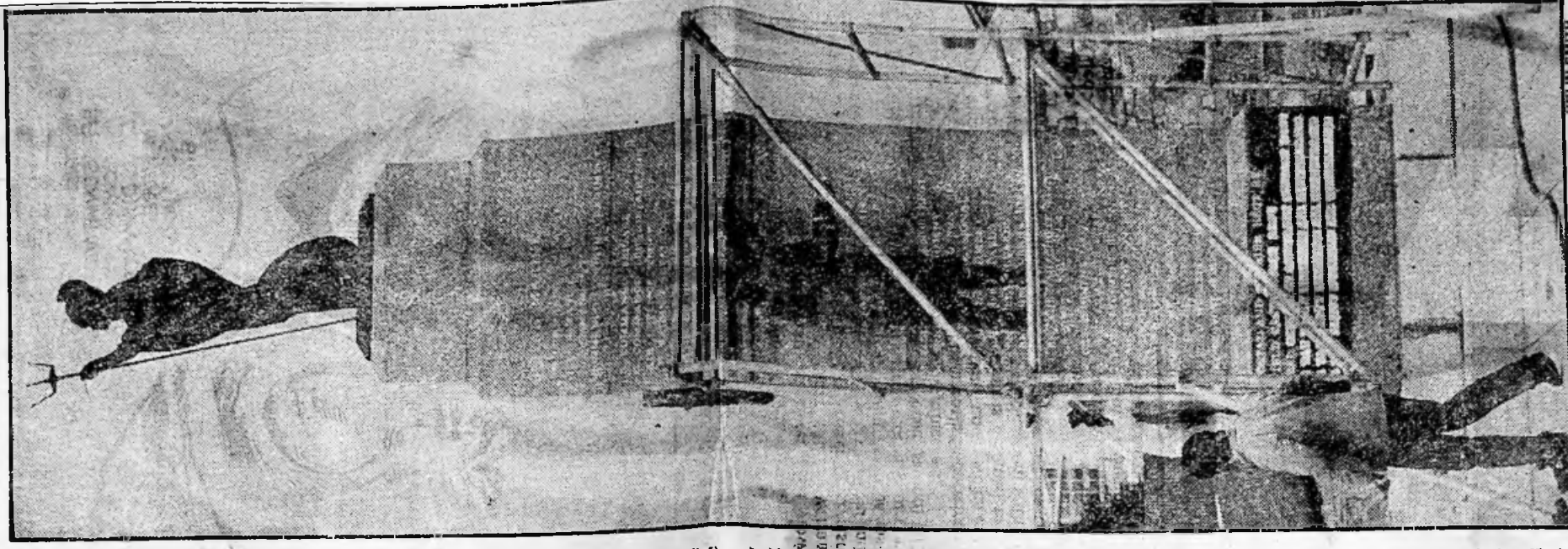
'I have never met civvies like them,' said Peter Mumford, a corporal in the Royal Engineers' bomb disposal team, who comes from Northamptonshire. 'They'll do anything for you.'

We were talking on the slopes of Mount Longdon, not far from the cross which marks the spot where Sergeant Ian McKay, of 3 Para, won his VC.

There is no doubt that many islanders view the changes that have occurred during the past three years with all the enthusiasm with which America's mountain men greeted the arrival of the railroad.

But they are much more careful of their reputation than they used to be, fearful that their natural conservatism has been misinterpreted as rank ingratitude.

A few islanders suggested that the Liberation Fund money might have been better spent on old people's homes. A majority ruled otherwise. It had to be dramatic proof that they would never forget.



In Memoriam: Monument in Cornish granite bearing the names of the units that fought in what is known locally as 'the conflict.'

Falkland facts

DAVID PELLY

**FALKLAND ISLAND
SHORES** by Ewen Southby-
Tailyour. Conway Maritime
Press, 270pp, £12.95.

WHEN Ewen Southby-Tailyour made the rounds of marine publishers during 1980 with his notes for a yachtsman's guide to the Falklands, he was not overly surprised to be met with polite refusals—the islands were visited by an average of three yachtsmen a year.

He had carried out his research during 1978-9 when he was commander of the small detachment of Royal Marines stationed there. But it is clear from this book that he spent as much time as he could cruising around the islands charting and making notes on the endless bays, sounds and inlets.

On April Fool's Day, 1982, Argentina invaded the Falklands and Captain Southby-Tailyour and his notes and charts were suddenly in urgent demand: they were the only reasonably comprehensive and up-to-date source of pilotage information in existence. He was immediately drafted on to Brigadier Julian Thompson's planning staff and later took a very active part in amphibious operations, including leading the landings in San Carlos Water and Bluff Cove.

Three years on, it is safe to predict sales of more than three copies per annum for **Falkland Island Shores**. Inevitably, it has outgrown the original concept of a "yachtsman's guide" and is now spiced with extracts from the author's war diary plus interesting chapters on the climate, history, fauna and flora and advice on how to survive in the open, based on notes he issued to the special forces before their landings.

Few readers may want to sail around the Falklands, but the book is a fascinating screen-bag of information about those specks of rock in the South Atlantic that so suddenly became the focus of world attention three years ago.

Rallies signal threat to Argentina rulers

By TONY ALLEN MILLS in Buenos Aires

THE all-too-familiar sounds of angry crowds chanting anti-government slogans are once again signalling a threat to political stability in Argentina.

At a Buenos Aires rally this week, 150,000 workers noisily denounced President Alfonsín's regime.

Their action marked the lowest point in government-union relations since the military dictatorship departed 18 months ago.

With the unions embarked on what most analysts agree is a collision course with Senor Alfonsín's policies, Argentina's precarious democracy is tottering on the brink of a political and economic breakdown that could have dire repercussions for the international community.

'Stop whimpering'

The unions basically want what the President, the Central Bank, the International Monetary Fund and most of the world's financiers agree they cannot have: Wage increases in line with galloping inflation.

Bound by the rigid terms of I.M.F. agreements on Argentina's foreign debt, Senor Alfonsín has told the Peronist-controlled unions to stop "whimpering," and get on with their work.

But the sight and sound of tens of thousands of workers laying siege to the Casa Rosada Presidential palace on Thursday was not only an uncomfortable reminder of the last days of the military junta, but also a clear sign that the president's policy of doing business with the fund is dangerously unpopular.

Amid the sea of banners that thronged the Plaza de Mayo during Thursday's rally were dozens reading "No to the IMF." Others condemned the president's Radical Party as a "dictatorship."

The deterioration of government-union relations has fanned speculation that Argentina will reassess its debt obligations with potentially disastrous consequences for the world banking community.

Washington talks

Such a threat hovered over Wall Street and the City for much of last year, but never materialised. This year, however, the crisis has deepened and the pressures on Senor Alfonsín are more intense.

The Government has repeatedly denied that it is considering a moratorium on debt-repayment. A negotiating team arrived in Washington this week to continue talks with the fund on the last instalments of the stand-by credit negotiated last September.

Government attempts to bolster banking confidence serve, however, only to inflame trade union wrath. At Thursday's rally, Senor Saul Ubaldini, a union leader, challenged Senor Alfonsín either to change his economic policies, or quit.

"Democracy with hunger is not a democracy it is nothing more than a pantomime" Senor Ubaldini said. Rejecting what he described as threats from

the government against the workers, he said: "The threats should be for the international usurers like the I.M.F. and not against a people defending their dignity who want dignified work and wages."

Senor Ubaldini's complaints, which are invariably delivered in highly-theatrical style, including catches in the throat and tears in the eyes, earlier spurred President Alfonsín to an uncharacteristic outburst.

Protest success

At a recent speech in Patagonia, the President referred to the union leader as a "cry-baby," and a "softie," remarks which led to severe Peronist heckling at subsequent public meetings.

Political analysts believe Senor Alfonsín's frustration arose from the unions' success in mobilising anti-government protesters despite the glaring failure of such men as Senor Ubaldini to offer realistic alternative strategies for surmounting the crisis.

The economic outlook has been clouded further by a recent run on Argentine banks, which forced the government to freeze dollar deposits; by reported difficulties in loan talks with European debtors, and by persistent rumours that Argentina's banking system will be nationalised.

When these factors are added to the unions' growing belligerence, financial analysts are to be found in even more pessimistic mood than usual.

"In Argentina you get used to living with chaos," one resident American banker said.

FALKLAND AIR LINK

By Our Political Staff

The Falkland Islands airport will be open to civil flights early next year. Mr Stanley, Junior Defence Minister, said yesterday in a Commons written reply. "No approaches to operate civil ailing services to the Falklands had been made by any Latin American country," he said.



Peronist protest: A Peronist less workers protesting against President Alfonsin's policies

Argentines to tighten belts

Buenos Aires: A powerful trade union leader said yesterday "labour would accept belt-tightening economic policies as long as the Government made clear that factories and other sources of employment would not be closed."

Mr Armando Cavalieri, a member of the CGT labour federation's directorate, was speaking after a peaceful mass protest on Thursday.

The rally, centrepiece of a one-day general strike, was staged as an Argentine team flew to Washington for talks with the IMF on a package needed to clear some \$900 million in arrears on interest payments.

A CGT leader, Mr Saul Ubaldini, addressing a crowd of about 150,000 people, said that the Government would

have to change its socio-economic policies or leave office.

But government leaders expressed satisfaction yesterday at the peaceful nature of the rally. President Raoul Alfonsin, who last month announced a "war economy" to halt a 940 per cent inflation and repay a foreign debt of \$48 billion, said: "Things were done within democratic channels and this is very important. Surely, we will have to talk with the CGT."

The mass protest rivalled in size a demonstration in support of democracy last month at which President Alfonsin announced plans for the "war economy". The Labour Ministry had earlier called the rally a political move aimed at destabilising the Government. — Reuter.

Merchant fleet still shrinking

By Michael Baily
Transport Editor

British shipping's ability to mount another Falklands operation is fast disappearing, the Government was warned yesterday.

The industry could possibly put together another Falklands-type fleet now, but not in two years, Mr Brian Shaw, new president of the General Council of British Shipping, said.

Shipowners welcomed the reviews being carried out into shipping defence requirements, and while no shipowner wanted a 16in gun on the stern of his vessels, the industry was concerned that the Government and public opinion should be aware of the issues.

Mr Shaw said that there was some evidence that the Soviet government had paid attention to Western protests against its activities on world trade routes.

But while the build-up of Soviet merchant shipping was perhaps not as great as had been feared, the quality of its new shipping was much higher.

Mr Shaw, who is chairman of Furness Withy, said that last year could well be seen as the nadir of British shipping's fortunes and the spectacular reduction in fleet size was easing off.

Unions rally against Alfonsín policy

From Douglas Tweedale
Buenos Aires

The General Confederation of Labour (CGT), the umbrella organization grouping Argentina's opposition Perónist unions, yesterday staged a 12-

hour nationwide strike in protest against the economic policies of Raúl Alfonsín.

Thousands of demonstrators in left wing and other opposition parties were expected to join CGT union members at a

massive protest rally in front of Government House later in the day.

Strike organizers said that the stoppage was called to seek change in government policies which would produce just wages and full employment.



Brill: 'Absolutely chuffed to death'

Sterling is giving PR support to the Falkland Islands' new bid for increased tourism and financial independence, which was launched last week amid international coverage with the opening of its own airport.

Sterling was appointed by the Falkland Islands Development Corporation, which was set up in June last year after prompting from the British Government.

The initial task facing Sterling is to develop a communication strategy based on the four aims of the Corporation. These are as follows:

- To increase employment opportunities by encouraging a diversification of the islands' economy.
- To increase the population of the islands through a policy of selective immigration.
- To develop the islands' economy in order to make them more self-sufficient, and reduce their dependence on Britain.
- To improve community

Sterling work wins big Falklands push

facilities on all the islands, which until now have been badly lacking.

Sterling was selected out of three consultancies to travel down to the South Atlantic and present its proposals to Corporation representatives. Marian Shawcross, the Sterling director who also handles PR for the Jamaican government, made the trip and won the appointment almost immediately.

It is thought that a major deciding factor in gaining the account was Sterling's track record with the Jamaican account, which in some ways is similar to the Falklands.

John Brill, Sterling's chairman, said: 'There will be an element of disproving certain misconceptions about the

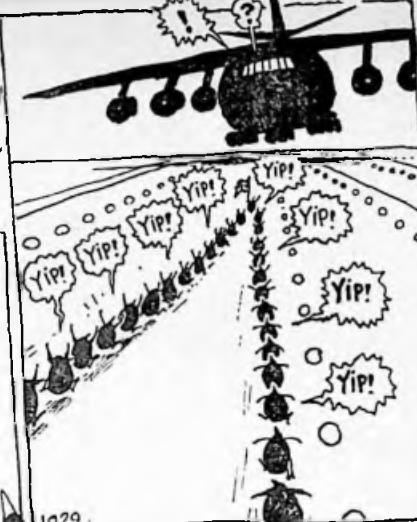
islands. We will have to stabilise views and create a bit of common sense.'

He said that key areas of concentration would be on agriculture, tourism and fishing. Effort would also go into energy resources and communications.

Brill, who will lead the account with Shawcross, said he was 'absolutely chuffed to death'. This business win adds to Sterling's growing stable of overseas government accounts. As well as Jamaica and the Falklands, the consultancy is also working on a project for the Indonesian government, and is expecting to announce its appointment by another developing nation in the near future.

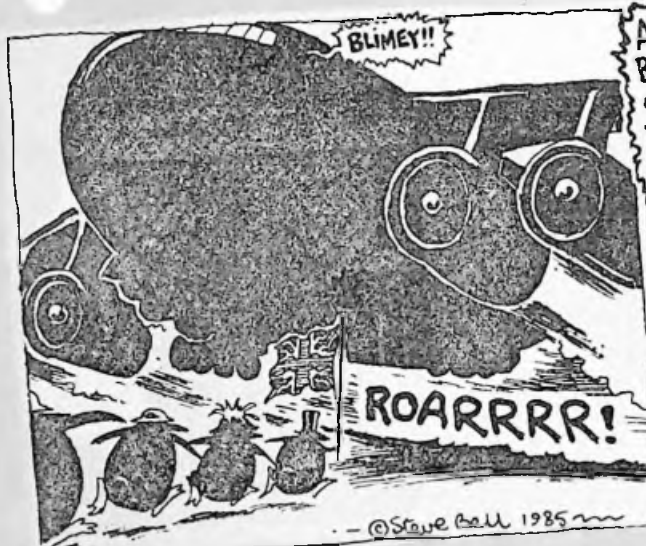
LOYAL WILDLIFE ~ AT LAST WE HAVE OUR REINFORCED CONCRETE ILLUMINATED WADDLE-WAY PLUS A FIRM COMMITMENT TO AN 800 MILE ALBATROSS-FREE RING OF STEEL!!

HAIL THE GREAT WHITE IRON GODDESS! LET THE FORMATION WADDLING DISPLAY COMMENCE!!

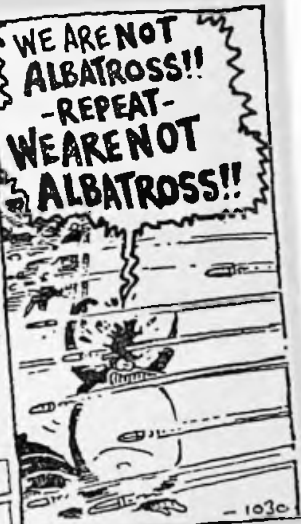


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1029



AM UNABLE TO LAND BECAUSE OF BIRDS ON RUNWAY! WILL YOU DEAL WITH THEM PLEASE, STANLEY!!



©Steve Bell 1985



Good God! THEY'RE SHOOTING AT THE FLAG!!!

1030

Steve Bell



...WE WERE ASSURED THAT THIS WAS AN EXCLUSIVE ILLUMINATED PENGUIN WADDLE-WAY. WE WERE SHOT AT WITHOUT WARNING!!



WELL YOU'VE BEEN HAD, YOU SILLY LITTLE BUGGAN!! THIS IS A NATO AIRBASE AND ANY TRESPASSERS WILL BE SHOT ON SIGHT!! GO AND BLOODY WELL WADDLE SOMEWHERE ELSE!!!



...BUT... BUT... WHAT ABOUT THE FLAG?? ...AND WHAT'S THAT ALBATROSS DOING???



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1031

Miner problems for airport men

CONTRACTORS building the new Mount Pleasant airport on the Falkland Islands have had some unusual obstacles to deal with. There are still areas like this along the route of the 50 km Port Stanley to Mount Pleasant road which have yet to be cleared of mines left by the Argentine army. Add to that the problems associated with working 8,000 miles from the UK with a British workforce of more than 2,000 on an island with limited resources even for its own 1,800 inhabitants. It is easy to see why visiting VIPs including Defence Secretary Michael Heseltine recently paid tribute to the Laing-Mowlem-ARC joint venture for opening the main runway on time. Full story on Pages 13 & 14

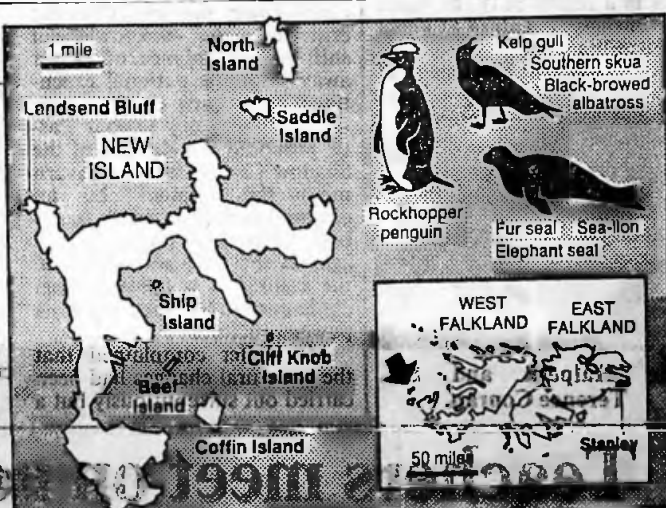


Nature land handed over in Falklands

Britain's most remote nature reserve, nine islands off the Falklands, was handed over yesterday to the Falkland Islands Foundation, created to manage and protect the wildlife. The islands were bought by the Royal Society for Nature Conservation in the 1970s to safeguard wildlife so varied that it has never been properly charted.

Among the rare species of birds nesting here are the grass wren, Cassin's Falcon and albatross. Other species include the tussock bird, black-throated finch, Johnny Rook, rack shag, flightless steamer duck, upland geese and kelp geese, penguins and skuas.

Most vegetation is heathland, or tussock grass and diddledee shrub. The islands also support breeding colonies of sea lions,



Where the conservation areas lie

elephant seals and fur seals.

Several islands - Beef Island, Ship Island, Coffin Island, Cliff Knob Island, Saddle Island, North Island and Lendsend Bluff (all to the west of West Falkland off New Island) and the Twins (to the north of West Falkland off Carcaso Island) - have rarely been landed on.

None was disturbed during the hostilities of three years ago.

● A campaign to win support for the concept of marine nature reserves was launched yesterday by Dr David Clark, Labour MP for South Shields, who is the party's spokesman on environmental matters (George Hull writes).

Armless

Sir,—For the suggested Falklands airstrip statue of Mrs Thatcher, may I propose that she be shown in bounteous pectoral bud; while for her powerlessness to perform any common good, let the effigy lack both arms. The inscription — with future Argentinian tourists in mind — should read, simply: "Mal Venus."—Yours, etc, Patrick Snaith, London NW5.

Argentina to take part in fishing talks

From John Ezard
in Port Stanley

Britain proposes to include Argentina as a partner in multilateral talks involving several countries about over-fishing in the South Atlantic it was disclosed yesterday. It will be the first formal contact since the Berne diplomatic talks failed last year.

The plan was floated at a private meeting of elected Falklands councillors with the Foreign Office minister, Mr Timothy Renton.

The islanders indicated their "very reluctant" agreement with the strategy after Mr Renton spoke of the plan in

an interview with BBC external services' Calling the Falklands.

Asked if multilateral conservation talks would include Argentina, he said they would have to include all nations fishing in the area and all bordering countries. The British position was later confirmed unofficially.

Mr John Cheek, one of the three politicians who regularly speaks for the Falklands at yearly United Nations debates, said last night: "It was very reluctantly accepted as inevitable, because control of fishing is such an important issue for us that Argentina would have

to be consulted.

"I don't think any of us are happy about it. If there are any signs of Britain trying to bring the Falklands and Argentina more closely together in other ways through these talks—as has happened before in our history, with results that are well known it will be resisted. Feeling is still very strong."

A public meeting last year overwhelmingly rejected a suggestion of resumption of business relations with Argentina.

The multilateral strategy was announced to the Commons in vague outline by the Foreign Secretary, Sir Geoffrey Howe,

Rebuilding the Falklands against the elements

JOINT venture chairman Oliver Whitehead knew he could expect problems with managing a camp the size of that on the Falkland Islands. Unlike the Army in the early days of setting up camp, which expected the engineering difficulties to present the biggest problem, it was running a camp of 2,000 or more 8,000 miles from home that seemed to the first joint venture chairman the biggest hurdle.

The Falkland's contract was seen as unique for a variety of reasons, but one of the biggest was the fact that all the workforce was to be made up by British operatives. Quite unlike the more usual overseas job where a contractor's staff is generally in charge of an indigenous workforce, or a workforce selected from a third country. British workers were to be employed without exception in the Falkland's.

The remoteness of the Falkland Islands coupled with the sudden formation of a large British workforce has led to a variety

of problems, both personal and otherwise on the islands. There have been a number of convictions in the Port Stanley court for various offences, many of which stem from being a long way from home, in a location with few facilities for recreation. Personalities have conflicted and tempers have flared, but on the whole LMA believes the joint venture has coped extremely well with the problems. The Royal Air Force has also been very accommodating, often flying workers home at a few hours' notice on compassionate grounds where applicable. Morale at the site is high, says Mr Whitehead, a view that is reinforced by the fact that many LMA employees have opted for a second 14-month term in the islands.

Things have improved immensely, of course, since the pioneering days early in the contract when there were no recreational facilities on the islands, and when accommodation for the workforce left much to be desired.

Most of the workforce faced a

long flight to Capetown and then a 10-day journey by sea to the Falkland Islands. The real pioneers had an even longer journey, aboard the "England" from London direct to East Falkland. But the new airlink by wide-bodied jet should make the 17 hour two-leg journey via Ascension less of a deterrent to many would-be LMA employees. It will certainly be a great improvement on the unpredictable airbridge by Hercules from Ascension. Though a remarkable success story in itself, it often resulted in inconvenience and considerable discomfort for passengers making the arduous journey south to the Falklands. Comfort was not a feature of the Hercules transporters, their inanimate cargo being considered at least as important as its passengers.

If weather conditions on the Falklands were poor, as they often are, the Hercules had to turn back to Ascension, a frustrating and exhausting experience for many visitors.

A brief chronology of events to planned completion of the LMA airport contract.

June 1982 The Government decides to construct a new airport on the Falkland Islands
August 1982 PSA/Royal Engineers

September 1982 PSA is asked to manage the project

February 1983 Full PSA team is established to start detailed design and planning

March 1983 PSA invites tenders from interested contractors for the two sites. Contractors' teams visit the Falklands to inspect sites

May 1983 Tenders returned

June 1983 Parliamentary announcement of location and LMA is invited to proceed
September 1983 Ships "Merchant Providence" and "England" with pioneer force sail from the UK

October 1983 Both ships arrive at East Cove

November 1983 Pioneer workers' camp established at East Cove and work begins on temporary access road to airport site

December 1983 Temporary access road reaches site perimeter

April 1984 Workforce moved to accommodation on site. Pioneer camp dismantled for use elsewhere

April 1985 LMA hands main runway over to PSA

May 1985 Official opening of airport and start of regular flying operations

May 1986 Planned completion of contract

UK standards held

QUARRYING activities on East Falkland have been the source of most of the technical problems haunting the project to date. The early days of the contract were dogged with stone shortages and the lack of good quality rock for the pavement-quality concrete.

Some 2,500 tonnes of coarse aggregate and 5,000 tonnes of sand had to be shipped out to the islands on an emergency mission sailing from Avonmouth early in the contract so that foundations could be cast for the all-important 7 MW power station. This building was on the critical path early in the contract, and the lack of suitable stone for structural concrete in the bases threatened to disrupt the programme. LMA therefore decided on shipping-out large quantities of coarse aggregate to fill the gap, while the task of hunting around the mountainside for suitable rock fell to ARC, a company with vast experience in this field.

It is this single area of expertise that has made ARC an invaluable partner in the joint venture. Very little site investigation had been carried out at the time of bid early in 1983. On arrival at the islands and subsequent attempts to set up quarries it was discovered the rock outcrops were riddled with lenses of clay. In addition, peat could overlay the rock to a depth of between 200 mm up to 5 m. ARC applied its geologists' expertise to finding quarry sites and proceeded to develop them. The two materials quarried on the islands — tillite and quartzite — are vastly different.

The blue tillite can vary in hardness, at one end of the scale tending to slurry rapidly, yet being an extremely useful material for sub-base when it is of the

right hardness.

Quartzite on the islands, which is used for the structural concrete and pavement quality concrete, varies considerably in nature, often in the way it crushes. It tends to flake easily and is extremely abrasive, to the point where it dramatically reduces crusher component life. Problems can also arise out of the cleanliness of the materials, all of which affect the ultimate workability.

The original requirement was for 1.2 million tonnes of tillite and some 500,000 tonnes of quartzite. But the difficulties with winning adequate quantities of a suitable material have been made worse by the lack of time in which to develop quarry faces. The result has been a time consuming and costly search around the hillsides to find suitable stone. This single area has produced perhaps the most costly problem for the contractor, and reimbursement for its efforts involves what ARC's Eric Hope admits is a "substantial amount of money".

Material is now being won at just about the level needed to supply all the various activities on the islands. The quartzite is not an ideal material but there is no suitable alternative on East Falkland. Nine crushers are being used on a vast processing site to produce sufficient quantities of the material, but the abrasive quartzite quickly wears out components such as crusher jaws, and augers. Normally, with a limestone material for example, an auger would be expected to last some 100,000 tonnes, though this has been reduced to just 20,000 tonnes with the quartzite. In the UK, there would be the option to switch to another material,

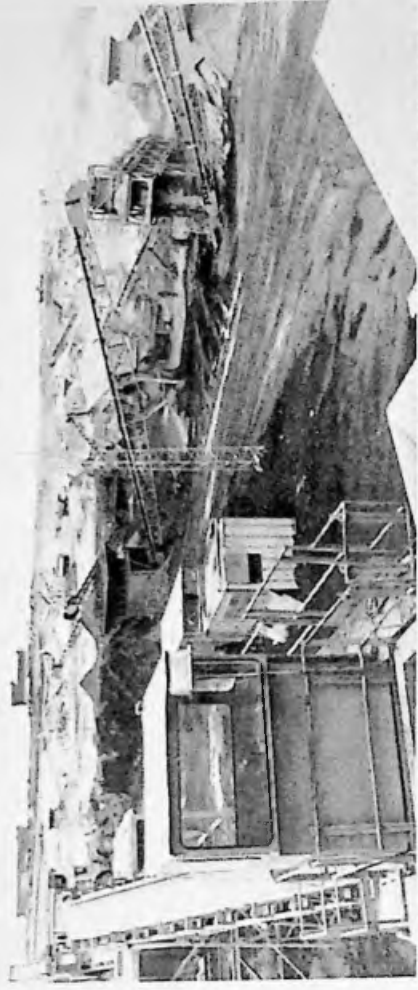
though the Falkland's contractors are afforded no such luxury.

Despite the earlier problems, work to date has seen some 80,000 cu m of pavement-quality concrete laid, and some 100,000 tonnes of asphalt laid. A staggered 1.5 m tonnes of stone has been produced to date, and process plant will be kept working throughout the Falkland's winter to build up stocks for next season's paving and to keep the concrete flowing for the vast number of buildings being erected on the airport site itself.

Problems have also arisen from the unexpectedly harsh drying effect of the wind in the south Atlantic during paving. This has brought problems not only for the Marshall asphalt, but also for the pavement quality concrete. Humidity is very low on the islands during their summer months of January and February, when most of the pavement for the main runway was laid. Dry, warm winds caused premature drying of the PQ in particular, leaving very little time for finishing trades.

Conditions could change so rapidly at the site, that it was necessary to be able to change the PQ workability virtually on an hourly basis to counter the effects of drying out.

Throughout the job, specification for the PQ and for the Marshall asphalt has been kept extremely tight, identical to that required in the UK, yet with the problem of producing the materials in a rapidly changeable environment. Nevertheless, LMA is at pains to point out that at no point during construction was the quality of any of the material compromised. The Property Services Agency has insisted that UK standards are maintained.



The process area, close to Mount Pleasant Airport. Despite virtual round the clock working, consumption of prime materials has equalled production at peak

Long-distance problems

DENNIS CORNISH, like many other Laing-Mowlem-ARC people on the Mount Pleasant contract, was brought in because of his specific experience in ironing out problems at a distance from the UK.

He worked as plant manager for Laing on a large petrochemical site in Poland for three years, and is well accustomed to keeping plant running where it is difficult to get spares. He was the ideal man to take over from Larry Larsen as plant manager in the Falklands earlier this year.

Mr Larsen, an ARC man, had started up the plant operation and is now retiring from the job. As plant manager, in charge of the £28 million worth of plant on the islands, Dennis Cornish occupies one of the key jobs on the contract.

With supply lines stretching some 8,000 miles back to the UK, parts deliveries can take anywhere between 48 hours and six weeks, depending on the sailings of supply ships. Occasionally, small light parts can be accommodated on the airbridge.

So it is not surprising that Mr Cornish aims to have the spare parts on the islands at any one time, to guard against long down-times. Around 85 per cent of the plant on the islands is British-made, this being a requirement of the contract, though foreign plant has been used wherever there is no option. In reality this has meant most of the 15 per cent foreign contingent is made up by the articulated Volvo dump trucks which were invaluable in the early days of overburden stripping, and will feature largely in next season's muckshifting.

Breakdowns and regular maintenance have so far not affected progress to any large extent and Mr Cornish points to a remarkable plant availability figure of 96 per cent achieved over the last four months. He puts this high figure down to meticulous planning, making sure that spares are available when they are needed.

Daily contact with the joint venture headquarters back in Surbiton has ensured that the technical back-up is maintained. A typical day for Cornish on the islands starts just after five in the morning and an hour later with a telephone call to Surbiton, via satellite link. Plant coordinator John Butler-Cole makes sure any action needed to keep plant running is taken back in the UK.

Cornish reflects on the early days in the contract, which called for round the clock working on the Port Stanley to the Mount Pleasant Airport road. Stripping the peat, up to 5 m thick in places, using backhoes and carting away the material in Volvo dump trucks for disposal was wearing on plant.

The tasks set for the future are just as challenging as those in the past months. Some 140,000 tonnes of concrete will have to go down on roads from July to next Easter, and the batching plant will have to cope with this steady demand.

Everything wears very quickly on the Falklands for a variety of reasons, the rock crusher jaws for example, have about one fifth the lifetime they would have crushing, say, limestone, because of the abrasiveness of the Falkland's quartzite. Then the spongy peat typical of the islands means wheeled plant has to work much harder to make headway. Cornish says the next nine months are going to be "fun", given the fact that most of the plant has already completed around 5,000 hours of work and is due for rebuilding much of the tired plant to readiness for the winter.

Undercarriage rebuilds are being done now, articulated machines being split and sub-frames removed for thorough refurbishment. Cornish is particularly pleased with the 80-plus Leyland Landtrains used on the project, that have performed remarkably well. Excavating plant has been led by 22 Cat 225s, and 18 Cat 215s, while there are also eight 943 tracked excavators. In all there are 106 Caterpillar units on the contract, including three D9Ds, five D8Ds, and 24 D6Ds. There are also 15 D6D Bogmashers. JCB also features in the plant inventory, with 10 3CXs. Coles and Grove mobile cranes are used, and Steelfields rock crushing plant has had a particularly hard time on the islands due to the abrasiveness of the rock.

Cornish has to make plant available for double shifting throughout the year, and has aimed to keep machines working by setting up "satellite" repair stations on the islands at key locations, as well as the main plant yard at Mount Pleasant to ensure quick response in case of any problems. Stock control is by computer but if the need does arise, parts can be obtained via two lines of approach.

The first is by air freight to Cape Town, South Africa, from England, a route which can take up to two weeks because of the

last leg of the journey by Sea aboard the "England" to East Cove on the Falklands to Capetown. Still longer is the journey direct by sea from Avonmouth docks. The joint venture has four ships at the moment on continual turn-round service plying the Atlantic on regular runs, and delivering up to 13,000 tonnes of freight a time.

But Cornish also emphasises the need to improve occasionally, citing one occasion when a blade ram broke on one of the D9 dozers. It was patched up using what was available on site, and is still operating.

If smaller spares are needed from England, the airbridge has often enabled parts to reach the site in only two days.

Running such a volume of plant calls for a large amount of fuel. Cornish estimates the plant is burning an alarming 400 to 450 tonnes fuel a week. So each ship brings in about two weeks supply of fuel just to be on the safe side, and the site is capable of storing between six and eight weeks supply.

Rebuilding much of the tired plant to readiness for the winter is a massive task. The winter months of the plant team's time at the moment, since the machines will then have to be at their best. The Cat excavator/Volvo dump truck team will again come into its own over the rough terrain, assisted by the Leyland Landtrains on the longer hauls, bringing in aggregate.

One of Mr Cornish's biggest headaches has been in keeping up the supplies of crushed stone for all of the activities going on simultaneously.

The crushing plant is working almost round-the-clock in order to produce sufficient material. With the exception of a few hours on Sunday when essential maintenance is carried out, cleaning and general maintenance has to be compressed into little more than an hour a day, in the evenings. In the case of the crushing plant, all the available maintenance time is required to cope with the abrasive quartzite.

With the other plant, the hard work that has been put in on the islands means that most of the machines have done the equivalent of two to three years' work. A machine would normally be expected to run 1,800 to 2,000 hours a year in a normal site in the UK, though this has been stretched to 5,000 hours on East Falkland.



A determined search for suitable materials on the islands has enabled production of some 1 million tonnes of tillite and around 500,000 tonnes of quartzite

A unique venture in the Falklands

BARLEY three years after the recapture of the Falkland Islands from Argentina, contractors have completed the main runway at Mount Pleasant, opening up the Islands to regular flights by wide-bodied jets.

The public gaze turned once more to the small islands off the South Atlantic when Prince Andrew performed the official opening of the main 2,590 m long runway 10 days ago after the inaugural flight by Tristar, with Secretary of State Michael Heseltine on board.

Some £155 million has been spent to date, the final bill will nudge £400 million. But whether the money has been spent as Government critics claim to establish "Fortress Falklands" or as the Government itself maintains to help develop the islands' commercial future, there is no denying that the speed with which this first phase of construction has been achieved is remarkable.

In just 16 months from start to finish, the Laing-Mowlem-Amey Roadstone Construction joint venture has opened up one of the most remote areas of the world to regular jet flights. In terms of construction the exercise has been and is unique. A totally British workforce, £28 million worth of plant and machinery, and more than 500,000 tonnes of

cargo have been shipped some 8,000 miles to another hemisphere and a vast construction site established in just two years. Twenty two sailings from England have carried some 300 tonnes of food and 1,200 tonnes of diesel fuel each month, every month for most of that time. And 850 major items of plant have been transported to the Falklands, as well as 9,000 passengers by ferry from South Africa.

The speed with which the first stage of the contract was carried out surprised even many of those involved at first hand in the LMA joint venture, according to its chairman, Oliver Whitehead. There were those in the team who doubted the runway could be completed in the short time available.

But thanks to meticulous planning the crucial May 1985 date was met for landing the first Tristar aircraft. Boeing 747s will take up the task of running regular flights to the islands this month making the prospect of an 8,000 mile journey from the UK slightly more appealing.

More importantly, establishing the new service is expected to shed £25 million off the annual bill for the very costly flights by Royal Air Force VC10 to Ascension and Hercules transport to the Falklands, which necessitates hazardous and costly in-flight refuelling.

There were times when the construction programme seemed impossible. Difficulties with winning sufficient stone to crush and

use for aggregate and the inaccessibility of the site — it could take a day to travel by Land Rover from Port Stanley, the only centre of population to the site 50 km to the south west — were among the most daunting problems initially.

Getting about the islands was a major problem, the only methods being by Land Rover (slowly) or by helicopter, unless, of course, you were willing to follow the example of the Falkland Islanders and resort to horseshack.

Establishing the "bridge head" at East Cove some 55 km to the south west of Stanley was executed with almost the military precision of the early exercises during the war. Laing's Oliver Whitehead believes the purchase of the 13,000 tonne Merchant Providence and the decision to use the vessel at temporary mooring as a ready-made jetty was single most important factor in winning the contract for the Laing-Mowlem-ARC joint venture.

This is where Mowlem's marine engineering experience proved invaluable. The vessel was anchored to the shore in a matter of days. With the use of a landing barge, constructed from pontoons off-loaded from the Merchant Providence, LMA was able to get the first plant ashore just 24 hours after arrival at East Cove.

The jetty vessel was secured to the shore using specially designed struts and anchors with a Bailey Bridge for access and is

A successful partnership

does not work is the one where, for example, one contractor handles the road, the other the bridges. That leads to a situation where one firm claims off the other."

Within LMA, each company owns a percentage of the shares (Laing and Mowlem 40 per cent each, ARC the remaining 20 per cent). The profit or loss is pitched into the "kitty" and shared out accordingly. Oliver Whitehead, current chairman of the LMA joint venture and director of

Laing claims the arrangement has worked well. "We drew up a joint venture contract, then forgot it, so that we can get on with the job."

Chairing the joint venture was supposed to be shared. Laing being the first incumbent. Mowlem following. ARC's Eric Hope was to have taken over next month, but is not sure whether such a move would disrupt the continuity. "The arrangement's working well, after all. Why change it?"

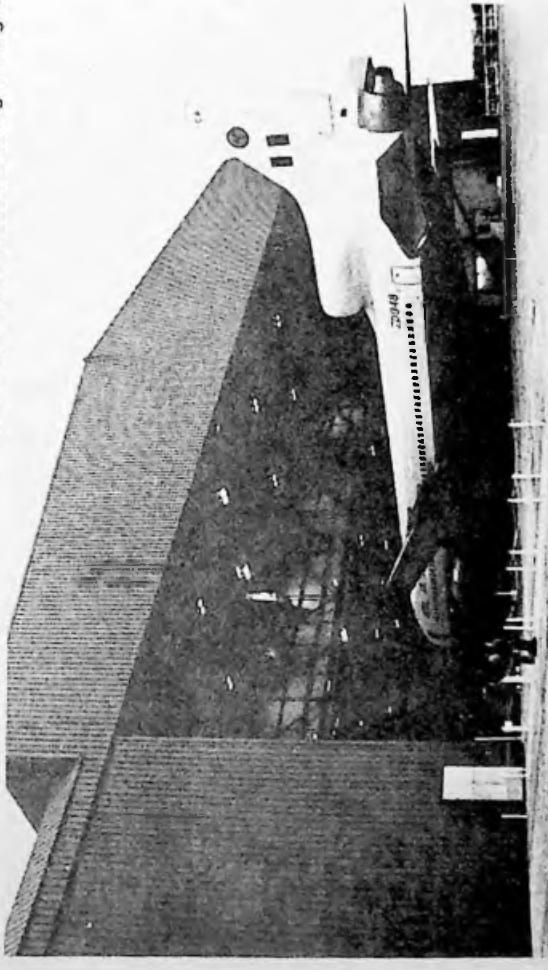
Pioneer returns to UK

THE Property Service Agency's Maurice Chamming's returned to the UK earlier this month having seen the successful completion of the main runway. He was one of the so-called pioneer force on the islands and steered the project through its early and probably most crucial stage for the PSA.

As well as his own staff on the Falkland Islands, he has had the support of some 15 staff from consultant Sir Alexander Gibb and Partners, the structural engineer for all the buildings, and civils work excluding the main and auxiliary runway. Gibb was also responsible for the roads, drainage, sewage treatment works, technical buildings and harbour works.

Building Design Partnership provided the architectural service to the PSA and a host of sub-contractors have provided services to LMA. They range from plant manufacturers such as Aveling-Barford and Grove Cranes to specialists such as Tripower, the company which supplied and installed electrical distribution systems at the site.

The 65 m square hangar can take a 747 at a squeeze. The 31 m high building is seen here admitting the Tristar which made the inaugural flight



The Merchant Providence sailed from Avonmouth and landed at East Cove with the pioneer force which quickly established a modest construction camp and began driving the access road north to the Mount Pleasant site almost immediately. It was the use of the vessel as a floating jetty head that probably played a large part in landing LMA the contract, according to Laing's Oliver Whitehead

There are to be some 180-odd buildings erected on the huge Mount Pleasant site under the original contract. They vary in size from the smallest concrete block built structure to the main Tristar hangar itself, which is steel framed and alloy clad. The main hangar measures some 2,700 sq m, and rises 31 m above ground level.

Of the buildings, emphasis has been placed on keeping wet trades to a minimum and on using fast-track construction materials wherever possible. To this end, maximum use is made of steel frames to enable fast erection of buildings. Construction of the main 10 MW power station, the bulk fuel installations, the air traffic control tower and fire crash rescue buildings began virtually as soon as the Mount Pleasant site had been reached and work also began on the petroleum supply depot at Mure Harbour to the south and on the main Royal Air Force accommodation units. Most of these units are now complete, the main Tristar hangar being a landmark where.

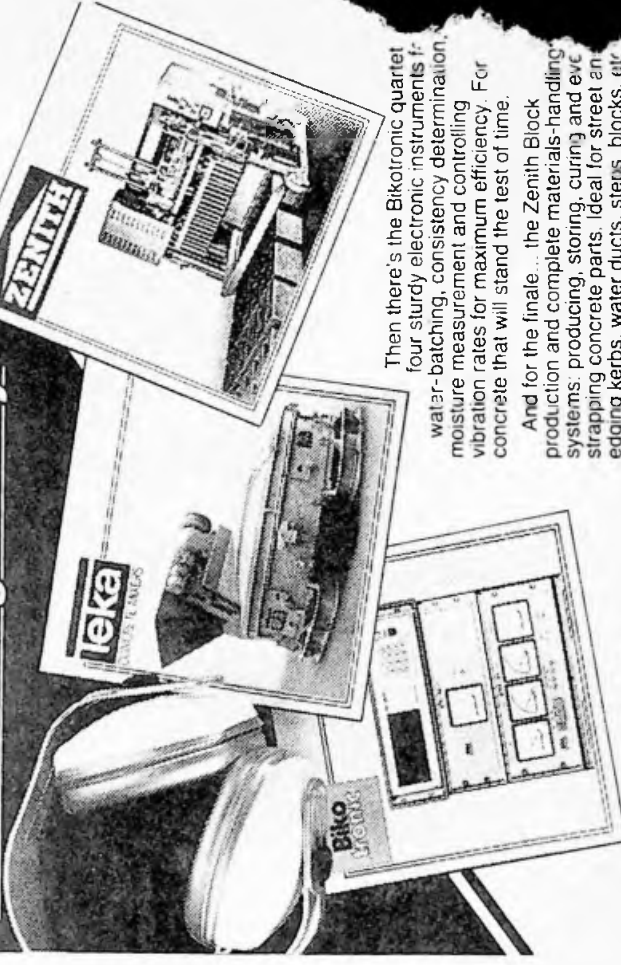
mark for many miles around, and consuming a vast 600 tonnes of structural steel.

Now LMA is aware it has to keep up the impetus and enthusiasm provided by the royal opening of the main runway, through the coming winter. The next few months will see the quarrying activities continuing, and an upturn in the building activity. After a mild summer the joint venture is prepared for the worst. Temperatures typically drop to minus five degrees C in the winter, but high winds result in a chill factor which makes conditions much worse than this relatively mild temperature might suggest. It is not exceptional to experience snow, hail, rain, sun, and gale force winds in the space of a few hours. It is the latter which is of particular concern as it affects all areas of operations including craneage, scaffolding, structures and the production of high quality concrete. Precautions taken by LMA, however, have allowed concreting to continue throughout the winter.

Construction of the main 10 MW power station, the bulk fuel installations, the air traffic control tower and fire crash rescue buildings began virtually as soon as the Mount Pleasant site had been reached and work also began on the petroleum supply depot at Mure Harbour to the south and on the main Royal Air Force accommodation units. Most of these units are now complete, the main Tristar hangar being a landmark where.

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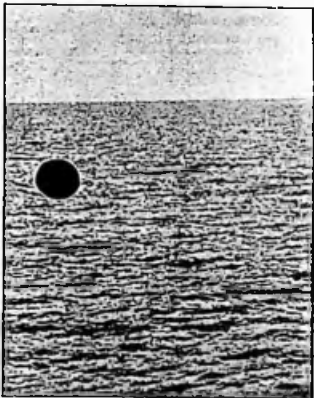
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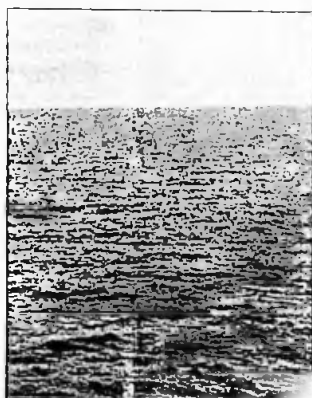
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CONQUEROR CAKE FOR DALYELL

Mr Tam Dalyell, Labour MP for Linlithgow, a persistent critic of the Government's Falklands policy, yesterday received a piece of commissioning cake from Lt Cdr James Burnell-Nugent, commanding officer of Conqueror, the submarine which sank the Belgrano.

In a letter, Lt Cdr Burnell-Nugent told Mr Dalyell that HMS Conqueror was rededicated on April 20, having spent two years undergoing extensive modernisation at the Naval base at Devonport. "I thought you might like to share our pride by accepting a slice of the commission cake," he wrote.

Mr Dalyell replied: "Not a single word of criticism of servicemen has escaped my lips other than of Admiral of the Fleet in his capacity as a

The 226-day hearing on Bana-My quarrel is with the behaviour of politicians."

Falklands training curbs anger RAF crews

RAF fighter pilots in the Falklands believe the islands' defences are being put at risk because of restrictions on their training.

The aircrew are not allowed to fly below 250 feet and have to abide by speed limits, as in the United Kingdom.

But documents captured in the war show that Argentine pilots attacked British ships at heights of 30ft or lower. The RAF crews want to train to cope with similar attacks.

One Harrier pilot said: "The regulations here are ridiculous. The UK rule book has simply been applied to the islands and it's completely unsuitable. This could be the best training ground in the world but at the moment it is being wasted.

The height regulations also mean RAF pilots cannot simulate Argentine air attacks to train missile crews.

A Phantom pilot said: "If you fly against our missile bases at 250 feet you get a message back saying - 'unrealistic - not like Argentinians. Don't call us we'll call you'.

Immediately after the conflict pilots were allowed to fly at 100 feet, but the regulations were later tightened, possibly because one fighter crashed on the islands.

Air crews face court martial if they fly outside the limits, but the Phantom pilot said: "The only way to decent training is by breaking the rules. But you never know when someone might report you".

TAM DALYELL, the doughty MP for Linnithgow, got a piece of ageing cake through the post yesterday—crumbly, but still edible. A cheery note came with it from Commander James Burnell-Nugent, the successor to Commander Wreford-Brown, now that the Belgrano-sinking Conqueror has had its refit. This is a bit of our commissioning cake, said the note, dated April 30, three weeks ago. Back went the message from Tam to the nuclear sub, now somewhere under the high seas: "I suspect there could have been great curiosity by persons unknown as to the content of any package sent to me from HMS Conqueror. Anyway, it is a relief to know that signals travel faster than cake." He assures the boat's company that he's never criticised them—"only politicians who use the skill and bravery of servicemen for their own ends."

FALKLANDS

Shackleton under fire

Mr Tam Dalyell, the Labour MP for Linnithgow, yesterday criticised Lord Shackleton, a former Labour Defence Minister, for his statement in Port

Stanley that it would be impossible for any future British government to "ditch" the islands.

Mr Dalyell said that Lord Shackleton's statement was absolutely contrary to Labour policy and he would be raising the matter with the Parliamentary Labour party. He would be asking the PLP chairman on what authority Lord Shackleton had made the statement.

"People who take the Labour whip have no business to be making these statements," Mr Dalyell said. Labour policy was to negotiate withdrawal of our troops from the Falklands.

Lord Shackleton's speech was calculated to infuriate South Americans and others, Mr Dalyell said.

Lord Shackleton said on Monday that the Falklands could be important to Britain in the long term "as a key element in the Antarctic geopolitical region, quite apart from the fact that the people are our people."

What Stanley says of Tina

Sir, — Dr Elaine Low's impressions after a recent visit to the Falkland Islands (Agenda, May 13) confirm what islanders told me last week of their talks with the lady: "that she lectured, not listened and, when confronted with hard facts which disagreed with her own convictions, merely picked herself up and carried on regardless."

But Dr Low reports: "The Falkland Islands Committee has little support in the islands." This is self-illusion. I was the only visitor on this occasion to hold an open, public meeting in the town hall, so that I could report to the Kelpers what I and our friends in the FI Committee and FI Association have been doing on their behalf; and more important, that they could speak up loud and clear for it against me on any topic they chose.

Your own reporter John Ezard reported that "this was the biggest public meeting in Stanley for many years... more than half the adult population." I shook hands with everyone of them as they left the meeting and, without exception, they praised the FI Committee.

George Foulkes, MP, was told he was welcome by me— if not by the islanders — he could have said anything he wanted from the floor of the hall. He wasn't "unable to attend"; he chose to follow the cocktails at Government House — which I also enjoyed — with dinner with the ministers and the important.

Eric Ogden.
The Falkland Islands
Association,
London SW1.

Evidence mounts in Argentine trial

From Jeremy Morgan and AP in Buenos Aires

THE ARGENTINIAN trial of nine former military leaders adjourned briefly at the weekend to allow the judges time to absorb the mountain of often poignant, sometimes horrific testimony which has piled up in four weeks of public hearings.

Nearly 200 witnesses have taken the stand, and more than 2,000 are scheduled to follow in the epic case in which prosecutors and defence lawyers admit they are seeking, not only the appropriate verdict from the six-man bench, but also to sway opinion in the country's population of 28 million.

"The public impact of the trial is extremely important," the chief prosecutor, Mr Julio Strassera, said, in an interview. "Through this, people are learning what really happened. They didn't know what happened. Many people did not believe it — or wanted not to believe it. Now there is no alternative."

Mr Strassera said that he was trying to prove an overall, officially sanctioned system behind the repression, and was presenting 709 "archetypal" cases.

The prosecutor has complained angrily about the court's willingness to let defence lawyers ask about the politics of victims in an effort to link them to the Montoneros or the People's Revolutionary Army — two leftwing guerrilla groups in the 1970s.

Sergio Marutian, one of the 21 defence lawyers participating in the trial, insists that the

questions are legitimate.

"We're not asking about political tendencies, but about links to guerrilla, terrorist subversion," he said. If that link were proved, he said, then the military's actions fell under a government decree which called for the "annihilation" of subversion and which was issued before the armed forces seized power.

Mr Marutian conceded that winning public sympathy was vital to the defence case, because the court would be unwilling to issue verdicts that clashed with public opinion. "I expect all of the verdicts — convictions or acquittals — are going to be of a political nature," he said. "Whichever way they (the court) go, they will need public opinion."

On trial since April 22 are nine rightwing generals and admirals who made up three successive juntas that ruled the country after the 1976 coup. They are accused of directing the kidnapping, torture, and killing of at least 9,000 people during a campaign to wipe out leftwing terrorism. The defendants include three ex-presidents — Jorge Videla, Roberto Viola, and Leopoldo Galtieri.

Repeated accounts have been given by witnesses of how they, or relatives or friends, were carried off by force to clandestine detention centres to be sadistically tortured and, in many cases, killed. Human rights officials and diplomats have told how their efforts to find out the fate of the victims came up against a wall of denials by the dictatorship's spokesmen.

SPANISH LESSONS IN FALKLANDS

By Our Political Staff

The Falkland Islands government, in what it is hoped will be seen in Argentina as a neighbourly gesture, is planning to resume the teaching of Spanish in the colony's schools from this September.

Mr Timothy Renton, Foreign Office under-secretary, said yesterday that the authorities in the colony felt the best second language for its children to learn was that of neighbouring countries. Spanish has not been taught since Argentine forces were expelled in 1982.

Falklands 'cannot be ditched'

From John Ezard
in Port Stanley

Lord Shackleton, the author of two government reports on the future of the Falklands, said yesterday that he thought it would be impossible for any British government to "ditch" the islands.

"We may as well face up to the fact," the senior Labour peer told a press conference at the end of an eight-day tour of development projects all over the islands.

Giving his first on-the-spot verdict on progress since the 1982 conflict, he said that the Falklands could be important to Britain in the long term "as a key element in the Antarctic geo-political region—quite apart from the fact that the people are our people."

He added that recent statements even from moderates in Argentina made the Antarctic aspect of that country's interest in the Falklands perfectly clear.

He backed the Falkland government's persistent requests to Britain for a fishing limit to control the invasion of the island's protection zone by 190 foreign trawlers. The British Governments caution stemmed from fear of upsetting Argentina and caution about United Nations opinion, he said.

"But it is unthinkable now that we should pussyfoot around. revenue in the past year from the small minority of foreign trawlers and factory ships which pay harbour dues would be more than £600,000, about 15 per cent of the islands' gross domestic product.

This income, which would be much higher with a fishing limit, has saved the local budget from falling into deficit because of the recurrent costs of post-conflict rehabilitation and development work.



ANN LESLIE... REPORTING FROM THE FALKLANDS

Pioneers of peace in the footsteps of war

NOT many people will watch a war involving 'our boys' on television and spend much of the time concentrating on the landscape behind the 'yompers' and the shell-bursts.

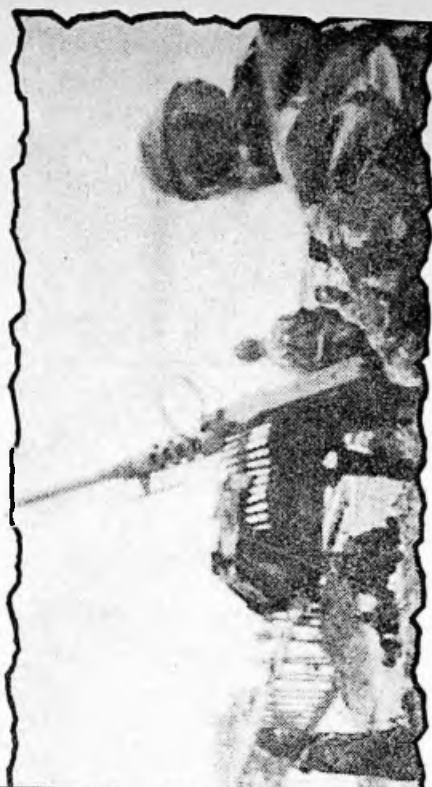
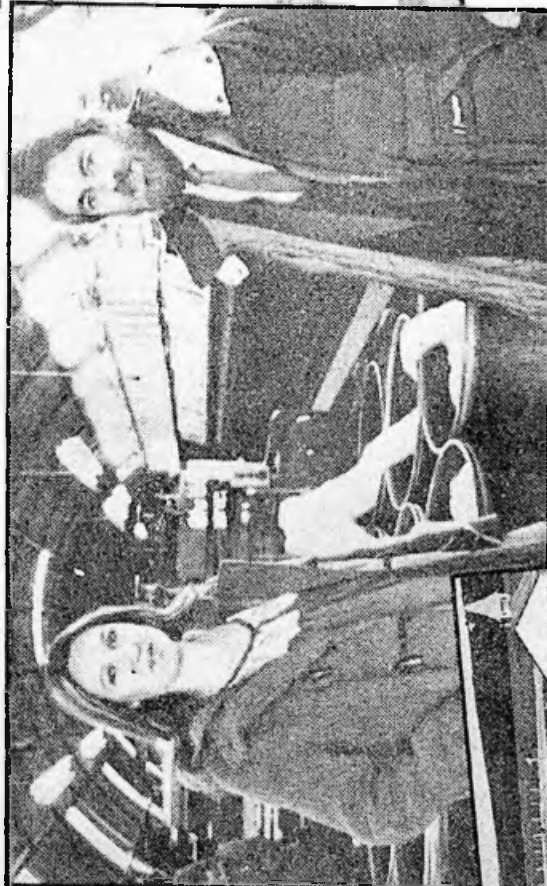
But 31-year-old Martin Cant happens to be one of them. There he was, an unemployed carpenter, sitting with his girl friend Carol in his Cotswold home, worrying about the way 'The Cotswolds are too busy these days, with too many tourists and too few jobs'—and there on the TV there's this war and Martin and Carol are, as he says, 'peering through the guns and thinking, hey, those islands look really beautiful!'

Ironically, the Falklands War seems to have been a rather effective recruiting sergeant for Britons longing to find peace and a get-away-from-it-all life.

Take Jill Doyle, she's a 38-year-old secretary from Plymouth Sound who saw the Governor, Sir Rex Hunt, appealing on TV for English secretaries to come out to the Falklands. So she packed her bags and did.

'I love the utter peace here, which is odd when you think that back home everyone associates the Falklands with war' she told me. 'But here you simply aren't aware of the things that worry you so much back in the U.K. like, oh, Russia and America and superpower tensions and things like that.'

Martin, Carol and Jill are some of the handful of immigrants to these distant dots in the South Atlantic who are the reason why, for the first time since 1930, the population has increased.



Contrast in the Falklands: at war, and (left) Martin and Carol Cant in the newly opened mill, and (far left) Goose Green.



cont.

To those who feel that the only hope of 'getting rid of the Falklands problem' is for the local population to be bribed into emigrating to New Zealand these 'More - Falkland - than - the - Falklanders' immigrants are a confounded nuisance.

I met Martin and Carol, now married, at the Fox Bay Mill on West Falkland. The mill was opened by Prince Andrew and is the Island's first industrial enterprise.

Ravishing

MARTIN an earnest bearded young man, who works at the mill, looked round it, bursting with pride: 'When we came here there was nothing but a hole in the ground. We do feel we're pioneers. We felt we had no future in Britain—whereas here we feel we have if we're prepared to work for it.'

The Cants live in a four bedroomed house in this remote

settlement on one of the most ravishing pieces of coastline outside of the Western Isles of Scotland (which the Falklands closely resemble). Carol, 28-year-old former hotel secretary who's expecting her first baby in three weeks time, gave a wry smile: 'My father still thinks I'm bananas wanting to settle here — and certainly it's not an easy life in 'camp' (The local name for the countryside derived from the Spanish word 'campo').

There's no electricity apart from lighting, and you suddenly realise how unbelievably hard it is to manage day-to-day living without an electric kettle, an iron, or a toaster. Cooking is a bit of a nightmare—you have to stoke up a peat fire to cook on and, if the wind's in the wrong direction, the whole place fills with smoke.'

There's no nipping down to the corner shop for a bag of sugar. A ship drops off supplies once every six weeks. A doctor comes once a month to give Carol ante-natal care. The simplest item, like an armchair, has to be imported at vast cost by ship from Britain 8,000 miles away.

If you have to be self-sufficient in 'camp' you also have to be tolerant. 'The people in the settlement are all very nice, but obviously you rely desperately on them for friendship, so you can't let any little niggles get to you.'

Spectacular

AFTER 13 months here the Cants have no regrets about their decision to become Falkland Islanders. They refuse to admit to themselves that one day a British Government, tired of the cost of defending and supporting 1,900 people (around £400 million so far), may force them to become 'Argie' property.

For Jill Doyle, it seems, the chief worry is that, living in the remote settlement of Port Howard and working as a 'camp' teacher, she may never find anyone to marry. 'But one just has to keep hoping.'

In the meantime there's the clear, unpolluted air, the diamond-bright stars at night, the spectacular sunsets, the 'wild geese so tame they'll come and eat out of your hand,' the silence and the peace,

out here on the windy edge of the inhabited world.

I met Jill at the simple, deeply-moving memorial service at the San Carlos military cemetery. The cemetery, built in the shape of a sheepfold, overlooks Blue Beach and 'Bomb Alley', the stretch of water which during the war was full of British ships and the screams of dive-bombing Argentine war planes.

As a snow-laden wind whipped over the sound, I complained about the ferocious cold.

'But the weather here's fantastic! Do you know that I spent the whole summer in my bikini? People in U.K. never believe that you can get very badly sunburnt in the Falklands!'

Ecstatic

THERE have been other, more temporary 'immigrants' since the war. Some came here to make a fast buck (and failed), inspired by reports that the islanders were a dozy mutton-headed lot. Other immigrants fantasised about 'dropping out of the rat-race' and found dropping out in the Falklands too tough.

Others came to Stanley, the tiny capital, got depressed, and left. Stanley itself, as one 'camp' immigrant put it to me, 'is, frankly, a hole'. With its decayed, glum, salt-rotted look, its peeling clapboard houses, it resembles some dingy Warrington-on-Sea left behind from the 1930s.

But all the 'camp' immigrants talked to me in a kind of ecstatic poetry of a different Falklands. A Falklands of wild strawberries carpeting the fields, wild mushrooms, bone-white empty beaches, the wheeling albatrosses, the barking of elephant seals, a land where the only traffic jams consist of waddling penguins, where 'you just lean down and virtually pick 10lb. rainbow trout out of the water whenever you want one.'

Above all, they spoke of the independence, the freedom, the self-respect they'd lost back home and which these remote islands have restored to them.

Listening to them I thought back to my conversation earlier about other, far-from-welcome immigrants with the cherubically cheerful Geordie priest, Monsignor Spraggon. ('When the Argies blew up my loo during the conflict I was very cross: I told them it wasn't very British of them!')

Whenever another Argentine body is found (as they are even now) Monsignor Spraggon and the local padre take it in turns to inter the bones in the simple cemetery above Goose Green.

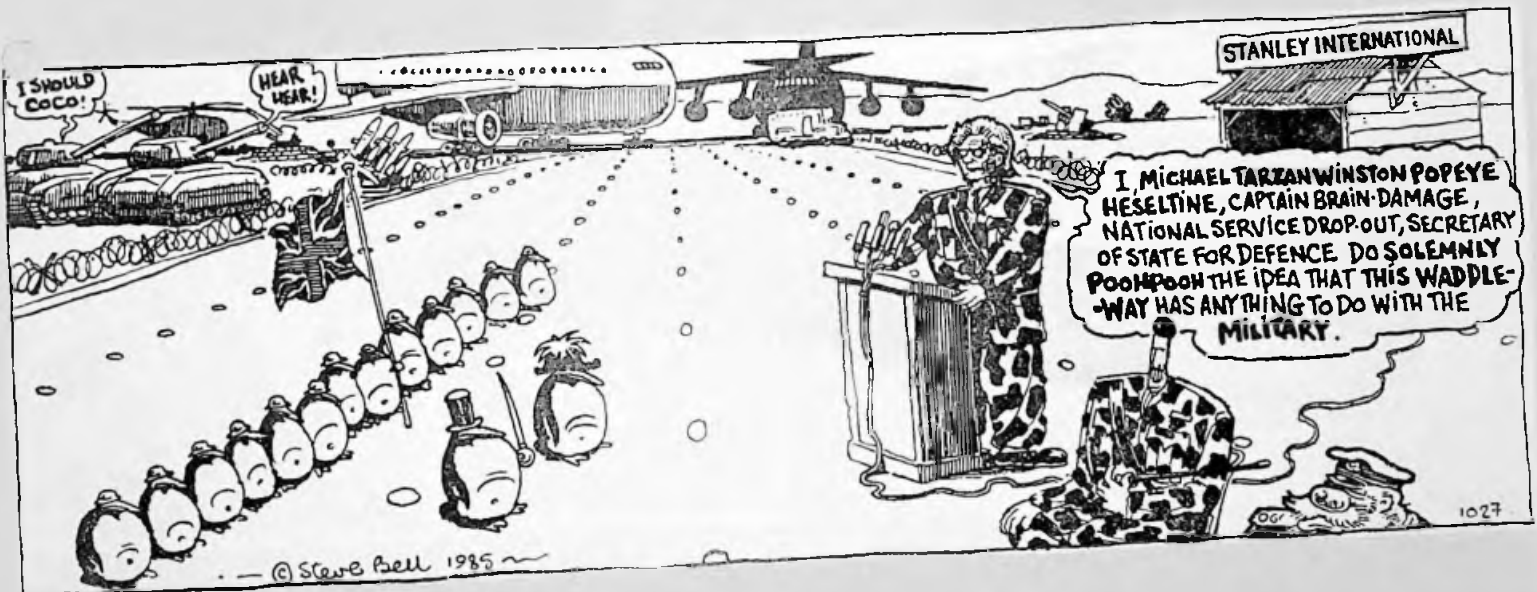
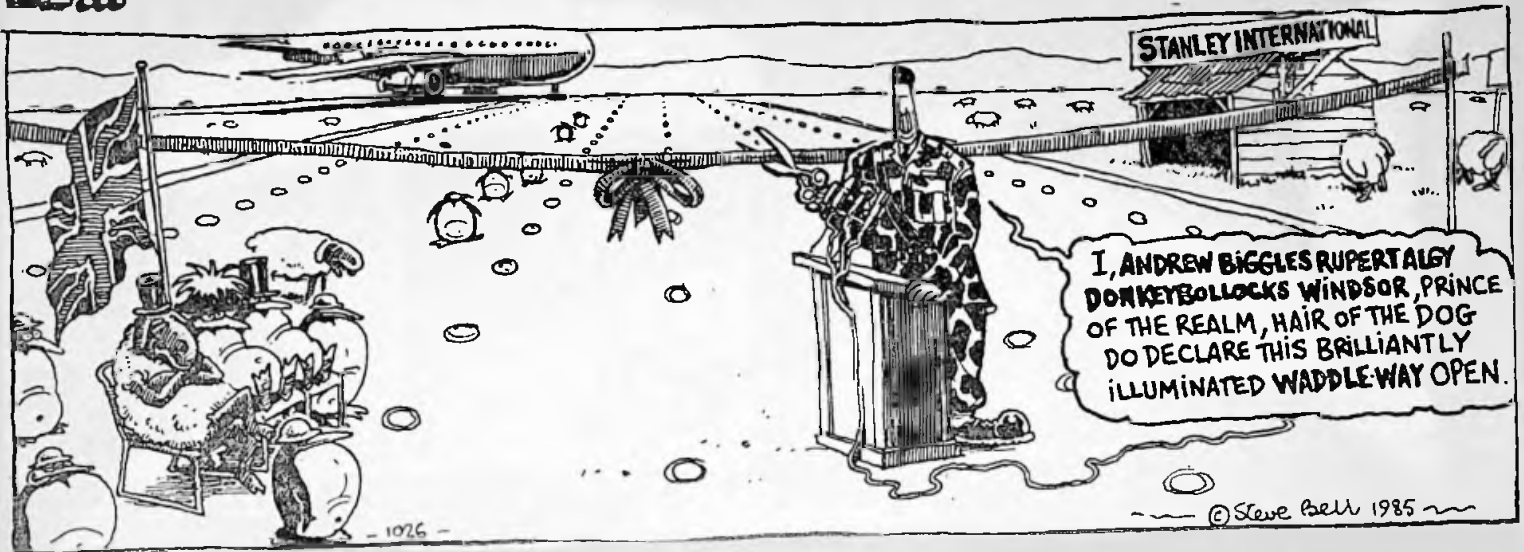
These 'immigrants,' sad young conscripts, never saw the summer beauty of the islands for which

they died, never tasted the wild strawberries, made friends with the upland geese, or drank the home-made diddle-dee wine by the warmth of a peat fire.

Perhaps their ghosts now gaze out across the Sound at Martin, Carol, Jill and the others, and weep at what their own young lives missed.

IF...

Steve Bell



to be continued.

Mail on Sunday
19.5.85

High junket

THE cost (to the taxpayers) of flying Anne Heseltine, wife of the Defence Secretary to the Falklands for the opening of the new airport was around £2,250.

The explanation was that Falkland Island councillors

were present at the celebrations with their wives so Michael Heseltine needed Anne by his side.

That would be fair enough if all the other Tory and Labour MPs invited along had been permitted to take their wives. They were not.

The Times
19.5.85

BARRY FANTONI



'Imagine it: mile after mile
of unspoilt airport'

Soldier Magazine
20.5.85

**Uganda calls
it a day**

The good ship *SS Uganda* has left the Falklands for the last time carrying troops to Ascension Island. Badly in need of a coat of paint, she's now back

with her owners, the P&O line. In her two years ferrying troops between the South Atlantic and Ascension, she has carried more than 15,000 men.

SHACKLETON

I read with interest the article on page 42 (SOLDIER 25 March) of the RGJ retracting Ernest Shackleton's South Georgia traverse, and noted an error in the caption beneath the photograph of Captain Morgan-Grenville.

The cross shown is a memorial to Shackleton and is positioned on a small headland to the West of Shackleton House, the old BAS base.

Shackleton's grave is in the small graveyard beyond the whaling station at Grytviken about two miles away. I well remember cleaning the headstone and grave area after retracing his land route in 1964. — Major (retd) T J Lynch, 12 Glen Iris Avenue, Canterbury.

Argentina moves to halt liquidity crisis

BY JIMMY BURNS IN BUENOS AIRES

THE ARGENTINE Government has announced measures aimed at easing the growing liquidity squeeze on the country's financial institutions following the collapse of the Banco de Italia y Rio de la Plata, the country's third largest private bank.

In a move to halt the growing run by savers on dollar accounts over the past week, the Central Bank at the weekend froze all deposits held in foreign cur-

rency for 120 days.

"I firmly believe that state intervention in the banking system should be kept to the minimum necessary. I hope that when the 120 days are up we will be able to proceed with responsibility, efficiency and solvency," Sr Alfredo Concepcion, governor of the central bank, said in a radio interview.

The weekend measures represent a significant change in the Government's strategy.

Throughout the week, Central bank officials insisted that the situation was well under control. But according to some bankers, as much as \$300m (£237m) may have been withdrawn from accounts. An estimated total of \$700m in foreign currency deposits was believed to have existed in Argentina just before Banco de Italia y Rio de la Plata's collapse. Argentines now hold more than

Continued on Back Page

Argentina moves Continued from Page 1

\$20bn abroad as a result of capital outflows following the Falklands war.

The central bank also announced measures at the weekend designed to help the banking system. They included:

- A further reduction in the bank's minimum reserve requirements.

- A safety net of special advances to banks in difficulties.

- A reduction in interest rates on Treasury Bills.

The bank had been using Treasury Bills over the past week as the main method of minimising the monetary expansion implied by the giving

of special advances to the banks. Now that interest rates have been reduced, it is hoped that funds will return to the cash-starved banks.

Sr Concepcion said the measures were aimed at restoring confidence to the banking system but there was some speculation that they might lead to the "nationalisation" of deposits, which might be compulsorily converted to local currency at a fixed exchange rate.

Bankers expect the next few days will be critical in determining whether the measures restore stability or undermine public confidence further. The

latter could stimulate a run on peso deposits, which are guaranteed by the central bank, and which constitute about 80 per cent of the system's total deposits.

The crisis, potentially the most serious since the collapse of the Banco Intercambio Regional in 1980, is expected to lead to a further setback for the country's renegotiation of about \$20bn of foreign debt.

Foreign banks stand exposed by an estimated \$230m with the Banco de Italia y Rio de la Plata while the repercussions of the bank's liquidation is provoking a further drain on the country's dwindling reserves.

Britain's very own South Atlantic kibbutz

THERE is a minor baby boom in the Falklands at the moment. It is entirely indigenous, nothing to do with the military presence.

It is perhaps not what Timothy Renton, the junior Foreign Office Minister, had in mind when he spoke of 'quite a lot of exciting things beginning to happen,' but it seems to reflect the renewed hope and optimism Lord Shackleton has found in his favourite place since he arrived to celebrate the opening of the airport he first recommended to be built when the islands were just a twinkle in General Galtieri's eye.

According to the registrar here in Port Stanley, there were 10 births in the first quarter of this year, almost twice as many as during the corresponding period of the past four years. There are now 1,910 Falkland islanders, including 53 immigrants and 117 people on contract. The biggest population the islands have ever had was about 2,300 in the 1930s.

Evidence of this new fecundity abounds. When I visited Pauline and David Hawksworth, immigrants from Barnsley, who run an excellent fish and chip shop called the Woodbine Café (named after the creeper, not the cigarette), I found they were expecting their third child in September.

The Hawksworths were attracted to the islands when they saw Mr Ted Needham, the chairman of the Falkland Islands Company, talking on television about selling 50 acre plots for £1,000 each. They have since bought three plots plus a small island with 800 sheep on it. You can't do that sort of thing in Barnsley, where they also ran a chip shop.

They are both members of the Falkland Islands Defence Force, the local Territorial Army unit. Mrs Hawksworth is excused duties until the birth.

The Hawksworths came out in 1983. David did a recce first and found the locals accepted strangers quite readily and that they have a very good social life in a place that has always been renowned for its heavy drinking and fragile marriages. The Falklands entry in the Guinness Book of Records is for the highest divorce rate per capita in the world. The



COLIN SMITH,
International
Reporter of the
Year, reports on
the mood of the
Falklanders three
years after the war

Hawksworths' problem was not finding friends but fish.

Mr Hawksworth has been in the fish and chips trade for some years, but despite his daily familiarity with fish he actually enjoys catching and eating them. He talks knowledgeably about the merits of the local hake and mullet, which apparently is not mullet as we know it in the other hemisphere. To his amazement he found that there is no tradition of commercial fishing in the Falklands. That is left to the Poles and the Japanese.

At first he got what he could from local sportsmen and the odd box the Poles doled out to islanders for various favours rendered. 'I even telexed the company concerned in Poland to see if they would sell us any but they didn't even reply. Politics, I suppose.'

Then the son of the resident manager for the Falkland Islands Company started to catch mullet for him with a beachnet and now he has two and a half tons of fish in his freezer. The Woodbine Café does a roaring trade, a lot of it with the military, of course.

The only Latin American lady still living in the Falklands, the owner of a café called Rosita's, suggested that it would be nice if she could have a glass of wine with her meal. So now they serve wine. Imagine a licensed chippy in Barnsley.

Every immigrant I have met seemed to feel this tremendous sense of freedom as well as all the other satisfactions of pioneering in this vast,

empty, beautiful yet often extremely inhospitable landscape.

It is almost as if the Falklands has become Britain's very own South Atlantic kibbutz, with the same Phantoms screeching constantly overhead, the same readiness to contribute physically to your own defence, and the guilt provided not by a displaced native population but constant nagging about being the most expensive Brits in the world.

'You don't owe Britain anything for what has been spent here any more than Scotland does,' former Labour MP Eric Ogden, who is chairman of the Falkland Islands Association, told a public meeting in Port Stanley town hall last week.

'It seems a lot of money,' said Richard Cockwell when we met at Fox Bay on West Falkland, the more thinly populated of the two main islands, 'but you have to remember there have been years of neglect.'

Mr Cockwell came to the islands from the Home Counties more than 20 years ago. He worked first as a sheep farmer and now runs the Falklands' only woollen mill which was officially opened by Prince Andrew the day before he did his stuff at the new airport at Mount Pleasant.

A camp of green huts houses a company of Royal Welch Fusiliers at Fox Bay, on the edge of a peat bog that was looking more like Passchendaele by the minute. It was the worst winter weather so far this year: ground mist on the ridges and wind-whipped drizzle below.

In the guardroom the Fusiliers were writing letters and occasionally looking up to watch a video of Clint Eastwood in 'Kelly's Heroes' followed by a nasty about a school for torture in a Latin American regime. 'You always make a woman take off her clothes to humiliate her,' said the villain.

Labour moots lease idea

by IAN MATHER,
Defence Correspondent

FURTHER evidence that thinking within the Labour Party is moving towards favouring negotiations with Argentina over the Falklands emerged last week.

Mr Bruce George, a member of the House of Commons Defence Committee, argued for a leaseback arrangement with Argentina as 'the best way forward'.

In a study for the South Atlantic Council entitled 'Options in the Falklands-Malvinas Dispute,' Mr George says that 'unofficial Argentine sources' have confirmed that a leaseback combined with guarantees to the islanders by Argentina would be acceptable.

Significant differences exist between the two sides' theories of how leaseback might be achieved, says the study, jointly written by Mr George with Walter Little of the Centre for Latin American Studies at Liverpool University.

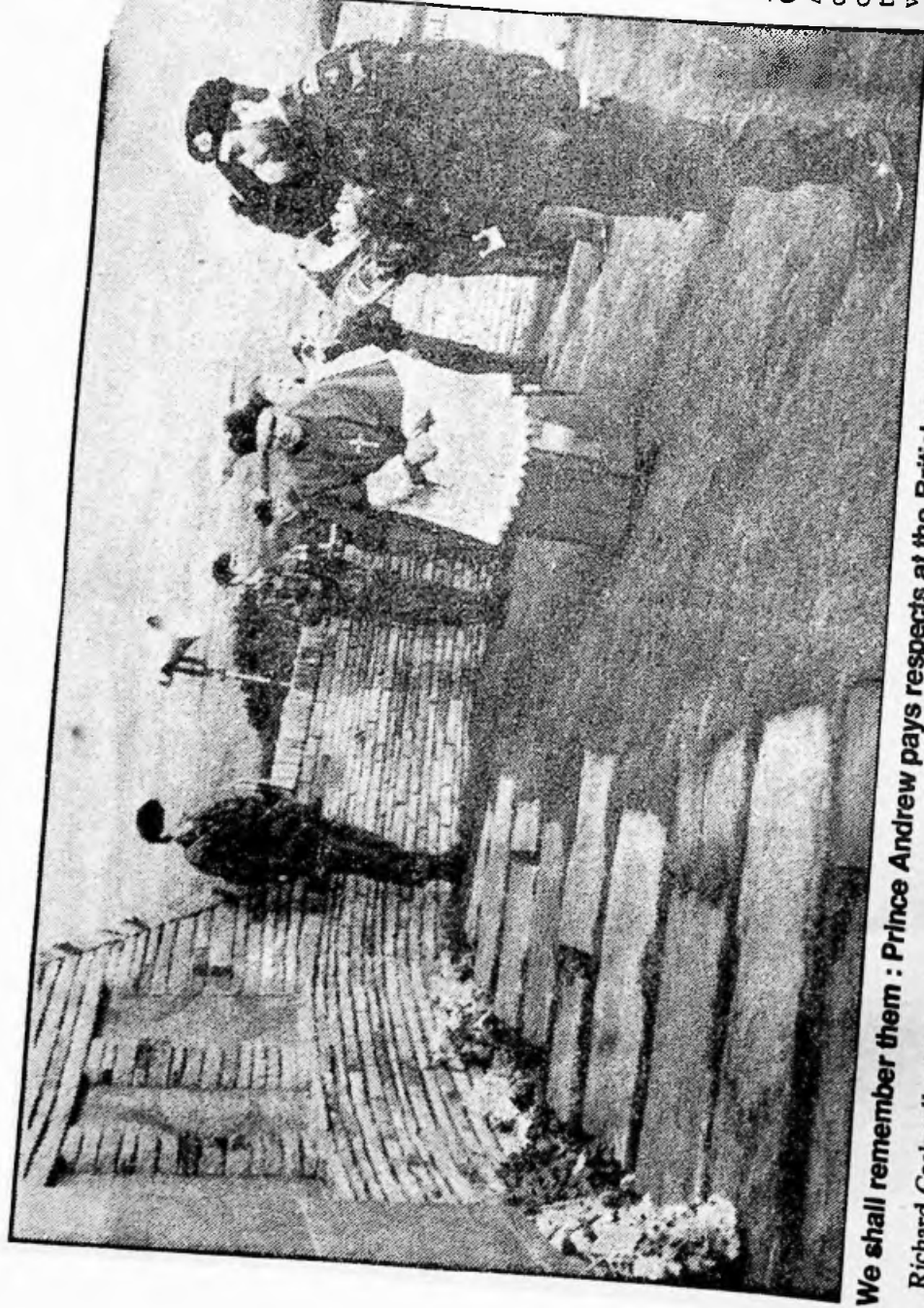
It says the British, following the Hong Kong model, might consider the possibility of a 99-year leaseback with a marginal Argentine presence on the islands. The Argentines seem to be prepared to accept the idea, although at the United Nations President Alfonso spoke about a maximum of five years.

A compromise between these positions might be struck, and the Argentines 'would have little to gain economically or politically from violating their agreement with the islanders and much to lose in terms of prestige,' the study says.

When the leaseback idea was mooted by Britain in 1977 a minority of islanders were prepared to consider the proposal, 'in particular the younger islanders whose generation would later make its own decisions.'

In the short term, there seems little chance of a solution because of Mrs Thatcher's refusal to discuss sovereignty in any negotiations, says the report.

However, Britain 'has become a prisoner of its Falklands-Malvinas military success,' and the costs are becoming common knowledge to the British taxpayer, it adds.



We shall remember them: Prince Andrew pays respects at the British cemetery last week.

Richard Cockwell said the Argentinians had not treated him too badly during their stay among his little community, although once they shot at him for no reason at all. He had always had the feeling, however, that if anything had gone wrong the islanders would all disappear. They would not have left any witnesses.

Now some people in the settlement use old Argentine ammunition boxes with 'Commando Logistica' and other video nasty things stencilled all over them to grow flowers in. Again there was evidence of the islands' population explosion in the form of five-week-old Samuel Cockwell, who was in the kitchen being breast-fed by his mother, Grizelda.

There was also Mrs Carol Cant, formerly a hotel receptionist from Stow-on-the-Wold, Gloucestershire, who is due to have her first-born next month. She and her husband Martin, a tall young man with a full Saxon beard, emigrated to the Falklands last year and now work in the mill. 'The only thing I miss,' she said, 'is bird song in the morning.'

Despite all the ballyhoo about immigration immediately after the conflict, they found no official encouragement to go. Their freight charges, including £1,026 for bringing their goods by ship from Port Stanley to Fox Bay, amounted to £2,500.

There were Tolkien and Laurie Lee on the bookshelf of the clapboard house that Martin, who last worked as a carpenter, was busy doing up. Neither of them appeared madly jingoistic. Like everybody else, they had watched the war on television and after a while, because they were unemployed and watching almost every bulletin, found themselves studying the scenery.

'It reminds me of Bodmin Moor,' said Martin. 'I know it is 8,000 miles away but it never feels that far.' His wife said: 'I feel I live the way you are supposed to live here.'

Fox Bay is the Falklands' future as it is seen by Mrs Thatcher's Government. Here, where a Mr Edward Packe started farming in 1860 and wiped out the local foxes, Shackleton has spent a lifetime fighting for.

A large Falkland Islands Company farm was first sold to the islands' Government and then subdivided into four sections. Lord Shackleton is very disappointed that the company has not been made to relinquish all its farms as he blames it for most of the islands' ills.

Then there is the mill, for which the Cockwells went on a special course in Scotland and which will soon be exporting a few finished garments—scarves and sweaters—as well as yarn.

Alongside the jetty with the little rails to run the bales of wool out on is the Hull-registered trawler Coastal Pioneer, which has been researching the inshore fishing potential. They think that a red crab called *paromys granulosa* might be a winner, and another trawler is coming down to fish it commercially.

Behind all this is the Falkland Islands Development Corporation, which is run by Mr Simon Armstrong, a veteran of the Highlands and Islands Development Board. He is the kind of young man who answers three phone calls at once while giving you a run-down on his plans to introduce wildlife tours to the Falklands.

In July he hopes to meet a representative of the Chilean national

airline in London. It would be good to have a link with that continent again. At the moment that continent now they are not going to war with Argentina over the Beagle Channel, have joined the Latin American boycott of the Falklands. The real locals watch all this with something of a bemused air.

Eileen Vidal, the descendant of a shipwright called Biggs who came to the islands in the 1840s, is probably the best known voice in the Falklands. She is the radio telephonist who calls up people scattered around the sheep farms on the 'Camp' as the great hinterland is known.

She went to the airport opening and for the first time on the Falklands was in a crowd where there were more strangers than familiar faces. 'Gone are the days when you know everyone,' she said.

Of course, the airport would give her the opportunity to see Everton play at home again. At the moment she could not afford the £2,000 the RAF was demanding. It used to cost about £800 through Argentina. But no, she would not want to see Argentine tourists back.

She hadn't really hated them during the invasion. They were just boys, most of them, some mothers' sons. She remembered seeing a dead one and the first thing she noticed was it didn't do any good to feel sorry for them but she hadn't hated them then. She felt sure she would if they came back, even as tourists.

The radio came on. A voice speaking the Falklands' peculiar hybrid of West Country and Australasian, wanted to congratulate Davina Peck on the birth of a daughter. 'Births are quite an event around here,' explained Eileen.

Argentina shocked as 'dirty war' survivors tell of atrocities

Junta 'ran regime of terror'

By
CRISTINA BONASEGNA
in Buenos Aires

EVERY day Argentines see a new piece fit into place in the jigsaw puzzle of their dark recent past as witnesses testify in the public trial of nine former military rulers charged with mass human rights violations under their regime.

"It makes me sick to remember the tortures I saw when I was on duty," Armando Lucchina, an ex-politician, says. "They have haunted me for years and that's why I am here. I want to live in peace."

Lucchina, 35, is one of the 2,000 witnesses, Julio Strassera, the state prosecutor has called to testify in the hearing of the retired Military officers accused of overseeing a campaign of state terrorism in which at least 9,000 people disappeared in Argentina between 1976 and 1982.

People in the galleries lean forward to get a better view of the witness as he answers a question put by the president of the Federal Chamber of Appeals.

"To retaliate a 1976 terrorist attack, I was ordered to help to load 30 apparently drugged prisoners in a lorry on federal police premises," he says. "The 30 bodies were found dynamited the next day."

A young sociologist who had sat in the public gallery said later: "At some point I felt it is my duty to know what went on in my country."

It was not until President

Raul Alfonsín took over from the eight-year-old regime in December 1983, and set up a committee to investigate the fate of the "Desaparecidos" that Argentines got a full idea of what the so-called "dirty war" against alleged Left-wing terrorism had involved.

After a nine-month investigation the committee reported last year that thousands of people had been illegally arrested and brutally tortured at one of the 340 detention centres the armed forces ran in the country under the regime, and that at least 8,960 of them are still missing.

The list in the "never again" report also includes 172 children abducted along with their parents or born in captivity.

Now, the Junta trial has come as a national catharsis. "This is the first time in almost 10 years that I can say what I have to say without being afraid," Dr Adolfo Ocampo, 75, told the six judges after testifying on the kidnapping of his daughter Zelma in August 1976 by members of the army.

Since the hearing opened last month almost 200 witnesses have testified on 30 of the 711 cases Strassera has chosen to indict former military presidents Jorge Videla, Roberto Viola and Leopoldo Galtieri and their respective junta mates.

In the most dramatic account so far, Pablo Diaz told the court that he was abducted from his home in army personnel in September 1976 and savagely tortured for months with ten other schoolchildren.

Fares plea

The group, aged 14 to 17, was arrested after a request they made for lower student bus fares. Diaz, now 27, is the only survivor of the operation known here as "the night of the pencils."

Ex-policeman Lucchina disclosed there were mass executions of prisoners and that bodies were dumped from helicopters into the River Plate so that they would never be found.

General Alejandro Lanusse, 68, former military president in the early 70s,

vehemently accused the three Juntas on trial of illegal repression against their opponents. General Lanusse is one of the four Argentine former presidents to testify.

He alleged that Edgardo Sajon, his former Press secretary, disappeared in April 1977 in a clandestine operation directly ordered by the Junta then in power.

Only a few days earlier, Carlos Hours, an ex-police officer, had told the tribunal he saw Sajon being electrocuted on a wet billiards table at a police training school in September 1978.

"It's hard to defend the Juntas," Julio Strassera said. "I've got the truth in my hand and I'm proving it every day." The defence, however, says the evidence so far is not enough to incriminate the nine former commanders-in-chief.

"Heartrending as the testimonies may be, they haven't won the prosecutor a victory in the first round yet," Eduardo Aguirre Obarrio, one of the two defence lawyers for Admiral Anaya, said.

Four of the nine accused military leaders. From left: Videla, Viola, Galtieri and Masera.



Anaya led the ill-fated invasion of the Falkland Islands in 1982 together with Galtieri and air force brigadier Basilio Lami Duzo. The three are under arrest while a court martial investigates their roles in the war.

None of the defendants, who face up to 25 years in jail found guilty, are present in court.

If the hearing, which is expected to last at least another five months, has caused enough tension among the nine officers so as to reportedly make them come to blows in their prison cell, it has also deepened unrest among the armed forces in general.

The rest of Argentines, meanwhile, follow the testimonies in the newspapers every day as if they were gripping chapters of a serialised book.

Despite much concern about the nation's economic plight, they want to learn the truth about a past four years they knew very little about.

Clash on Falkland fish zone

By PATRICK WATTS
in Port Stanley

LORD SHACKLETON, the Labour peer, yesterday attacked the Foreign Office for not implementing a Falklands fishing zone.

But Mr Timothy Renton, Under-Secretary, Foreign Office, held out no short-term hope of a British unilateral declaration of a fishing zone, which was requested by local councillors last year.

Both men stayed on in the island after the opening of Mount Pleasant airport last Saturday. Lord Shackleton is the author of two economic reports on the Falklands.

Lord Shackleton said: "The damage to fisheries unless a zone is established is potentially enormous. Wealth potential is very great indeed, and we must not waste this."

He outlined two problems, one political—the Argentines—and the other "the alleged cost by the MoD of policing such a zone. However, I'm sure that the policing will be done by those who are licensed."

Mr Renton reiterated Sir Geoffrey Howe's announcement recently which talked of a multilateral regime, adding: "There are very good reasons for establishing a conservation regime as soon as we can."

Falklands fish pledge

The establishment of a 200-mile exclusive fishing zone around the Falklands to preserve rapidly depleting stocks was a high priority in the future development of the islands, Mr Timothy Renton, Minister of State at the Foreign Office, said yesterday (Alan Hamilton writes from Port Stanley).

But Mr Renton, who was speaking at the end of his five-day visit to the Falklands, held out no hope of an early unilateral declaration of a British fishing zone. He refused to be drawn on rumours that all the principal fishing nations were already engaged in talks to establish a multilateral zone.

The Falkland seas, one of the richest free fishing areas left in the world, are being fished extensively by a huge flotilla of East European and Far Eastern trawlers, whose numbers are said to have reached 150 in recent months.

Argentina 'threatened by Falklands airport'

By MICHAEL KALLENBACH at the United Nations

THE recent opening of the Falkland Islands' new airport marked a sign of deteriorating relations between Britain and Argentina, according to Argentina's Foreign Minister, Senor Dante Caputo.

Senor Caputo, told reporters that relations with London had deteriorated, "if it is possible."

He has presented a dossier to the United Nations about what he says are British intentions on the islands.

The military installations, he claims, are a threat, "not only to Argentina, but for the rest of South America."

The British position, he added, was not only intransigent, but also hostile.

"The building of the airport pushes the situation back to before the airport was built,"

Positive reception

Senor Caputo spoke of the positive reception he received from the Organisation of American States in Washington, but added that the Reagan Administration did not take a definite stand on the establishment of the airport.

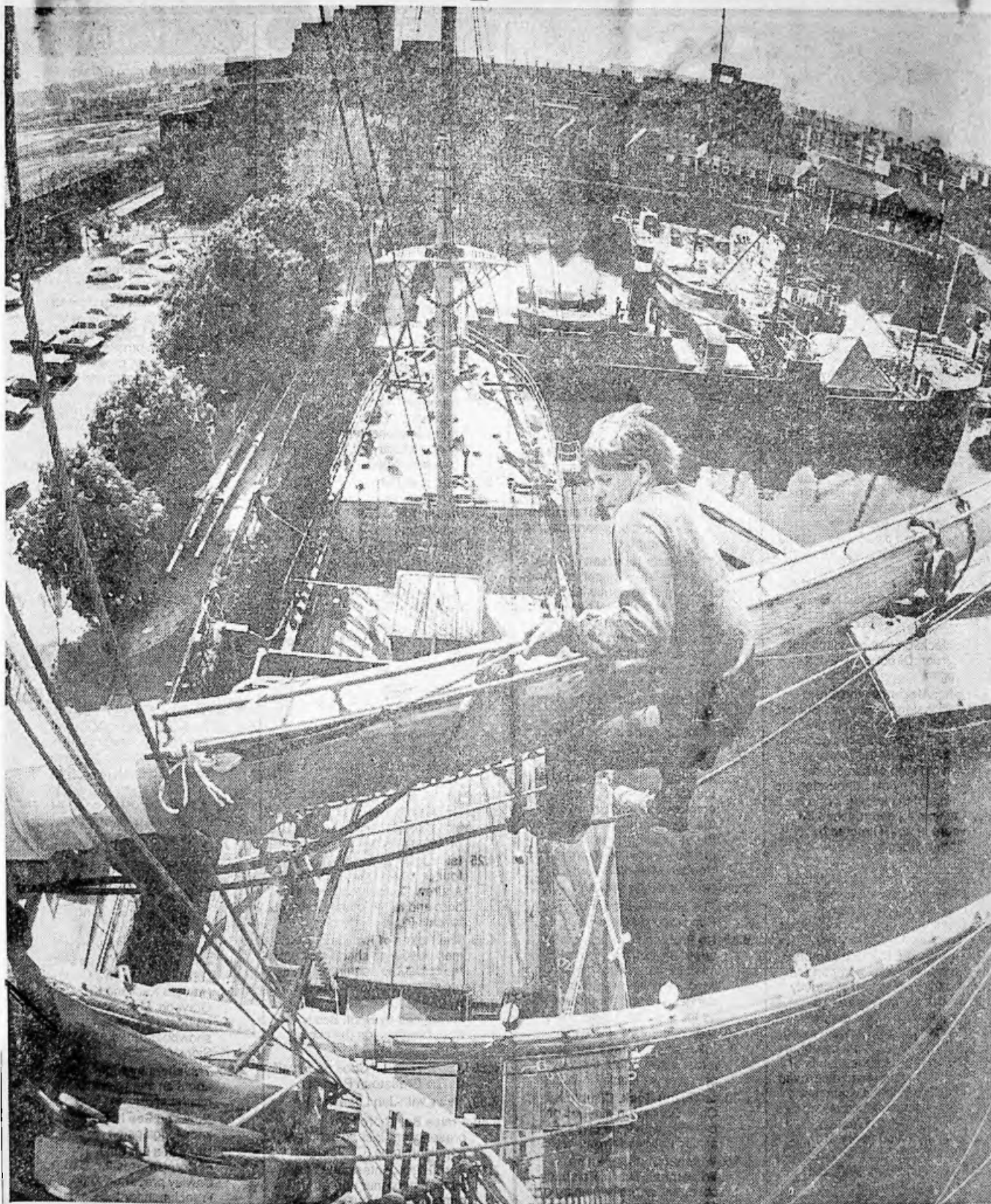
However, Britain has rejected Argentine charges that the new airport is part of an overall plan to make the Falklands a strategic military base. British officials have said the airport will make it possible for Britain to reduce the 3,000 man security force in the islands.

Earlier this week, the British United Nations Ambassador, Sir John Thomson, had a lengthy meeting with Senor Perez de Cuellar, secretary-general, during which Britain's position regarding the Falklands was outlined.

Although the secretary-general has a mandate from the General Assembly to try to solve the Falklands dispute, Britain has rejected United Nations mediation efforts.

Last March, the Argentine leader, Senor Alfonsin, had a meeting in New York with Senor Perez de Cuellar to resolve the crisis, but no success was achieved.

Aloft a tall ship—for a tall order



It might be a tall order but Mr Richard Dodds, a rigger with the Maritime Trust, met it with a cool head and a strong pair of arms as he tackled the re-rigging of the Royal Research Ship Discovery in St

Katharine's Dock, London, yesterday (Michael Horsnell writes).

Captain Scott's polar exploration ship is nearing the end of a long £500,000 refurbishment by the Maritime Trust.

The Discovery is 85 years old and her last voyage was 55 years ago.

John Manning's photograph, taken 60ft up, show this splendid old sailing vessel looking as spick and span as the day she was launched.

Guardian 17.5.85

Miscellany at large

Sir, — It is surprising that Dr. Alain Low (Agenda, May 13) asks what are the Falklands resources and what is it reasonable to expect for the future, without mentioning the hydrocarbon reserves.

It was estimated in the 1978 survey by the CIA ship Glomar Explorer that the oil and gas reserves of the 200-mile economic zone round the islands were nine times higher than those of the North Sea and greater than all in the Middle East. This was followed by speculation in the US media, now strangely forgotten, that the Falklands would certainly be the scene of a future economic war and probably also of a military war.

In the year which is seeing both the start of the decline of North Sea hydrocarbon output and the opening of a new airport in the Falklands, some probable answers to Dr. Low's questions are pretty obvious. — Yours faithfully,

Trevor Brown,
Newbury, Berkshire.

Embers of imperialism

Sir, — Geoffrey Taylor (Guardian, May 13) views Ireland through Anglocentric and somewhat imperialistic eyes. Like a large number of British people he patronises the Irish with an I-can't-understand - why - anyone wouldn't - want - to-be-part-of-the-United Kingdom attitude, coupled with a vague suggestion that things have gone to the dogs since "we" left.

The simple fact is that the Republic of Ireland is independent because the vast majority of its citizens want it to be. It was never a willing part of a big happy Greater British family; its history is ample evidence of its longstanding wish to regain its independence.

Ireland was Britain's first, closest, and most resilient colony. We Irish are no more British than the Falklanders are Argentinian, the Afghans Russian, or the Algerians were French.

To call Dublin an imperial capital is as ridiculous as to call the Palestinians imperialists for wanting to reverse Israeli colonisation of the West Bank.

On the contrary, Dublin must be unique in its patience and tolerance as it tries by entirely peaceful means to persuade the descendants of the colonists to join it in making a new Ireland with room for all.

Articles like that by Geoffrey Taylor merely serve to stoke the dying embers of British imperialistic nostalgia. — Yours, etc
Ian Livingstone,
7, Eastwood Road,
Ilford, Essex.

TRISTAR HERALDS A NEW LINK

Prince Andrew opens Falklands airport

By Christopher

Yorke-Edwards

A NEW PHASE in Airbridge operations between Ascension Island and the Falklands began last weekend with the opening of the Mount Pleasant airport by HRH Prince Andrew.

As a TriStar of 216 Squadron touched down, it heralded the start of wide-bodied jet aircraft being used to ferry troops on roulement to the Falklands instead of their having to

travel the 4,000 miles from Ascension by sea, which took some 14 days. Until now only high priority freight and essential passengers have flown on the Hercules Airbridge which involves air-

to-air refuelling and which started on June 24, 1982, when Flt Lt Jim Norfolk of 47 Squadron landed at Port Stanley airfield. Previous to that, the Hercules had been airdropping essential supplies to the troops.

After the opening flight by the RAF TriStar, British Airways will be operating scheduled flights from the UK with Boeing 747s, supplemented for the first month by flights by 216 Squadron. But from November, the squadron will undertake all the wide-bodied flights with three scheduled each week.

The opening of this, the first phase of Mount Pleasant Airport, is a remarkable achievement in which many difficulties have had to be overcome. Despite the poor climate, the difficult terrain, not to mention the fact that the 2,000-strong workforce engaged in its construction and all their equipment has had to be transported from the

United Kingdom, the airport has opened to wide-bodied jets on time.

The second phase, which will enable the Phantom air defence aircraft to operate from the new airport, is due to be completed by next February, when all RAF facilities and accommodation will be transferred from Stanley.

Additional facilities and accommodation for the Army, together with the port facilities at the nearby Mare Harbour, are due for completion in the third phase in 1987 and will effectively mean that the whole Falklands Garrison will be concentrated at Mount Pleasant.

Civil service in exile

THE start of the Falklands war, like the death of John F Kennedy, is a moment enshrined on everyone's memory. I do not know anyone who cannot remember where they were when they first heard the news.

Three years later the repercussions of the war continue.

In Argentina, the generals and the admirals are on trial for crimes against human rights.

In Britain, pathetically, the state prosecutes only a civil servant who tells the truth. Fortunately the jury system is still independent and Clive Ponting retains his freedom, including the freedom to publish his views – the most important of all political liberties.

The Right to Know is not a book of dramatic revelations. For close followers of the Ponting case and the trial little of the information here will be new.

Ponting may know more about the sinking of the Belgrano and about the Falklands war but has decided not to tell.

Instead he has produced in marvellously clear and elegant prose a civil servant's summary of the story so far.

The story is never boring. The cast of characters ranges from the brown tongued and sychophantic – John Stanley ("Mrs Thatcher is too good for Britain") to the more chilling figure of Mr Justice McCowan, who provides the best evidence for a drastic reform of the system which selects the judiciary which one could wish to encounter.

The interest of the book, however, lies not in the recounting of the story, nor in the personalities involved. Far more important are the implications of the Ponting case for reform of the Official Secrets Act, and for the role of the civil servant in the decision making processes of government.

Ponting is clear on the first point and the case for greater freedom of information is gradually winning ground. By contrast the second point has been largely disregarded, both in Ponting's own conclusions and in the reactions to his trial.

Nick Butler reviews *The Right to Know*, by Clive Ponting, Sphere, £2.50

The Ponting case, along with that of Sarah Tisdall, does not reflect the civil service in a favourable light. A number of civil servants as well as Ponting must have known what was happening, and yet they have chosen to bite their tongues and bury their heads in their intrays.

No civil servant spoke up in Ponting's defence, and none (to our knowledge) has resigned.

Ponting's actions required a degree of courage but that courage is emphasised all the more by the acquiescent silence of his colleagues.

The disturbing feature of the cases of Ponting and Tisdall is surely that there are so few of them.

By that I do not mean that there should be more leaks – that is an ineffective and ultimately destructive means of changing policy, but rather that there is no coherent expression of any alternative view within Whitehall.

Where is the Keynesian contingent in the treasury? Or the group in the overseas development administration who joined to help the countries of the third world rather than British arms manufacturers.

Where is the opposition to the government's disastrous non-existent trade policy, or to the shady decision which allowed members of the staff of Kleinwort Benson to bid for shares in British Telecom while they themselves were setting the trading price?

What has happened to the civil servants in the department of the environment who, in the 1970s, helped to create one of the best inner city policies in Europe?

Some exist in a state of internal exile – quietly obstructive but never too blatant or too loud. Others agonise over the civil servants version of the hippocratic oath and their sense of duty to all governments – right or wrong.

A tiny minority leak, and live in fear that a careless journalist or MP will expose them. Some have left,

and many more dream of leaving.

The lesson of Labour must be that we need to use and to harness all the talents of the civil service. We should not push aside those who hold inconvenient views, as Margaret Thatcher has done, or force them into leaking as the only means of influencing policy.

Civil service opinion formation should be much more open and less orthodox. If there are different views on child benefits let them be aired and argued out. The process should add to the strength of the case in favour of the policies ultimately adopted.

Such a procedure can of course only apply to the detail of policy not to the principle – which is for politicians and the party to establish and defend. But the principles do require a level of explicit support and interpretation within the civil service machinery.

That is why we should establish a layer of sympathetic expert advice to ministers working in parallel with the top level of the civil service but responsible directly to ministers themselves.

That should not be a mirror image of the pimply adolescent twerps who make up Thatcher's policy unit and who staff the offices of other ministers.

The criteria should be expertise and experience in their own fields to a level which will enable them to lead the process of detailed policy implementation.

In general, the civil service is potentially a source of great assistance to a Labour government. Its members, on the whole, believe in the positive and creative use of public power. Most civil servants are justly sceptical of monetarism and market forces.

We must learn to manage the civil service and to use it to its full potential. If Clive Ponting's book can encourage us to undertake a well prepared reform of the civil service as well as of the official secrets act it will be remembered as something more than just another exchange of fire in the Falklands war.

FALKLANDS ROW

Thatcher apology

THE Prime Minister yesterday apologised to Mr George Foulkes, a Labour foreign affairs spokesman, for attacking him on Tuesday over his reported comments about the slavery of the Falkland islanders.

The contentious comments were later learned to have been misreported. He had been misquoted as saying the mothers of disappeared people in Argentina had more guts than

the Falkland Islanders. This had provoked a reply from Mrs Thatcher that his words were "deeply wounding."

Yesterday's apology by the Prime Minister came amid some confusion. When Mr Foulkes asked for the apology from Mrs Thatcher she at first replied, "As he is withdrawing his remarks I will also withdraw."

This produced shouts of "No, no," from the Labour benches, many of whom accused her of not withdrawing her remarks.

Mr Stephen Ross (L.Isle of Wight), who went on the Falklands trip with Mr Foulkes, said: "I can confirm that everything he said to the House was correct. If a statement was made there on Tuesday impugning his conversations, then they are wrong and they want to be withdrawn."

Mrs Thatcher replied: "I thought I had withdrawn them — then I do withdraw them and of course I apologise."

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THE TIMES DIARY

Falklands rocket

Michael Heseltine, I'm told, returned to Government House in Port Stanley after the opening of the new Falklands airport last Sunday to receive "a rollicking" from the Prime Minister in London. According to my sources, she was furious at references the Defence Secretary had made that day to Nato. In his airport speech he had said: "It is not and never has been our intention to fortify these islands or establish them as a strategic base. There is no Nato dimension here." In an interview with *The Times* he had described the Falklands conflict as "one of the greatest morale boosters to Nato for many years." Heseltine may be able to square the apparent contradiction. But given Argentine paranoia about the Falklands becoming a Nato base - its foreign minister declaring that the airport was intended to play a strategic role within the western military system and would destabilize the region - his remarks were decidedly forthright. Downing Street professed itself unable to comment yesterday on the PM's alleged displeasure.

Falklanders plan to put islands on tourist map

From Alan Hamilton
Port Stanley

Tourists who travel the remoter parts of the world in search of one-upmanship may soon be able to add the Falkland Islands to the list of destinations they throw casually across dinner tables.

Construction of the new airport at Mount Pleasant, 38 miles from the capital, Port Stanley, has spurred islanders to a flurry of schemes on how to attract holiday business to their newly vibrant economy.

The Falkland Islands Development Corporation has plans to build a chain of prefabricated mini-hotels on some of the islands richest in the abundant wildlife of the penguin, albatross and seal.

Several remote farms are ready to explain to visitors the sheep shearing life. A Stanley entrepreneur is planning a public house amid the empty moors on the new airport road. Near by, Mr John Smith is preparing to sell his Stanley guesthouse and build a modest adventure holiday centre.

A tourist season from October to March is envisaged, when temperatures regularly reach the mid-60s and the Antarctic squalls abate.

As yet, it is almost impossible to get to the Falklands. There will be some civilian seats on military flights when the airport facilities are completed next year, however - at a return fare of £2,250.

APOLOGY FOR FOULKES

By Our Parliamentary Staff

MR S THATCHER yesterday apologised to the Labour MP Mr George Foulkes for her criticism of his alleged unflattering remarks about the Falkland Islanders.

On Tuesday, the Prime Minister said Mr Foulkes's comments must have been deeply wounding, but it was subsequently learned that he had not been correctly reported.

Taking up the issue with Mrs Thatcher at Question Time, Mr Foulkes said he had received an apology from Reuters news agency for the inaccurate report and that Mr Bill Walker (C., Tayside, N.) had withdrawn a critical motion.

Mrs Thatcher should now have the courtesy to withdraw and apologise for the remark she made without justification on Tuesday, he said.

'Good Investment'

Labour MPs protested when Mrs THATCHER, having difficulty making herself heard, appeared to indicate that she thought Mr Foulkes was withdrawing his comments, alleged to have been made at a lunch marking the opening of the new Falklands airport.

When the noise subsided, she said Mr Walker had withdrawn his remarks in the motion and "of course, I therefore do."

She hoped Mr Foulkes would now think that the airstrip was a very good investment.

The Opposition protests continued and Mr STEPHEN ROSS (Lib., Isle of Wight), who was in the Falklands at the same time, confirmed what Mr Foulkes had told the House.

The **S P E A K E R**, Mr Weatherill, said Mrs Thatcher had withdrawn her words but Mr **WILLIAM HAMILTON** (Lab., Fife Central) said she had not and should have the courtesy and grace to do so.

Mrs THATCHER: "I thought I had withdrawn them. I do withdraw them, and of course I apologise."

Prime Minister withdraws her remarks

THE FALKLANDS

Mrs Thatcher, the Prime Minister, withdrew in The Commons remarks she had made about Mr George Foulkes (Carrick, Cumnock and Doon Valley, Lab) on Tuesday referring to his visit to the Falkland Islands. But she also called on him to praise the building of the airstrip at Port Stanley as a very good investment.

Mr Foulkes: Is the Prime Minister aware that Reuters apologized to me for the inaccurate report? Mr William Walker (Tayside North, C) has also withdrawn his Commons motion.

In view of both these facts, does Mrs Thatcher now have the grace to withdraw and apologize for the remarks she made without justification on Tuesday?

Mrs Thatcher: I said at question time on Tuesday: "Those remarks must have been deeply wounding and we on these benches reject them absolutely." As I understand it, he is withdrawing the remarks.... (Loud Labour protests).

I understand that he has withdrawn the remarks and I therefore do so. I hope he now thinks that the airstrip was a very good investment.

Mr William Hamilton (Central Fife, Lab): The Prime Minister must know that Mr Foulkes was misreported. Will she please have the courtesy and grace now to withdraw? (Conservative protests).

Mrs Thatcher: I think I did. I do withdraw.

Mr Ivan Lawrence (Burton, C) withdrew a comment he made on Tuesday.

Daily Mail
17.5.85



Row that never was

MR. GEORGE FOULKES (Lab., Carrick) was reported to have said in the Falklands that the islanders lacked guts — which he didn't. An enraged Falklands lady was supposed to have slammed a water jug down in front of him, and Mr Heseltine was supposed to have had to calm Mr Foulkes down: but they didn't.

Mrs Thatcher on Tuesday described Mr Foulkes's remarks as 'deeply wounding' — which they might have been had they been made, but they weren't. Mr Bill Walker (Con., Tayside N.) accused Mr Foulkes of 're-writing history' — which he isn't. All he'd said was that the mothers of the Argentine 'disappeared ones' were as brave as any Falklander — which they may well be.

Mr Foulkes wanted apologies from Reuters and Mr Walker — which he got. He also wanted one from Mrs Thatcher — which he didn't get.

Yesterday he asked her to have the courtesy to withdraw and apologise — which she didn't. She thought, or affected to think, that he, Mr Foulkes, was withdrawing his own remarks, but ones he'd never made — but he wasn't. She hoped he would now agree that the Falklands airstrip is a good investment — which he clearly doesn't. She presumably hoped the exchange had ended in victory for her — which it hadn't.

Squabbles

Mr Stephen Ross (Lib., Isle of Wight) intervened angrily to point out that the correctness of Mr Foulkes's version could be confirmed by all who'd been present — of whom he was one.

The Speaker declared that Mrs Thatcher had withdrawn — which she hadn't. Mrs Thatcher too thought she'd withdrawn — which she hadn't. Sometimes one feels like jumping down into the Chamber and knocking all their heads together — but one doesn't.

Finally, Mrs Thatcher did withdraw. She could have seen it all coming, being well prepared and retreated with grace — but she didn't.

Daily Mail
16.5.85

Falklands 'slur' denied by MP

LABOUR MP George Foulkes yesterday denied reports of a row in the Falklands over his alleged remarks that Argentine human rights protesters had 'more guts' than the islanders.

In the Commons, Tory MP Bill Walker, who had tabled a critical motion, immediately withdrew his attack, and Mr Foulkes, an Opposition Foreign Affairs spokesman, said he had received an apology from Reuters.

Mr Foulkes, who attended the opening of the Falklands' new airport, said: 'No water jug or glass was involved, no scuffle took place. The statement attributed to me was not correct.'

He stressed he had said: 'The mothers of the disappeared are as brave as any Falklander'—and I stand by that.'

MP gets apology for misreporting

THE FALKLANDS

Comments made during Prime Minister's questions on Tuesday and in a Commons motion tabled by a Conservative MP were based on reports in national newspapers which were completely untrue. Mr George Foulkes (Carrick, Cumnock and Doon Valley, Lab) said in the Commons on a point of order to the Speaker.

He was referring to criticisms of his alleged behaviour at a lunch on Monday in the Falklands.

He said no scuffle had taken place, no water jug or glass was involved, the Secretary of State for Defence (Mr Michael Heseltine) was not involved.

A statement attributed to him was not correct. He had actually said the mothers of the "disappeared" were as brave as any Falklander and he stood by that. He had received an

apology from Reuters

He now wanted an apology from Mr Ivan Lawrence (Burton, C), who had raised the matter during questions to the Prime Minister; from Mrs Thatcher; and from Mr William Walker (Tayside North, C), the author of the Commons motion

Later, Mr Walker said: On the basis of what Mr Foulkes has said, and I accept that unreservedly, I am prepared to withdraw my comments. (Labour cheers)

The Guardian

FALKLANDS

Reuters apology to MP

By our Political Staff

Mr George Foulkes, the Shadow Foreign Office Minister, has received an apology from Reuters news agency over an inaccurate report of a row which broke out at the opening of the Falkland Islands new airport on Sunday.

Mr Foulkes told the Commons yesterday that reports relating to his comments at a lunch for Prince Andrew in Port Stanley were completely untrue.

Mr Foulkes the Labour MP for Carrick, Cumnock and Doon Valley, was alleged to have said that the mothers of the disappeared persons in Argentina had more guts than the Falkland Islanders. The wife of a Falkland Islands councillor, Mrs Pat Luxton, was said to have smashed a water jug on the table in front of Mr Foulkes and Mr Michael

Heseltine was said to have separated the two.

Mr Foulkes said yesterday "The reports in national newspapers are completely untrue. No water jug or glass was involved, no scuffle took place. The Defence Secretary was not involved, as he will confirm."



Mr Foulkes: 'Not true'

"The statement attributed to me was not correct. I said that the mothers of the disappeared are as brave as any Falklander, and I stand by that. I have had an apology from Reuters, who issued the statement."

In the Commons on Tuesday the Prime Minister had described Mr Foulkes's reported remarks as "deeply wounding" and one Conservative MP, Mr Bill Walker had mounted a campaign against him by tabling an early day motion.

After hearing Mr Foulkes's

statement in the Commons Mr Walker, the MP for Tayside North, conceded that his motion was tabled in good faith but based on an untrue report.

Mr Foulkes also asked the Speaker of the Commons for an apology from the Prime Minister. Mr Bernard Weatherill merely said that the MPs concerned would have heard his account.

In a statement issued early yesterday Mr Foulkes said he was taking legal advice concerning the report: "At no time did I slight the bravery of the islanders, nor would I ever do so."

FOULKES

R 'UNTRUE'

By PETER PRYKE
Parliamentary Correspondent

MR George Foulkes, the Labour MP rebuked by the Prime Minister for allegedly saying in the Falklands that the islanders lacked guts, said in the Commons yesterday that reports of the incident had been "completely untrue."

Mrs Thatcher said on Tuesday that remarks made by Mr Foulkes during an argument



Mr FOULKES: Based on an incorrect report.

with the wife of a Falklands councillor must have been deeply wounding.

Denying the remarks that had been attributed to him, Mr Foulkes, a Labour Front Bench spokesman, complained yesterday that the Prime Minister's rebuke, and a critical Early Day Motion put down by a Conservative MP, had been based on an incorrect report.

'Disparaging remarks'

He had not slighted the bravery of the islanders, but had said, in response to disparaging remarks by some of the guests at a lunch, that the Argentine women who paraded each week in Buenos Aires in memory of their relations who had disappeared were as brave as any Falklander.

"I stand by that," Mr Foulkes said.

He also denied that a woman guest had slammed a waterjug on the table in front of him, or that Mr Heseltine, Defence Secretary, had been involved in calming matters down. "He will confirm that," he added.

Mr WILLIAM WALKER (C., Tayside N), who had put down an Early Day Motion condemning "a reported statement" by Mr Foulkes that the islanders "lacked guts," said he was willing to withdraw comments in the motion to the effect that Mr Foulkes had been "re-writing history" to justify his opposition to the sending of the Task Force.

He accepted unreservedly what Mr Foulkes had now said.

Falkland Islands sovereignty

From Mr F. Jones

Sir, — Britain and Argentina have been squabbling over Falkland Islands sovereignty since 1833. Is it not most bewildering that, this century, neither country have even seen fit to use the established international machinery for resolving that dispute.

Whatever politicians may say in public in London or Buenos Aires, they know that the words of the Foreign Affairs Committee (Fifth Report, volume 1, Falkland Islands) are true: "The historical and legal evidence demonstrates such areas of uncertainty that we are unable to reach a categorical conclusion on the legal validity of the historical claims to the Falkland Islands."

I have close family and work connections in Britain, Argentina and the Falkland Islands and deplore the invasion of the Falklands by Argentina and the subsequent sinking of the *Belgrano* in circumstances still far from clear, but share the view of Borges that "It was like two bald-headed men fighting over a comb."

The Falkland Islands used to be self-supporting. Now, once again, some kind of accommodation with Argentina is not only inevitable, in view of the cost of Fortress Falklands to the UK, but also desirable if the Falklands are to have any prospect of long-term economic prosperity and political stability. Anglo-Argentine trade would benefit and democracy, too. The happy solution of the problems of the Beagle Channel and of Hong Kong by good will and common sense are a good omen.

Frederick Jones.

*Four Winds, Ipswich Road,
Rougham, Bury St Edmunds,
Suffolk.*

FALKLAND COMMENT REBUKE

By Our Parliamentary Staff

MR S Thatcher yesterday issued a rebuke to the Labour Front Bench spokesman who compared unfavourably the Falkland Islanders with the Argentine women who parade each week in Buenos Aires in memory of their relations who have disappeared.

She said the remarks by Mr George Foulkes, who speaks for the Opposition on Foreign Affairs, that these women had "more guts" than the islanders must have been deeply wounding.

Mr Foulkes made his comments during an argument with the wife of a Falklands councillor at a lunch to mark the opening of the Mount Pleasant airport.

Taking up the matter with Mrs Thatcher, Mr IVAN LAWRENCE (C. Burton) said that they would have left the Falkland Islanders in no doubt that the Labour party had not got the faintest interest in protecting their rights.

Mrs Thatcher declared: "these remarks must have been deeply wounding and we on this side reject them utterly."

Editorial Comment—F15

FALKLANDS

'Wounding remarks'

By our Political Staff

The Prime Minister yesterday condemned reported remarks made by Mr George Foulkes, a Labour foreign affairs spokesman, at the opening of the Falklands airport on Monday as "deeply wounding."

Mr Foulkes was one of the British delegation attending

the opening of the new airport and created controversy when he was reported to have said that the mothers of disappeared persons in Argentina had "more guts" than the Falkland islanders had shown.

Mrs Thatcher was asked in the Commons by Mr Ivan Lawrence (C. Burton) whether she agreed that the remarks would have left the Falklanders in no doubt that the Labour Party had not the faintest interest in protecting their rights.

Mrs Thatcher said: "I think those remarks must have been deeply wounding and we on this side reject them."

Mr Stuart Bell (Lab. Middlesbrough) complained that the Prime Minister should not have been asked about Mr Foulkes as she should only answer questions related to her executive responsibility and not statements made by members of the Labour Party.

Mr Bernard Weatherill, the Speaker, conceded, "I think I was in error in not pulling up the MP. Of course, questions to the Prime Minister must be on her responsibilities."

ON THE BATTLEFIELD

AT A LUNCH in the Falkland Islands to celebrate the opening of the new airport there, Mr GEORGE FOULKES, Labour front bench spokesman on foreign affairs, caused the hand of Mrs PAT LUXTON to hit the table before him in anger. Thus at last the anti-Falklands veteran had his brief taste of action for which it seems he has been striving since before the Task Force sailed. But it was when the war had been won, or perhaps because the war had been won, that Mr FOULKES's own little war really began. He became a continuation of his fellow Scots M P Mr TAM DALYELL by slightly saner means, visiting Argentina and asking innumerable questions about the sinking of the Belgrano.

One might have thought that a visit whose purpose was to celebrate the opening of the £250 million Falklands airport (which he had of course many times decried) would have been painful to Mr FOULKES, but the prospect of Mrs LUXTON's hovering hand must have sustained him through the long, weary flight and subsequent prolonged festivities. At last seated next to Mrs LUXTON at lunch, he said, according to her, that "the mad mothers of the Plaza de Mayo in Buenos Aires had more guts than the Falkland Islanders," referring to the women who march in silence to commemorate husbands and sons killed by Argentine juntas. Mr FOULKES says, after the heat of battle, that he was merely comparing the bravery of these women with that of the Falklanders. At all events, his verbal exocet had its intended effect. But its aftermath cannot have been entirely pleasant for Mr FOULKES, for he was ignominiously taken aside by Mr MICHAEL HESELTINE and quietly told off.

It is not easy to feel very much sympathy for Mr FOULKES. Admirable though his qualities of consistency and courage may be, they are tinged with the bitterness of defeat. Labour politicians simply blame the Falklanders for contributing to their electoral humiliation in 1983, as splenetic comments made at that time by Mr KINNOCK and Mr HEALEY testify. On the other hand, Mr FOULKES has at least crowned a three-year campaign by carrying the battle into the enemy camp when other Labour politicians were safe at home and tucked up in bed. That may compensate for being scolded as though he were a little boy which of course is what he partly is.

The Falklands Ozimandias

Sir,—The Falkland Islands airstrip has been formally opened at a basic cost of £400 million and Mrs Thatcher has described it as a triumph. Would it not be a nice gesture to commemorate this and her other triumphs by erecting a statue of her,

overlooking the airstrip? The inscription, I suggest, might well be taken from Shelley's *Ozymandias* of Egypt: "Look on my works, ye Mighty, and despair!" — Yours faithfully,
(Mrs) Ann Broadhouse,
Wareham, Dorset.

South Atlantic stand-off

by Nicanor Costa Méndez

THE present political, economic and military status of the Malvinas islands is, to say the least, anachronistic. It means the restoration of policies that could be regarded as a revival of obsolete colonialism. It contravenes the principles of decolonization established in the Charter of the United Nations and is contrary to the prevailing trends in the entire international system. No one draws benefits from it. Certainly not the islanders whose standard of living is far from having been improved by the British after the war; nor the British citizens, who are paying the high costs of "Fortress Falklands". And not Argentina to be sure, even if time is on Argentina's and not on Britain's side.

Military, strategic and economic problems are not definitive and insurmountable obstacles to a pacific settlement. Nor is even the spirit that victory has aroused in Britain. The root causes of present impasse are Mrs Thatcher and the inhabitants of the islands.

The consensus to defend British victory in the war and the reluctance to hold discussions that would have to end in the transfer of sovereignty, abandoning all the sacrifices made, is not difficult to understand. But the costs for Britain, political, economic and diplomatic, of maintaining present policies are indeed very high and cannot continue for ever. British foreign policy has always been realistic and pragmatic. Appeasement, the policy of settling international quarrels through rational negotiations and compromise, has not been totally discarded in the past by British leaders when the resort to an armed conflict seemed more expensive and dangerous and presented no possibilities of success. The "Fortress Falklands" is expensive, dangerous, useless from a military or strategic point of view and unacceptable for Argentina and for the International Community.

It is not true that Western security requires the permanent military presence of Britain on the islands. This particular area of the South Atlantic has no relevance to NATO and it falls out of the geographical bounds established in the treaty. Navigation through the Straits of Magellan or around Cape Horn has no practical significance today. The closing of the Panama Canal would not substantially change that situation. An East-West naval confrontation in the region is, bearing in mind current strategic trends, most unlikely. Neither the United States, nor the Soviet Union are interested in creating a new theatre for their conventional or nuclear forces. And leaders of the United States have publicly and repeatedly stated that their nation has no interest in establishing a military base in the islands. There is no reason to doubt these statements from the US government.

Britain decided, more than twenty years ago, to avoid strategic overextension and to concentrate its worldwide role on Europe and on North Atlantic relations. The diversion of the limited British military resources is contrary to that policy and jeopardizes NATO. Members of NATO have difficulties in fulfilling the demands of its

present budget. Increases in defence spending, if any, will be devoted to the enlargement of their conventional forces in Europe and not to new ventures beyond the area covered by the treaty. The efforts made by the British delegation in Brussels to obtain the organization's military support for their position on the islands have not been successful. The British defence minister has accepted that the military presence on the islands had nothing to do with the objectives and interests of NATO and serves no practical purpose save the deterrence of a country bent on establishing peaceful negotiations on the issue at stake.

The need to protect British Antarctic rights and possessions has been repeatedly mentioned by Britain as a reason for their presence on the South Atlantic islands. This is not so. There are three main problems concerning the Antarctic: sovereignty, resources and strategy. Sovereignty claims have been frozen and most probably will continue to be. Resources will be, most likely, submitted to some sort of internationalization. Nothing can be predicted about the future strategy of the superpowers in the Antarctic. But so far none of them seems inclined to break present agreements and place nuclear armament in the region. In any case Britain will not improve its claims just because it has troops stationed in some islands in the neighbourhood. On the other hand the British presence creates a climate of uncertainty and militarization that clearly opposes the peaceful objectives of the Antarctic treaty.

The impact of the Fortress Falklands policy is, in economic terms, extremely expensive and borne directly by the British tax payer. This additional defence spending cannot be satisfied today from British economic growth, least of all from the economic growth of the islands. At some moment it will become necessary for the British government, this or the next one, to make a choice between this defence appropriation and domestic social programmes. If as a result of limited resources, a conflict occurs between social justice claims in Britain and military security in Las Malvinas, it is not difficult to predict the winner.

However, in spite of all those arguments that favour negotiations, there is a wide consensus in Britain and abroad, that, as long as Mrs Thatcher is in power, serious and fruitful talks are almost unthinkable. They are incompatible with her political and personal goals and with her image as the "iron lady" and the triumphant war leader. Even President Alfonsín and Foreign Minister Caputo, precisely hawks concerning the Malvinas issue, have stated that she is the main hindrance to any agreement.

Mrs Thatcher justified the sending of the fleet with two main arguments: one, "freedom must be protected against dictatorship", has no meaning today; and the other, "aggression must not be allowed to succeed". But who is at present the aggressor? Who is using force to maintain a colonial status and disregarding a United Nations Assembly resolution? The British strategic airport that has just been inaugurated is a clear example of intransigence and defiance of

international law. But this intransigence is not new. The debates that took place in the House of Commons in December 1980 and in the House of Lords in July and December 1981 show the stern position that Mrs Thatcher and her followers had adopted concerning the future of the islands. The "Fortress Falklands" project is not the consequence of the war; it had been designed before; it was the only way to protect the islands from the inevitable results of the intransigent attitudes. Mrs Thatcher knew that the negotiations for negotiations' sake would lead to confrontation. Lord Franks has underscored this policy in his report. The militarization and postwar policies, if anything, have also underscored that attitude. What are the interests behind it? Is it oil? Is it the Royal Navy? Does this policy comply with the



genuine national British interest? Has this policy only an (electoral) purpose?

Britain invoked the right to self-defence to restore British administration in the islands by force. Even if Britain had the right of self-defence during the war, which we do not accept, that right cannot be now alleged to avoid compliance with the General Assembly resolutions and to refuse discussing the sovereignty issue that she had agreed to negotiate before. So now, Great Britain is, paradoxically, using force to deny a peaceful settlement. How far we are from the ethical sermons delivered during 1982.

The Kelpers's problem, the other main stumbling block, should be judged from two different points: the extension of their rights and the way they can be protected.

Britain committed itself to decolonizing the islands and the United Nations determined that the process of decolonization should be carried out in agreement with Argentina. Resolution 2065 required the satisfaction of the "interests" — not the "wishes" — of the islanders. If "interests" have to be satisfied; so too must Argentina's right to territorial integrity. Britain agreed to begin talks under this resolution. Resolutions approved in 1983 and 1984, after the war, maintain the same principles. Britain voted against them, but that does not change their meaning or relevance.

A special status should be granted to the inhabitants of the islands. The right to keep their local government, their judicial system, their way of life and their habits and customs. And even some sort of international guarantees could be accepted. But

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(continued from page 10)

one must bear in mind that there are only 1800 inhabitants in the archipelago; their problems should be dealt with in a spirit of pragmatism, realism and if possible case by case. Some of them are members of the British administration who would perhaps be very happy to return home. Others are employees of the Company that may also be interested in being transferred to better located positions. The landowners, very few, and certain workers would perhaps accept some sort of compensation. One of the foremost obstacles to any settlement has been and is the Falklands Islands Company. But in a capitalistic world this problem should not be more than an economic and financial one.

Lack of effective communications, misjudgement of signals, lack of understanding of Argentina's position, have been among the reasons why the armed conflict started. Your correspondent does not want to assert opinion concerning the occupation, but cannot forget that during more than seventeen years no imaginative or creative way of solving the problem was put forward by Britain in order to reach a just settlement of the old dispute. Restarting negotiations require the acceptance of the existence of a common interest. And good will in both parties.

There are some hopeful signals. In both countries political leaders are beginning to realize that the present situation cannot go on. Three leading Argentine politicians, including two members of the Congress, met their British opposite numbers in Maryland, in February. American experts also attended the meeting. Two Argentine senators and one former foreign minister have recently joined British politicians in Bonn. It seems that the Argentine Ministry of Foreign Affairs and the British Foreign Office, in spite of the failure of the Berne talks, have not entirely cut off the connections established through Brazil and Switzerland last year. The United Nations Assembly has called for talks; the Argentine government has shown considerable good will to comply with the call; and so have a fair number of members of the British Parliament, including some leading Conservatives. According to recent polls a clear majority of British public opinion is in favour of renewing talks and reaching an agreement with Argentina. Time is needed, no doubt. But can real progress be attained with Mrs Thatcher in power?

(Nicanor Costa Méndez was Minister for Foreign Affairs before and during the 1982 war with Great Britain.)

Correction

IN YESTERDAY'S *Open Forum* column by former Foreign Minister Nicanor Costa Méndez, it was erroneously stated that "...Even President Alfonsín and Foreign Minister Caputo, precisely hawks concerning the Malvinas issue..." The sentence should have read "...Even President Alfonsín and Foreign Minister Caputo, *not* precisely hawks concerning the Malvinas issue..." We apologize for the misprint.

Letter from Port Stanley

Meal that entered Falklands folklore

Fifteen Falkland Islanders rose early yesterday morning to accept an invitation to breakfast at the Upland Goose Hotel with their favourite *Bête noire*, Mr George Foulkes.

It was a perfectly civilized meal, unlikely to enter island folklore, as will a formal repast attended by the Opposition spokesman on the South Atlantic twodays before. Mr Foulkes, in the presence of Prince Andrew, was engaging in brisk debate with a sheep farmer's wife, when the lady bange her fist on the table to emphasize a point.

Within hours, the highly embroidered tale was abroad that the farmer's wife had broken a water-jug over Mr Foulkes's head, and that the combatants had had to be physically separated by Mr Michael Heseltine, the Defence Secretary.

Many islanders harbour secret desires to break water jugs over Mr Foulkes's head: he reminds them too much of the inevitability that Britain is unlikely to maintain an expensive defence of their islands forever. But whereas, on his last visit two years ago they decorated his route from the airport with an exceptionally rude banner, now at least they will talk to him over the toast.

The previous evening, while Mr Foulkes was junketing with Sir Rex Hunt at one of the many parties to celebrate the opening of Mount Pleasant airport, his good name was being impugned at a patriotic public meeting in Port Stanley town hall.

"Why cannot Foulkes understand that there is no future for our way of life under Argentine sovereignty, even under leaseback?" asked a kelper from the body of the hall with a hint of despair. "when you argue with these people, you can literally hear the whine of the ricochets."

"Sadly," replied Mr Eric Ogden, the former Social Democrat MP who is now chairman of the Falkland Islands Association, "you are part of a way of attacking Mrs Thatcher and her government."

A questioner ventured that the islanders ought to present themselves to the world as Falklanders rather than Bri-

tons. Mr Ogden quickly told her that she could be no more British if she lived in the Isle of Wight.

At breakfast yesterday, Mr Foulkes was making a pains-taking show of catching bullets in his teeth. He undertook to press the islanders' most urgent needs back in London: more civilian use of the new airport, a 200-mile fishing zone and speedier land reform.

His assurances that a future Labour Government would include the islanders at the negotiating table, did not cut much ice. One or two of the more progressive councillors and community leaders present ventured that, if diplomatic relations were restored, any proposals from Argentina should at least be looked at. But any suggestion of a transfer of sovereignty, total or partial, remains anathema.

"I can give the assurance of the Labour Party that the interests and wishes of the islanders would always be taken into account," said Mr Foulkes. "If there was the slightest question of the transfer of sovereignty, we would all leave immediately," said Mr John Cheek, one of the most experienced and wordly wise of the islands' councillors.

Mr Foulkes told the islanders it was important for them to realize that future governments could not keep present level of commitment to the Falklands for ever.

They do not need Mr Foulkes to tell them that. Even Mr Ogden, who is adept at playing patriotism to the gallery, told Monday night's public meeting that, after a general election, unlikely to be more than two years distant, they could no longer be so certain of a majority of support in Westminster.

But the Falklanders are much less troubled than they were two years ago by such prophecies of doom. The evidence of commitment, and of some economic progress, is all around them in new concrete and steel. They feel more able to deal with Mr Foulkes without resort to water jugs.

Alan Hamilton

MP makes his peace with Falkland critics

From John Ezard
in Port Stanley

A first frail bridge was built between Labour's left wing and the Falklands yesterday when the party's spokesman Mr George Foulkes survived a 90-minute discussion breakfast with 12 island representatives "without being jumped on and beaten to pulp" as one relieved local said afterwards.

The meeting was the first systematic talk with any ranking Labour politician since before the 1982 conflict. Earlier, at a luncheon during the British VIP visit to celebrate the opening of the £276 million Falklands airport, Mr Foulkes had been involved in heated argument with a sheep farmer's wife.

But yesterday he earned considerable respect for his reasonable manner and readiness to listen and argue as he outlined what he believes will be the next Labour government's policy.

The discussion and the visit in general were also notable for signs of increasing confidence on the Falklands that any future non-Conservative government would find it electorally difficult to "Sell out" or brusquely disentangle from the South Atlantic commitment, even if this continues to cost £400-£500 million a year into the late 1980s.

Mr Foulkes said bluntly that Labour was in favour of talks with Argentina on sovereignty. "But the interests and wishes" of the islanders would be taken fully into account and they would be partners at the negotiating table. No

unsatisfactory solution would be accepted.

One of the younger men present, Mr Stuart Wallace, a former councillor who was interned with his wife and children by Argentina during the conflict, said afterwards that he had taken the view that "we have a right of self-determination and we should not exercise it totally selfishly. I believe ultimately that there will be compromise with Argentina."

He proved to be a small minority, however. An older councillor, Mr Bill Luxton, who was deported to Britain during the conflict, replied: "I do not think Argentina will ever be prepared to compromise on sovereignty."

There was a much closer meeting of minds on the topic of developing the Falklands. Mr Foulkes said afterwards that the councillors had "important and valid" worries.

His earlier reputation as a callous leftwinger dominated the public meeting on Monday night in Port Stanley, although he was unable to attend. This grassroots rally for 142 people, nearly half the town's able-bodied electorate, was one of the largest meetings for some years.

But this session, too, was marked by a strengthened confidence in the British commitment. Most questions were about the government's failure to declare a 150-mile fishing limit to conserve local resources and produce revenue to offset the garrison costs.

Politics, page 5

Andrew Cornelius on a British building victory in the South Atlantic

By satellite from Surbiton to Port Stanley

Roadstone came together to bid for the contract largely because they had complementary skills necessary to complete the job. Laming is a huge general contractor with experience of running large camps of construction personnel. Mowlem had invaluable marine skills which were essential to get the project off the ground. Before any construction work could begin the consortium had to obtain two ships to transport materials and build a jetty on the Falklands to unload supplies. Amey Roadstone, part of the Consolidated Goldfields group, extracted aggregates from the Falkland islands which were then used to build the airport runway. Laming - Mowlem - Amey Roadstone (LMA) won the project in competition with two rival UK groupings. A joint venture company was established with Laming and Mowlem taking 40 per cent stakes and Amey Roadstone 20 per cent.

The project was masterminded from a newly acquired office in Surbiton, Surrey, close to the PSA's Croydon office, but inconvenient for the member companies. Laming is based in Mill Hill in north London, Mowlem in Bracknell and Amey Roadstone at Sutton Courtney.

Eventually 150 people were employed at the office to liaise with the workforce in the Falklands, buy materials, and handle recruitment, transport and design. Recruitment proved to be easy. Within a few months the joint venture office had 17,000 names on file from British workers keen to take 14-month contracts, worth between £10,000 and £20,000 depending upon the skills involved. A two-week paid break in mid-contract was included as part of the deal.

Once in the Falklands the joint venture employees worked 10-hour shifts for six days each week. Off duty they were entertained by 40 different clubs and societies, with catering provided by THP.

Accommodation, a road from the coast to the airport site, and from the airport to Port Stanley, were all built by the contractors.

Telephone and data communications proved to be extremely effective from the very first month. The first ship to travel to the islands had a Maresat communications system. Later, Plessey's satellite communication system took over, making it possible to dial the Falklands direct from Surbiton, or Mill Hill with no restriction.

What will happen to the Falklands workers when the project winds down? Mr Whitehead said that many will be employed by the three joint venture companies on other projects providing there is work available for them.

And if Mr Whitehead and his colleagues are as successful as they hope, the Falklands project could well be more for the joint venture companies, as British reputation for finishing jobs on target rises in the eyes of the rest of the world.

Laming, Mowlem and Amey forces on the Falklands. The demands of the armed where use was restricted by their by sea, or by Hercules, 8,000-mile plus journey, elated port contract. That meant an ing to the terms of the air-supplied from Britain according to the terms of the air-als and workers had to be struction group. All material- ever faced by a British con- tract were the most difficult posed by the Falklands con- The logistical problems supposed to do?

America so what were we materials through South asks. "We could not ship the looked at the map?" he "Have they actually regime there.

supporting the anti-apartheid tion is that we have been Town," he said. "The accusa- man and materials via Cape asked us why we transported has attracted. "People have lical Hak which the project has been irritated by the po- sense construction man and Mr Whitehead is a no-non- middle of next year.

the airport site until the worth £35 million which will keep the consortium busy at contracts have been awarded 1983. In addition two further in the Falkland in December months from starting work the project on time—16 million bonus for completing The joint venture won a £1 pleased with the outcome. Whitehead looked decidedly tum at this stage, but Mr being released by the consor- No details of profits are the conditions.

group could perform in hos- piece example of how the Falklands project as a show- Laming was already using the many last weekend that the airport opening cere- company, confessed before Mowlem-ARC joint venture the board of the Laming- Laming director who chaired Mr Oliver Whitehead, the tions throughout the world."

achieving in difficult condi- construction is capable of volumes for what the British said that the project "spoke joint venture contractors she In a special message to the tential for British industry. spot the public relations po- Mrs Thatcher was quick to Falklands project.

kudos associated with the slice of both the profits and among those who grabbed a stalled pipework, which in- work and MacTay, which in- which carried out electrical generating equipment, BICC, which installed electrical services, GEC Ruston Diesels, died catering and security Trusthouse Forte, which man- involved with the project, ish companies which were in- So too are dozens of Brit- riding high.

ture to build the airport, are which formed the joint ven- Roadstone, the companies Laming, Mowlem and Amey other overseas markets, and payment problems in orders in the Middle East ing in the UK, declining the collapse in public spend- down at heels suffering from While most contractors are struction industry.

Britain's beleaguered con- vided an important boost to ally on budget — has pro- lands — on time and virtu- Pleasant Airport in the Falk- of the £276 million Mount THE SUCCESSFUL, opening

MP upsets Falklands celebration

Port Stanley (Reuter) - A noisy squabble broke out yesterday at a lunch for Prince Andrew to mark the opening of the new Falkland Islands airport.

Mr George Foulkes, the Labour MP and a member of the British delegation at Sunday's opening, said in a reference to the Argentine mothers of "disappeared persons": "The mad mothers of the Plaza de Mayo in Buenos Aires had more guts than the Falkland Islanders."

Mrs Pat Luxton, the wife of an island councillor, smashed her hand down on the table in front of him bringing the lunch to an embarrassed silence.

Prince Andrew had just left the room. Mr Michael Heseltine, the Defence Secretary, separated the two and took the MP aside for a talk. Mr Foulkes had already angered islanders by saying on radio that the airport opening was "a load of hooah".

OAS to debate Falklands airport

Washington (AP) - Argentina asked the Organization of American States (OAS) yesterday to consider urgently "new threats" to Argentine and hemisphere security caused by the opening of the British military airport on the Falkland Islands last weekend.

The present president of the OAS political council, Señor Rafael Garcia Velasco of Ecua-

dor, convened a special session for tomorrow after receiving the Argentine request.

Although the United Nations Security Council has urged Britain and Argentina to find a peaceful solution to their conflicting claims on the Falklands, Argentina says it will not negotiate unless the sovereignty of the islands is included in the

talks. The British Prime Minister, Mrs Margaret Thatcher has rejected the Argentine demand. OAS diplomatic sources said yesterday that the new civilian Government of President Raul Alfonsín in Argentina is not expected to present any new resolution on the Falklands issue but is seeking to put pressure on the British to begin negotiations.

*"THE Falklands Now the
Most Exciting Place in the
World" - Front page head-
line in Falkland Islands
Newsletter.*

Falklands flagship awaits amphibious forces decision

By **DESMOND WETTERN** *Naval Correspondent*

A DECISION on the fate of the Navy's largest ship, the 28,500-ton carrier *Hermes*, is expected to await the outcome of Defence Ministry deliberations on the future of the Navy's amphibious forces.

The Falklands Task Force flagship had at one point in the South Atlantic more than 30 Sea Harrier fighters and helicopters embarked.

But its primary role is as an amphibious warfare ship. She alone in the fleet today can carry an entire Royal Marines Commando of 750 men with all their vehicles and the 20 or so helicopters needed to put them ashore in inaccessible areas such as remote Norwegian fjords on Nato's northern flank.

The *Hermes* paid off a year ago when she arrived at Portsmouth after a dry-docking and repair of essential defects at Devonport.

She retains a crew of some 200 and her boilers are regularly lit and other machinery and her radars kept in a running state.

If her machinery and equipment were put in a proper state of preservation she could be retained in reasonable shape for at least another five years. This would release her maintenance crew, desperately needed elsewhere at a time when the Navy's manpower shortage is critical.

She is now the only large warship in reserve and the Navy has not forgotten one lesson from the Falklands War—the sale for scrap in early 1982 of the heavy repair ship *Triumph*, which would have been invaluable in the conflict.

Enormous cost

Although India was at one time interested in buying the *Hermes*, consideration is now being given to building a new carrier in India and in any case the 26-year-old *Hermes* is two years older than the Indian Navy's existing carrier *Vikrant*.

Another possible customer was Chile, which considered buying a carrier to keep up with Argentina and Brazil, both of which have old British-built carriers, but it is doubtful if the Chilean economy would now permit the enormous cost not only of buying the ship but also the aircraft for her.

If the *Hermes* is not sold it is likely she will be placed in low-degree reserve with most of her equipment removed to save the cost of putting it in a state of preservation.

She will then be left for a number of years at a buoy in the upper reaches of Portsmouth harbour until her condition deteriorates to a point beyond economic repair.

HOW NAVY'S POOL OF WARSHIPS HAS BEEN DWINDLING

By DESMOND WETTERN *Naval Correspondent*

TWENTY-EIGHT destroyers and frigates have been scrapped, sold to foreign navies or lost in action since May, 1979, while only nine have been ordered in the same period.

These figures were given by Mr John Lee, Parliamentary Under-Secretary for Defence Procurement, in answer to questions from Mr Keith Speed, the former Navy Minister.

They show that, if the four frigates ordered to replace the destroyers Coventry and Sheffield and the frigates Antelope and Ardent lost in the Falklands are excluded, the average rate of ordering since 1979 has been under one a year.

The discrepancy between the number of ships deleted from the Navy's operational strength for whatever reason over the past six years makes the ordering of new Type 23 frigates at a rate of three a year imperative, if the average age of ships in the fleet is not to become too high by the 1990s.

Frigates ordered since May 1979, are:

Brave	Type 22	(1981)
London	"	(1982)
Sheffield	"	"
Coventry	"	"
Corwall	"	"
Cumberland	"	"
Norfolk	Type 23	(1984)
Unnamed	Type 22	(1985)
"	"	"

Ships scrapped, sold or sunk since May 1979, are:

1979: Destroyers Caprice and Malapan.

1980: Frigate Ullster.

1981: Destroyers Diamond, Hampshire, Frigates Chichester, Rapier.

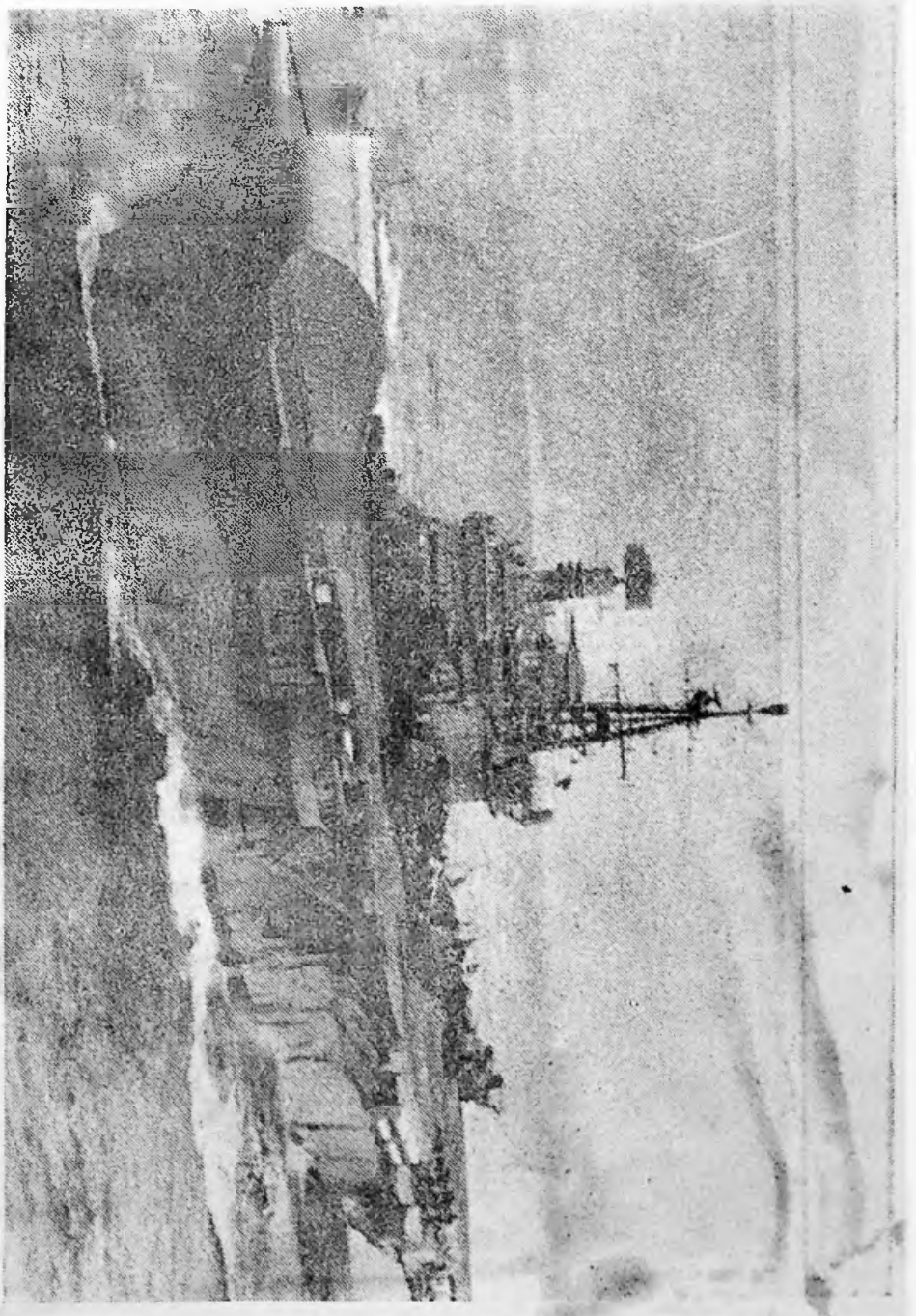
1982: Destroyers Norfolk (sold to Chile), London (sold to Pakistan), Sheffield, Coventry (both lost in Falklands). Frigates Antelope, Ardent (both lost in Falklands), Bacchante (sold to New Zealand), Dundas, Grenville, Lynx, Mohawk, Palliser.

1983: Frigates Dido (sold to New Zealand), Hardy, Lincoln.

1984: Destroyers Antrim (sold to Chile), Devonshire (sunk as target), Frigates Gurkha, Tartar, Zulu (all sold to Indonesia).

1985 (first three months): Frigate Dundas.

In addition, the frigates Ajax, Berwick and Lowestoft are due to pay off for scrap in 1985, and the Palmouth and Torquay have been relegated to static harbour training duties.



The 26-year-old carrier Hermes, 28,500 tons—now the Navy's only large warship in reserve.

Fewer foreign Servicemen train in Britain

By DESMOND WETTERN *Naval Correspondent*

THE number of foreign Servicemen sent to Britain for training has dropped by half in the past 10 years because of the high charges demanded of their governments by the Treasury.

Despite the importance attached to training overseas Servicemen by both the Foreign

Office and the Ministry of Defence as a way of furthering Britain's influence, and fostering sales of defence equipment, many countries are being forced either to set up their own training facilities or to look for assistance from other nations.

Last year, according to the latest Defence White Paper, 3,700 military students from some 70 non-Nato countries were sent for training to British

establishments. In 1975 the figure was 7,500.

School set up

Australia, as the most recent example, at the end of last year, ended 75 years of specialised training in Britain for seaman branch naval officers and has now set up its own school at Sydney.

Although the number of foreign military students in

1984 was up by 500 on the 1983 figure, this appears to have been due largely to the introduction of the Italian Oio Melara 76mm gun into the Royal Navy.

The weapon is in use in 36 other navies and, with the recent installation of one at the Royal Navy's gunnery range near Plymouth, the number of courses for foreign officers and ratings has increased from four in 1970s to 25 last year.

FALKLAND FARE 'TOO DEAR'

By Air Cdre G. S. COOPER
Air Correspondent

THE Government's one-class air fare for a return flight between Britain and the Falklands has been declared "totally unacceptable" by the Falkland Islanders.

The £2,250 return ticket will kill any hope of a tourist trade according to the Falkland Islands Association.

It says there has been considerable protest at the suggested fare, which is more than twice that of a return trip from Britain to Australia.

The Government claims the cost for a seat on a military flight to the new airport at Mount Pleasant is based on the pre-Falklands war price of a ticket between London and Port Stanley.

Any civilian can apply for a ticket through the Foreign Office but the sale of seats is subject to a vetting procedure on the justification for travel.

'Low' standard

The Falklanders say in their associations newsletter that the actual out-rate return fare before the war was 606 for the London to Buenos Aires trip, with £258 for the leg to the islands, or 8£64 return in total.

Adjusted for inflation the return fare ought now to be £988, it says. But the only way of getting to or from the Falklands by air is to fly on a Hercules airbridge aircraft to Stanley airport or by RAF Tristar to Mount Pleasant.

"The British Government should take note that the standard of travel on a military plane falls far below that of a civilian flight," states the newsletter.

"For example, military planes serve no alcohol, show no in-flight video, and the standard of food provided is well below that of some of the worst airlines in the world.

"The suggested cost of £2,250 is totally unacceptable and will kill any hope of a tourist trade in the Falkland Islands."

From June to November the service will be by British Airways 747s. Then RAF Tristars will continue with a three-weekly service.

Labour MP in Falklands flare-up

By PATRICK WATTS
in Port Stanley

AN argument between a Labour MP and the wife of a Falklands councillor, during which a water jug was crashed down on the table right under the MP's nose, brought the official lunch celebrating the opening of Mount Pleasant airport to an abrupt halt yesterday.

Mr George Foulkes, the official Labour party representative at the celebrations, and Mrs Pat Luxton, become involved in a argument over the Government's policy towards the Falklands and future relationships with Argentina.

'More guts'

Mr Foulkes told Mrs Luxton that "the mad mothers of the Plaza de Mayo in Buenos Aires had more guts than the Falkland Islanders"—a reference to the women who march silently once a week in memory of sons and husbands who disappeared under the Argentine juntas.

Councillor Luxton said: "Understandably my wife took exception to this insult and exploded, smashing a water jug down on the table right under Foulkes's nose."

Later Mrs Luxton and Mr Foulkes continued their argument, but Mr Heseltine, the Defence Secretary, intervened taking Mr Foulkes aside for a chat.

Fury over MP at royal lunch

Mail Correspondent
in Port Stanley

THE peace of a royal lunch in the Falklands was shattered yesterday as a Labour MP mocked the courage of islanders.

Enraged, a woman threatened by Argentine troops during the war banged a water jug on the table in front of him and demanded: 'Listen to me.'

Everyone else, including Defence Secretary Michael Heseltine, listened in embarrassed silence.

The occasion was in honour of Prince Andrew but he had just left when Mr George Foulkes, an Opposition spokesman on foreign affairs, provoked Mrs Pat Luxton to fury.

To everyone's astonishment the MP coupled praise of Argentine women protesting against the loss of their sons to junta death squads with criticism of the people whose homes were invaded by the same regime.

Daily Mail
14.5.85

Angry

He declared: 'The mothers of the Plaza de Mayo in Buenos Aires had more guts than the Falkland Islanders.'

Mrs Luxton, who was sitting next to him and had grown increasingly irritated by his comments, could restrain herself no longer. Voices were raised and down came the water jug, the bang reverberating round the room.

Mr Heseltine stepped forward and took Mr Foulkes aside for a quiet word.

Mrs Luxton's husband Bill, who sat on the other side of the Labour visitor, said: 'Mr Foulkes made her extremely angry by saying that the Falklands were a waste of money. They had an explosive argument.'

Mr Foulkes said later that Mrs Luxton 'was being very disparaging about the Argentines'.

Mrs Luxton has bitter memories of the Argentines. They took her husband away and she feared she would never see him again. But she did and the family were expelled from the islands.

Earlier the MP had angered islanders with a broadcast in which he described the opening of the new airport here by Prince Andrew as a 'load of hoocha'.

Britons can do it

IN LESS than 16 months, 2,200 British workmen toiled 60 hours a week to create an airfield for jets from the barren rock and peat bogs of the Falkland Isles.

Nowhere else in the world—not in Japan, the U.S. or West Germany has a runway of that length and quality been built so quickly.

What makes this achievement even more impressive is the fact all the equipment and most of the building material had to be shipped out from the UK.

And the work was done much of the time in deep-freeze conditions and strong winds.

What this shows is that British workers—when they want to—can beat the whole world.

But why should they perform so much better in the Falklands than at home?

Partly, no doubt, they liked the sheer adventure of it, and the pride and glory of conquering the challenge of creating an airfield in near impossible conditions almost half a world away.

Yet also spurring them on was the incentive of generous tax-free earnings including a 15 per cent. bonus at the end of the contract.

Surely this gives the lie to Left-Wing theorists who question the value of tax cuts.

For in this case the tax was cut to zero—and what a splendid response it evoked.





Anne Leslie

LETTER FROM THE FALKLANDS

Daily Mail
13.5.85

'HEY, ANDY, where's yer Mum!' was the cheery cry of the hard-hatted, donkey-jacketed construction workers who had lined up to greet Prince Andrew as he arrived to 'christen' their beloved new baby—the epic £395 million Mount Pleasant airport.

'Hey, Tarzan, where's Maggie?' was one of the more printable cries which greeted Defence Secretary Michael Heseltine, blond locks a-flying, as he stepped out of the wide-bodied RAF TriStar at the end of its Phantom-escorted inaugural flight into this wild, snow-flecked and beautiful outpost of Great Britain.

'Look! The old boy's got his feathers on for the big occasion,' commented one worker, affectionately referring to the splendid Gilbert and Sullivan figure of the now-legendary Sir Rex Hunt, the Governor, stepping out of his almost-as-legendary maroon London taxi—and 'the old boy' (shortly to retire to Sunningdale), his feathers aloft, resembled one of the more gorgeous examples of the Falklands' exotic bird life.

One VIP far from welcome at this opening ceremony was Labour's spokesman on the Falklands, George Foulkes. The Falklanders, being a highly individualistic lot, agree on little except an adoration of Mrs Thatcher and a loathing for 'the Argies', which is almost rivalled by their loathing and distrust of Labour's 'wet' attitude on 'Argie' sovereignty.

Mrs Betty Miller, a fourth generation islander, had decorated her hand-knitted woollens stall in the enormous hangar where the ceremony was held with the words 'The Falklands are British for ever'. She explained 'That's specially for him.' Meaning Foulkes. On his previous visit here, someone had put a 15ft banner on one of the Portakabins which litter the capital, Stanley, adorned with a message for Foulkes containing words, alas, not fit for a family newspaper.

One islander hissed: 'He's related to Alfonsin you know.' The democratic President of Argentina has 'Foulkes' in his name. ('No idea if we're related!' the hapless Foulkes told me.)

But such Foulkesian niggles apart, the ceremony was a huge, patriotic success. Toy penguins in the hangar waved Union Jack flags and wore Union Jacks on their little woolly hats and even the hard-hats in the vast crowd—who'd been cynical about the presence of Prince Andrew before he arrived, were, in the end, as royalist and excited as all the little schoolgirls lined up to greet this most glamorous of helicopter pilots. When, in his opening speech, he referred to 'these marvellous islands' a few groaned: 'Speak for yourself, Andy.' But then some of them, like 26-year-old Scot Paul Ashford, have been, as he told me, 'Working 100-hour weeks recently to get this lot ready in time.'

Still, despite the exhaustion, they all laughed heartily at a Princely joke about the number of eggs they'd been eating in their pioneer 'city'—1,800,000, 'which, if only one unlucky chicken was asked to produce on a daily basis, I am reliably informed, it would take her 4,931 years and four months of exhausting laying.'

He told the crowd that his knowledge of these islands before '82 had been from paintings and photographs taken by his father when he visited Antarctica in 1957. He'd been invited down by Sir Rex for the 150th anniversary of the islands but, ironically, Sir Rex was told then that to send Invincible down to the islands 'would be too difficult' (ironic in view of the sending of the task force—and Prince Andrew—almost immediately afterwards).

Michael Heseltine took considerable care in his speech to stress that 'this facility is necessary for the efficient and effective defence of the Falklands.' (Besides, it's going to save £25 million a year in the cost of troop movements.)

'It is not and never has been our intention to fortify these islands or to establish them as a strategic base. There is no Nato dimension to our involvement here.' ('Why not?' murmured one gung-ho islander behind me.)

As always happens in any event involving royalty, ordinarily normal people tend to lose their marbles: a particularly officious military man ordered the exhibition of local crafts, stamps, historical photos and piles of rapidly warming fish, to be cleared of spectators. The islanders dutifully departed—giving rise to wild rumours of a 'mass walkout'. As if, on this day of days (pace Alfonsin's alleged relative, Foulkes) such a bad-tempered gesture would ever be contemplated.

Falklands airport opens to theme of deterrence

From Alan Hamilton
Mount Pleasant
Falkland Islands

In a cathedral of a hangar that could have comfortably accommodated the entire native population four times over, Prince Andrew yesterday officially opened the new Falkland Islands airport at Mount Pleasant, built on a once-desolate peat bog, 38 miles from the capital, Port Stanley.

To mark the occasion, the RAF flew a bevy of government ministers and VIPs, led by Mr Michael Heseltine, Secretary of State for Defence, on a wide-bodied TriStar from RAF Brize Norton, Oxfordshire, in 19 hours, including a short refuelling stop at Ascension Island, the pattern for the planned

regular military flights on the 8,000-mile route.

The prince, rubbing his hands between shakes in the cold, grey, early winter morning, wore a heavy blue overcoat over his dark suit, his absence of naval uniform a reminder of the Government's desire to promote the hoped-for civil development rather than the military purpose of the 8,500ft runway, capable of handling the largest aircraft in existence.

The 2,200 construction workers who were given the day off after completing the first phase of the airport on time in a remarkably short 16 months, crowded the site along with at least half the indigenous population of 1,900, climbing the framework of the huge hangar for a better view. Many waved

banners of greeting to wives and girlfriends back home, hoping to catch the camera's eye.

Mr Heseltine, welcomed at the aircraft steps by the Civil Commissioner, Sir Rex Hunt, in full governor's regalia, said that the airport would bring enormous benefit to Falklands life: the ability now to fly in rapid reinforcements would ensure that the events of 1982 would not be repeated. However, the airport emphasized the deterrent nature of the British presence, he said.

"It is not and never has been our intention to fortify these islands or to establish them as a strategic base. There is no Nato dimension to our involvement here. The construction of this airport demonstrates the Government's commitment to

defend the right of those who live on these islands to live in peace and security under a government of your choosing."

Earlier, in an interview with *The Times*, Mr Heseltine said: "There is a price for defending principles. The Falklands was one of the greatest morale-boosters to Nato for many years. The resolution of Britain, and the skill of its armed forces, was a tremendous exercise in deterrence."

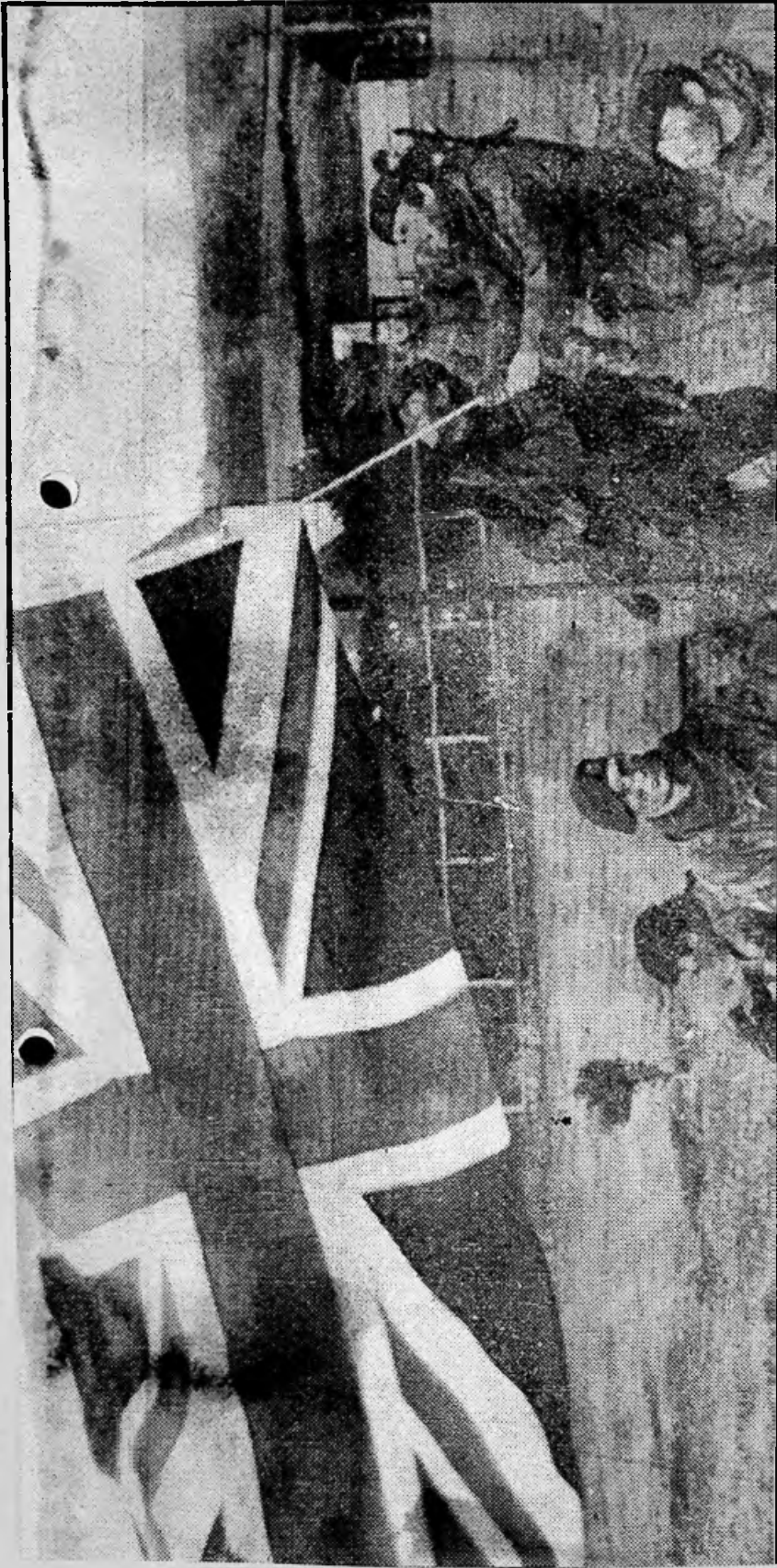
Prince Andrew compared the project with something from the pioneering days of the American West; it was, he said, the next most difficult place in the world to build an airport after St Helena.

To avoid antagonizing Argentina unduly, the tone of the official opening was largely

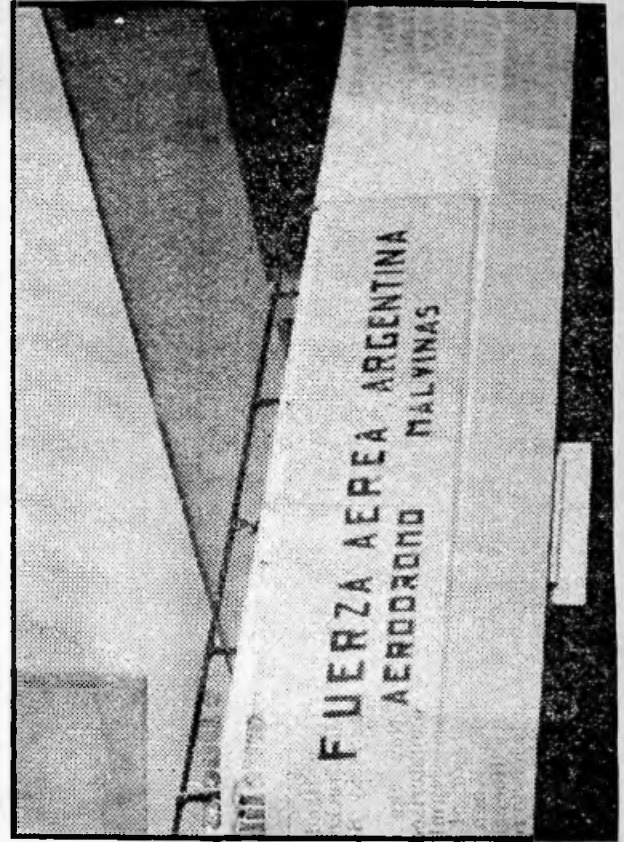
tuned to Mount Pleasant's future as a civil airport, although exactly what that future will be remains decidedly hazy. It will not be ready for civil use until next February, and no other airline has shown much interest in using it.

Of the £12 million it costs every week to defend the Falklands, a main item is the slow and expensive air bridge from Ascension, operated by Hercules transports, with their need for complex mid-air refuelling.

Operating long range wide-bodied jets into Mount Pleasant, the Ministry of Defence says will save £500,000 a week, and will allow the garrison to be reduced at some stage, and made more self-sufficient.



Troops raise the flag in the Falklands—but how long will it fly? Port Stanley airport during the Argentinian occupation (right)



The flights of fear on airport cannot ground

ALAIN LOW

THE FALKLANDS airport at Mount Pleasant is now open. In September elections will take place under the new constitution, and a new Governor will take up office. On the face of it, the islanders have been granted many of their requests. The preamble to the Constitution includes the self-determination clause, the title of Governor has been restored. Some £31 million is being spent on development projects, more than 3000 troops are defending the isles, and a similar number of contract workers have been employed at the airport site. Full British citizenship was restored to the islanders after the 1982 conflict. Ten times as much is being spent to defend each islander as each citizen in the UK, and jobs are being created in the Falklands which boast of full employment.

But do the islanders feel secure, are they happy with the present situation, and are they optimistic about the future?

The evidence is negative. Many still feel insecure. They fear the Argentine threat; they worry that their fellow locals are becoming blasé about "red alerts" and military exercises. At best islanders are fairly apathetic about the economic development projects. Many are cynical, and few wish to participate. They hope and expect that UK immigrants will take the risks. They would like the troops to do more than a four-month tour, but the Military Commissioner has said that the strain for the servicemen would be too great.

Islanders resent the emphasis on the cost of Fortress Falklands in the British press and they argue, quite rightly, that the troops would be paid wherever they are. They are reluctant to admit that there are substantial additional costs because of factors like distance, lack of local materials, foodstuffs and services, and the wear and tear on equipment in the South Atlantic where maintenance is difficult.

They forget the cost of the establishment on Ascension island which now exists solely to service the communication link between Brize Norton and Stanley. Falklanders are appalled by the waste of the military but reluctant to criticise in public for fear of being viewed as ungrateful or hostile to the troops. They are particularly sensitive about media coverage of two aspects of the Falklands reality — military-civilian relations and the weather. There is considerable concern among locals about the intentions of the Ministry of Defence, the control and access to the new airport, the use of private property by the military for firing ranges, the incidence of low-flying aircraft frightening animals, and the damage done to gates and fencing by careless military drivers. Hard work is being put in by the military authorities to minimise these incidents. There is little islanders can do about their weather, though planting some wind breaks might be a good investment.

Few islanders volunteer any favourable comment on the current situation or look forward to the future with confidence. There have obviously been a number of gains for them since 1982 — five mails a week, access to medical facilities in the UK, full British citizenship, development aid on an unprece-

dent scale, the company of troops, a slightly enlarged market for some services, occasional "perks" from the military, and scope for scavenging on the rubbish tip for MOD new or nearly-new goods. But it is the insecurity, the lack of information about the British Government's plans, the knowledge that Mrs Thatcher will not last forever, and the paranoia about the Foreign Office which predominates. Islanders are still leaving the Falklands, and few immigrants have settled. Some of the Brewster houses provided by the British government after the Falklands War still await water and sewage connections. The Public Works Department is overstretched; the Falkland Island budget will not balance this year.

Some locals hold conspiracy theories about the British Government. They think there is a plot to make the islands grant-in-aid. (They are effectively grant-in-aid already). Some regard the development programme as a sop to justify the building of the military base in the South Atlantic. A number fear that the islanders themselves will be marginalised, the rhetoric about democratic government deserves scrutiny. It has a history of less

than 40 years.

"What more do they want?" must be a question which crosses the minds of the British soldiers, the development experts, and the British taxpayer. Many islanders say they did not ask for all this expenditure, although they would not like to see it cut. What most islanders say they want is a return to the pre-April 1982 situation, or even, in a few cases, the pre-1971 situation before the first links with Argentina were established. Some would be very interested if an offer of compensation were to be made, and a place found in the UK or a country of their choice. So how far do the current policies meet the islanders' real needs?

It seems that neither more troops nor more money can solve the problem. The islanders want to stay British. They may be heartened by Mrs Thatcher's assurances, but they are disappointed that there has been no declaration of a 200-mile fishing limit. Does this imply a lack of commitment by the British Government? The majority of Falklanders express no interest in any links with South America although they hope for a tourist industry.

But is it not time the

realities of the situation were spelled out? The geographical reality has to be faced. The Falklands are on the South American continental shelf. Argentina is 300 miles away; Great Britain 8,000.

Although Sir Rex Hunt speaks of the Britishness of isles in his pep-talk to newcomers a glance at the telephone book conveys the impression that there are several of Italian, Spanish/Latin American, and Scandinavian descent.

The place names are even more revealing. How can it be argued that the Hispanics had no impact in the islands when there are dozens of Spanish place names? Dos Lomas, Rincon de los Indios, Laguna Seca, Estancia, Ceritos, San Carlos, Salvador, Tranquilidad, are a few examples. A survey of one class in the primary school showed that a fifth of the children had relatives in South America. A common form of address, not greatly used in front of visitors, is Chay (as in Che Guevara). Perhaps one pointer to the future is that Spanish teaching is to be reintroduced into the school curriculum.

None of this means that the islands should be handed over lock, stock and barrel to Argentina, but it requires

thought. What does being British mean?

Some islanders fear the isolation with which they are confronted. Some welcomed, indeed needed, an escape to South America, once in a while. An 8,000-mile trip to the UK for a short break is not lightly contemplated even with the highly subsidised passages for locals which have been available since the conflict, and how long can that last? If there is to be a commercial air line the cost would be in the £2,000 bracket.

Diversifying the islands' economy is a formidable task. The nearest market is England. Where is the labour? What are the resources? There is fish and bird life, but the islanders are not seafarers and they have shown no initiative in developing a fishing industry. Possibilities of developing a viable tourist industry look remote at present. It is not possible to guarantee passages for civilians, there is limited accommodation, and few facilities for visitors. The Development Corporation has been trying to find someone to run an up-market restaurant. The islander who received a development grant to run a taxi service has sold up and is leaving for Britain.

The farming industry will remain the backbone of the economy in the foreseeable future. But even in this sector there has been a decline in the number of sheep over the last ninety years, and there has been overgrazing. Rural depopulation became a marked feature of the 1970s. Some attempt has been made to implement the land reform programme advocated in the two Shackleton Reports (1976, 1982). The Falkland Island Company now only owns some 43 per cent of farmland, and some other absentee landlords have sold up.

The difficulty is that the creation of smaller owner-occupied farm units brings its own problems. Initially there are financial constraints. Owners have to be bought out, buyers have to be financed, and government revenues will fall in the short term. There are also social implications as small settlements are likely to break up. For these reasons, as well as the advice of Mrs Thatcher's government and a possible shortage of able locals willing to take on farms, the pace of change has been slow.

It is not clear what islanders expect in the development sphere. Their favourite expression is they will "wait

and see". It seems unlikely that multinationals will rush in to invest. Sketchleys plan to open a dry-cleaning establishment to cater for the military. An obscure oil company, Firstland Oil and Gas, has begun some prospecting on one estate in East Falkland.

A major problem is that the only way of developing the islands for the Falklanders seems to involve flooding the islands with newcomers. Will the islanders lose their identity and do they want this sort of development? The maintenance costs of projects paid for by the British government will run the islands into debt.

The islanders' commitment to the Falklands has its limits. The drift away from the isles has been constant since 1931 and continues. Islanders admit to their apathy in the past about political issues, and their lack of community spirit now. They do not like the military presence. "We have swapped one army for another" said one prominent citizen. They do, however, prefer the British army.

Several islanders expressed the need for more information, more leadership both from London and from the local government. Few give whole-hearted support to their own pressure group — the Falkland Islands Committee. Lack of confidence is evident at every turn — in any British government's ability to sustain the current policy, in the Foreign Office, in the United Nations, and in their own spokesmen. A number spoke to me of their certainty that they will be "sold down the river." A few said the islanders would have to be "over-ridden." One person was quite emphatic — "While this paramountcy thing lasts, there will be no progress." Many more speak out against their present Governor in well-meaning ways — "Saying what he thinks we want to hear," speaking for us.

Three years after the conflict, it is not time to give the islanders the information they need to make choices for the future. There are many now who admit that they were not opposed to lease-back in the late 1970s, but one of their councillors, now resident in Wales, spoke out for them then, demanding a freeze in talks with Argentina. Is it realistic or in anyone's best interests to maintain this freeze now?

The Falklanders are British subjects but not British tax-payers. There is no situation of "no taxation without representation", rather the reverse. The Falklanders are a community who wish to remain a colony. They have the right to be heard, but they are part of a larger British community. There are fewer than two thousand residents (1813 in the 1980 census).

What can be done for this tiny community? What is it reasonable to expect? Is it possible to guarantee the security and prosperity which the islanders desire — to end the military threat in the region, to establish a fishing regime, to seek a solution to the sovereignty issue and to protect their British way of life — without talks on the crucial issues with Argentina?

Dr Elaine Low, a research fellow at the City University, is the researcher and co-ordinator of the South Atlantic Council. She spent a month in the Falklands recently inquiring into the islanders' aspirations for the future.

Costing The Threat

In a world full of market forces — and of governments which believe in market forces — it is necessary, one more time, to talk about defence spending and The Threat. For, on the central issues of defence, market forces don't exist. Mr Peter Levene is allegedly worth his fat salary at the MoD because he can do harder deals with the small ring of tied manufacturers. But the essential motors of expansion and constant re-armament are far divorced from such considerations. Instead of market forces, you have The Threat. In Nato, over the last five years, The Threat of Russian expansion and the need to meet it. In America, over the last four years, the helter-skelter imperative to catch up on the supposedly wasted years of Carter, Ford and Nixon. We have to arm ourselves (to expand the real cost defence budget by over 25 per cent in Mrs Thatcher's time) because of this supposed external menace. But how real is the perception? Does it indeed, have any reality at all? Coca-Cola, gripped by market forces, may decide that old, unique Coke isn't selling as well as it used to: enter new, sweeter Coke. But The Threat is subject to no such tests. Britain from next year will be spending relatively less on defence. Does that, though, mean that Western relations with the Soviet Union are identifiably better than they were five years ago, when it was necessary to make the commitment to defence growth? Even more starkly, take America's defence budget as lately refettled by the senate. Suddenly, after much wrangling, a necessary increase in real terms has become a necessary stand pat sum. But Mr Reagan and Mr Gorbachev, this month, are trading insults and warnings at a far higher level of decibels than they were when the President was insisting on the Weinberger estimates, and nothing but the Weinberger estimates. In sum, and of course, The Threat is not a substantial concept. The Threat, and the vast bill it carries in train, is what the defence industry, in and out of uniform, considers necessary. Its relationship to the real world — demonstrably at this moment — is either vestigial or, often, non-existent.

And so, in an infinitely smaller neck of the woods, to Mount Pleasant, the new Falklands airport. Put one thing with another, and the two grey slashes of concrete across the washed brown scrub of the islands will have cost around £500 million as the first RAF Tristar wings in. They'll be but a modest chunk of the £6 billion or so gone on the islands in the decade of the eighties. And what, pray, is it all about? The MOD and the FO have many answers. Cost-cutting, for instance. On Whitehall figures the nation stands to save £25 million a year in refuelling costs. In twenty years, then, we may be glimpsing a future return on all the concrete. But you can't talk about twenty years without talking about The Threat (in this instance, a second Argentine invasion).

At the moment, of course, there is by no rational stretch of the imagination any Threat at all. Argentina — which only invaded three years ago because we had the tiniest of forces on the islands, were busy withdrawing even those and were engaged, at Government level, in negotiating a gradual transfer of sovereignty anyway — is under entirely new democratic management. The general who ordered the invasion stands on trial for past crimes. Whether or not President Alfonsín has acknowledged a technical end to hostilities (a purely diplomatic debating point) those hostilities are long gone. There is no possibility of a resumption until the next set of generals moves in Buenos Aires, and there will be plenty of time to adjust to that Threat when and if it happens. At home in Britain, meanwhile, the mortality of Thatcherism is signalled in the shires. It won't die tomorrow. But it, sure as eggs, won't last for twenty years. And all of the parties who may hope to form a Government in the next two decades are clearly committed to dismantle the fortress on the Falklands.

So nothing adds up or fits together. There is only a bottomless pit of expense as an alternative to the more painful business of rethinking policy. Concrete isn't a policy. Concrete is something to be getting on with while you formulate a policy.

That formulation is emotionally difficult, of course. There are the dead to be honoured. There are those still scarred by the anguish of invasion. But it is the task of politicians — and of statesmen — to

build beyond such deep feelings. Last week, with much rhetoric, the binding of old European wounds was celebrated across the continent. Not an easy business. Some of the wounds still bleed. But the reality of Europe, and especially the changed reality of Germany, has moved beyond imagining through forty years. How long, then, is a minor cut like the Falklands to take? Our Government, in the last two years, may have tackled Hong Kong and addressed Gibraltar: but it has backtracked even on the firm promises it extended in the first days after Port Stanley fell. Then the islanders would be formally consulted about their future after a year. Three years on there has not been a whisper of such consultation, nor of its completely crucial precursor: the consultation of Parliament, and of the other parties, about the permanent settlements they are prepared to underwrite. To the contrary, the British scene has been a nerveless vista of indecision, punctuated only by fresh clusters of pledges to the islands which are instantly redefined as soon as news of them reaches London.

It is a tale of missed opportunities which history won't treat kindly. And it can't endure. The everlasting commitment of resources and effort to sustain one insignificant, and previously unwanted plot of land 8,000 miles away is simply not political reality. If the islanders are apprehensive, then they are right to be so. There are several approaches which could defend the Falklands for good and all. They range from resettlement (with outlandish cash grants), through UN trusteeship, to precisely the kind of long-term leaseback that Mrs Thatcher long ago asked Mr Nicholas Ridley to put to the House of Commons. All may be a bit tricky in detail; but every one of them is better than scattering fresh mounds of cash and enmity across the South Atlantic.

An airport is not an end in itself. Airports that nobody uses — Knocka, Prestwick — are great, grey elephants. Here is the most grotesque elephant yet. £500 million gone to counter a threat that doesn't exist. And, wanly, one may now expect the next law of defence spending to begin to operate. We've spent so much on this thing, that we have to use it. We can't do a diplomatic deal, because people would ask why we wasted the money. So even diplomacy gets set in concrete as the doctrine of Threat wreaks its familiar toll of illogic. Mr Reagan has his Star Wars as the highest extrapolation of this bizarre cause and effect. And us? We have Mount Pleasant.

Falklands walkout at Heseltine remark as airport opens

Daily Telegraph 13.5.1985

By PATRICK WATTS in Port Stanley

SEVERAL Falkland Islanders walked out of the official opening ceremony for Mount Pleasant airport yesterday, taking exception to remarks by Mr Heseltine, Defence Secretary, which they interpreted as meaning a restoration of normal relations with Argentina.

He said: "The construction of this airport demonstrates the Government's commitment to defend the right of those who live on these islands to live in peace and security under a government of your choosing."

"We do not believe this to be incompatible with our wish to restore normal relations with Argentina, which is also in the interest of all concerned, including those living here."

There was some confusion over this remark and it was expected that Mr Heseltine would be asked to clarify it later in the day.

The airport was opened by Prince Andrew, who is on a tour of duty in the islands as a Lynx helicopter pilot aboard the frigate Brazen.

Mr Heseltine and his wife were among a party of 50 people who flew from Brize Norton in an RAF Tristar for the ceremony.

They were welcomed at the new airport by Sir Rex Hunt, the Civil Commissioner, in ceremonial uniform, and Lady Hunt.

Some 500 islanders made the 28-mile journey from Port Stanley on the newly-built road linking capital and airport.

Children waved Union flags as the bearded Prince Andrew arrived by helicopter from his ship.

Sir Rex Hunt said the airport would "help to provide the security we need to live our lives in peace. Most of all it gives our loyal British community here faith in a bright and long-term future under the British flag."

Far-sighted decision

He paid tribute to Mrs Thatcher and her government for their "far-sightedness in taking the decision to build this airport."

He saluted the aircrews of the RAF, Fleet Air Arm and Army Air Corps, several of whom had lost their lives since the war in patrolling the Falklands skies.

Mr Heseltine said the airport would "provide a capa-



bility to reinforce the garrison rapidly in case of an emergency and will greatly enhance our ability to defend the islands and to ensure that the tragic events of 1982 are never repeated.

"It is not, and never has been, our intention to fortify these islands or to establish them as a strategic base. There is no Nato dimension to our involvement here."

The airport would be the crucial element in the economic and social development of the Falklands, the Defence Secretary added.

Mr Ian Gow, Minister for the Environment, saluted a "spectacular feat of civil engineering achieved by dynamic partnerships between the public and private sector."

'Heroic efforts'

Prince Andrew said the airport was a combination of imaginative, and meticulous planning with the heroic efforts and dedication of the British workforce.

"I have enormous admiration for everyone who has pioneered their way into the history books with such energy and determination."

The Prince afterwards spoke to several Girl Guides who despite the cold weather stood for hours in their beige blouses.

He asked their leader, Sara Taylor, was she cold? Yes, came the reply. "Bloody cold, waiting for you. The Prince smiled and continued.

A cake measuring 10ft by 20ft, depicting the airport's history and future, made in Paisley, will be cut into 2,000 portions and distributed to the islanders.

Bleary-eyed enthusiasm

From John Ezard,
Home Pleasant,
East Falklands

PRINCE Andrew opened the Falklands' new £276 million airport yesterday afternoon in the presence of a bevy of bleary, travel-worn but enthusiastic VIPs who had just touched down after a 17½-hour, 8,000-mile inaugural flight in an RAF Tristar.

More than half the Falklands population of 1,912 turned out to watch with the prince — who was already here on naval duties — and to cheer as the wide-bodied jet touched down where only a shepherd's hut stood 16 months ago. It taxied down an 8,500-ft runway which now blazes like a section of the M25 across the soft greens and tawny browns of countryside 25 miles southwest of the capital, Port Stanley.

The Falklands Governor, Sir

Rex Hunt, told the 2,000 British construction workers who had built the runway on time: "The islanders will be forever grateful to you for providing them with this secure lifeline to the mother country."

The Tristar, in white and blue RAF livery but with lavatories still bearing the Arabic nappy-changing instructions of its recent British Airways Middle East service, was given a ceremonial guard of Phantom Interceptors from the edge of the 150-mile Falklands exclusion zone.

But it had flown the rest of this second leg of its trip after refuelling at Ascension with no fighter escort and totally unprotected. That was meant as a signal to Argentina that the aim of the project is not vauntingly militaristic.

The landing inaugurated

an airport built to international standards, which not only cuts the journey time from Britain by five hours and garrison turnover costs by at least £25 million a year, but eliminates the epic mid-air multiple refuellings needed for the Hercules Airbridge. When fully complete, with a second, 5,000-ft runway early next year, it will also be potentially accessible in comfort by civilian flights from many parts of the world.

The Housing Minister, Mr Ian Gow, called it in his speech here "really one of the wonders of the world." In a message to the contractors, the Laing-Mowlem-Amey Roadstone consortium, the Prime Minister said it "spoke volumes for what the British construction industry is capable of achieving in difficult conditions around the world."

The event was the climax of a weekend which recapitulated much of the light and the dark of human experience in the Falklands over the past three years. On Saturday Prince Andrew carried out the first royal civilian engagements in the islands since his father's visit as a

Leader comment, page 12;
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young man in 1957. He laid a wreath after a memorial service at the British war dead graveyard in San Carlos.

He also unveiled a plaque marking plans to rebuild the Port Stanley hospital lost in last year's fire, in which eight civilians died. He opened a new school hostel in Stanley, and he commissioned the first wool mill in

at Falklands airport opening

the islands' history, a project made possible by British development money and viewed by civilians as almost as important and hopeful as the airport.

The mill, at Fox Bay, West Falkland, has begun producing the islands' first home-processed knitwear and knitting wool. It is already starting to find difficulty in meeting demand. By the end of its second expansion phase in 1987, it is due to add £223,000 to the Falklands' gross national product, with a possible eventual peak output of £650,000.

Prince Andrew, praising the mill in his inaugural speech, said that inshore fisheries were also beginning to thrive and carefully fostered tourism was bound to succeed because of the abundant wildlife.

After the spectators had been ushered into a Tristar

hangar easily big enough to take all 3,000 of them the Defence Secretary, Mr Michael Heseltine, forecast: "The benefits of this airport for life in the Falklands will be enormous. We look forward to the day when civil use of it becomes progressively more important."

But he stressed: "It is not and never has been our intention to fortify these islands, or to establish them as a strategic base. There is no Nato dimension to our involvement here."

"The construction of this airport demonstrates the Government's commitment to defend the right of those who live on these islands to live in peace and security under a government of your choosing. We do not believe this to be incompatible with our wish to restore normal relations with Argentina."

For others on the flight,

the airport is a gateway and potential forward base for Antarctic surveys, exploitation and conservation well into the next century. In an interview, Mr Heseltine called this view "conjectural" but added that if Antarctic minerals were developed in the future, the airport would be "a major factor in Britain's ability to play a part in it."

To Labour's Falklands spokesman, Mr George Foulkes, the event was "symbolic of the folly of Fortress Falklands."

But the main runway has been successfully baptised, with the overall design so far running only some £61 million over its original two-year-old budget. It had not, as Labour's chief foreign affairs spokesman, Mr Denis Healey, forecast two years ago, escalated to £1 billion. Yesterday the optimists held the stage and gave voice.

Sunday Post
12.5.85

ROYAL FALKLANDS AIRPORT

PRINCE ANDREW opens the new Falklands airport today. It's designed to allow the rapid reinforcement of the islands' garrison in an emergency.

The £276 million complex has been built in double-quick time by 2300 men and women, who began work on the site—30 miles from Port Stanley—only 16 months ago.

So far more than half a million tonnes of building material and equipment have been shipped from Britain and construction will continue for two more years on a second runway and full garrison base.

One object of the airport is to enable the military presence of 3000 Servicemen on the islands to be reduced.

The 8500 ft. runway will allow

wide-bodied jets, like the Tristar carrying Defence Secretary Michael Heseltine and other Ministers to the opening, to land in the Falklands.

But the costly "airbridge" involving in-flight refuelling will continue in part for sometime. At present, five Hercules transport aircraft fly between Ascension Island and the Falklands each week at a cost of £60,000 a time.

This will be cut to two a week from today with the remaining Hercules planes carrying freight until the RAF takes delivery of more converted freighter Tristars in around two years.

Prince Andrew, who is in the Falklands with his ship, HMS Brazen, will open a school hostel in Port Stanley and a wool mill before the airport ceremony.

YES, THEY'VE GOT BIG HANDS IN THE FALKLANDS

PAT CHENEY, of Appin, is a gold and silver-smith.

She designs and makes necklaces, bracelets, brooches, earrings, and rings in silver, gold, and other metals.

Some time ago, Pat received an order for jewellery from the Falklands.

Pat's silver jewellery was an immediate success. Her necklaces and brooches were snapped up by the islanders.

She soon got a repeat order, but with an unusual request.

The only items which hadn't sold well were Pat's silver rings.

Why? The Falklands women loved the designs—but the rings didn't fit.

It seems few Falklands women spend working days in offices.

They're much more likely to be outside tending sheep, mending dykes, driving tractors, and bringing in the crops.

Result is the Falkland ladies tend to have big, capable hands.

And they take a bigger size in rings than the dainty fingers of the Scots.

So now a consignment of larger rings is on its way from Scotland.



Heseltine: anxious

The cost of Fortress Falklands

	1983/4	1984/5	1985/6	1986/7	1987/8
	£	£	£	£	£
Replacements for war losses	200m	350m	320m	230m	110m
Garrison: running costs	185m	190m	175m	170m	170m
Garrison: capital costs*	239m	144m	57m	50m	20m
Total	624m	684m	552m	450m	300m

*Includes full cost of new airport

Stanley gets £390m airlift to nowhere

by James Adams, London, and
Graham Bound, Port Stanley



Prince Andrew: opener

THIS MORNING the first RAF TriStar will land at the new £390m Mount Pleasant airport in the Falkland Islands. On board will be a group of government ministers anxious to celebrate the event.

The defence secretary, Michael Heseltine, leads the party, accompanied by Ian Gow, the minister for housing and construction, and Timothy Renton, an under-secretary of state at the Foreign Office. Waiting to greet them will be the biggest gathering of Falklands notables since the end of the war with Argentina.

Prince Andrew will perform the opening ceremony in front of Sir Rex Hunt, the civil commissioner, Major-General Peter de la Billiere, the commander of the British forces, 21 part-time members of the Falkland Islands Defence Force and 800 islanders - more than half the civilian population. The 4,000 servicemen on the islands will not be there; they have been placed on full alert in case of a surprise Argentinian attack.

Special stamps are being printed and a commemorative coin minted, for the airport has become a symbol of a new beginning.

Some 2,400 men have laboured for the past 18 months on the biggest civil engineering project in the colony's history. But so far only one 8,500ft runway, a single hangar and a small control tower have been built. It will be 1987 before the airport, 30 miles from Port Stanley, is fully operational.

In London and Port Stanley serious doubts have been raised about the expenditure on the airport.

The Falkland Islands are 8,000 miles from Britain - and keeping a military presence there costs British taxpayers £334m a year.

After the 1982 victory against Argentina the government decided to build the airport at Mount Pleasant rather than at Port Stanley, which is often fog-bound and inaccessible. It was hoped that the airport would make the islands more accessible and encourage tourism. The project was also meant to have a political significance - a factor which weighed heavily with Mrs Thatcher - by showing Britain's long-term commitment to the islands.

At the time the airport decision was taken, Argentina was still a military dictatorship, and the British government considered that "resolve", of which the airport was the most visible symbol, was important to deter any Argentinian junta from launching another attack. But when Raul Alfonsin was elected president, in a democratic election 17 months ago, the military threat virtually disappeared.

However, the most important consideration in deciding to build the airport was military. Keeping troops in the islands

severely stretches British commitments to Nato. Twenty naval vessels are involved in patrolling and keeping the islands supplied. One tenth of Britain's 50-strong frigate force is permanently committed to the Falklands, and troops who should be in West Germany are stuck in the islands on an unpopular posting. A new airport raised the prospect of rapid reinforcement direct from Britain; troop levels could thus be reduced and the chiefs of staff could get back to addressing their real concern - the Warsaw pact.

Reducing the military presence and improving the self-sufficiency of the islanders would, of course, have the extra benefit of cutting the cost to British taxpayers.

The reality, however, is rather different. Even when the airport is completed, the actual reduction in the running cost of the garrison will be only £20m - from £190m this year to £170m in 1987/88. It will take more than 20 years to cover the capital cost.

'Raids' scrapped

PRESIDENT ALFONSIN of Argentina, anxious to reach a diplomatic settlement with Britain over the Falklands, has rejected a plan by his senior air force officers to harass British forces on the islands, writes Maria Laura Avignolo, from Buenos Aires.

Air force brigadiers had wanted to send Mirage fighters on frequent forays along the edge of the military exclusion zone that Britain has placed around the Falklands. Once British aircraft were scrambled to chase them away, the

invaders would retreat. The aim was to test how swiftly and effectively British pilots would respond to the challenge. The Argentinians also reckoned that their tactic would add millions of pounds each week to the cost of defending the Falklands.

However, Alfonsin felt the plan would impose just as punishing a financial burden on Argentina, which is already deeply in debt to foreign banks. His civilian advisers also informed him that such harassment would keep Britain away from negotiations.

The opening of the incomplete airport this year will not actually reduce the number of men serving in the islands. "This year we might be able to save around 100 posts but no more," said one Ministry of Defence source. This is bad news for the military planners. Recently, Admiral Sir William Staveley, Nato commander-in-chief for the eastern Atlantic, said he had at his disposal only half the anti-submarine vessels he needed.

Current MoD predictions suggest that, even after the airport is fully operational, at least 15 ships will still be needed in the Falklands.

The British government's plans for the islands appear at times to be developing in a vacuum. Although investments are being made in such projects as canning, inshore fishing and tourism, the returns are tiny when compared with the cost to the British taxpayer. The first 60 tourists from Britain - at £2,000 a head - will arrive in December, but there is unlikely to be a subsequent rush of visitors.

For those who have been trying to develop an industrial base in the Falklands, it has been a long and frustrating struggle. "The problem is that the islanders came for a quiet life," said one official. "Their attitude is incompatible with social and economic development."

This depressing view is not supported by Simon Armstrong, the general manager of the development corporation. "The economy must be developed in order to justify the high UK commitment", says Armstrong. "The farming community especially likes change and is thriving on it. I think most people welcome the airport and the future it gives us."

Mail on Sunday
12.5.85

Doubt over new Navy ships

DEFENCE Secretary Michael Heseltine has raised fresh doubts about plans to replace the ships that ferried British troops ashore in the Falklands.

The Royal Marines won Navy backing last year for replacing the assault ships, Fearless and Intrepid. But their hopes have been frustrated by Mr Heseltine's Defence Ministry shake-up, creating a new tri-service staff

By DAVID ROSE

As the Defence chief flew out last night for the opening of the islands' £250 million Mount Pleasant airport by Prince Andrew, the Prime Minister pledged that Britain would stand by the Falklanders.

Defence staff were worried about the speed and the extent to which the Government is ready to commit taxpayers' money for amphibious warfare.

Now senior officers say Mr Heseltine has delayed any announcement about replacements until his Defence White Paper next year.

Prince Andrew said in a radio interview the Falklands war had helped young people to understand the suffering of wars. To him beforehand the world wars had been 'just things that happened in the past'.

Bennies, Whennies and the Kid

THE nickname Bennie was given to an inhabitant of the Falkland Islands by the British Forces there.

The uncomplimentary name was a reference to the not very bright character called 'Bennie' in the TV soap opera Crossroads. When the soldiers were reprimanded they called them Stills — ie Still Bennies.

The islanders in return dubbed the troops Whennies

after the constant references to past exploits — 'When I was in Cyprus . . .'

This useful information comes from a book of nicknames* to be published this week.

It also explains how Julie Andrews is called the Hockey Stick in Hollywood because of her Britishness, and that Warren Beatty is known as The Kid because he is Shirley Maclaine's younger brother.

Outlaw Butch Cassidy was once a butcher and the Sundance Kid, carried out a daring raid in the Nevada town of Sundance.

Jazz trumpeter Louis Armstrong was called Satchmo after he was described as satchel mouth in 1932.

Adam Edwards

* *A Who's Who of Nicknames* by Nigel Rees and Vernon Noble (Allen and Unwin, £7.95).



SATCHMO: Louis Armstrong

Argentina upset as Prince opens airport

by IAN MATHER, Defence Correspondent

THE CONTROVERSIAL new Falklands airport is due to be opened officially by Prince Andrew today in the near certainty that it will provoke a strong protest from Argentina.

An inaugural flight by an RAF TriStar carrying dignitaries including the Defence Minister, Mr Michael Heseltine, is on its way from Britain.

Shortly after it touches down on the new 8,500-ft Mount Pleasant runway, Prince Andrew, who is already in the

Falklands on naval duty, will unveil a commemorative plaque in the main hangar.

The new runway can take wide-bodied jets and will enable Britain to send rapid reinforcements to the islands in an emergency and to reduce the permanent garrison.

It will also save £25 million a year by removing the need for most of the expensive five-times-a-week Hercules flights involving aerial refuelling.

But President Alfonsín, who has not been informed about today's events as a precaution

against any Argentine military gesture, has claimed that the new runway will have a strategic role.

With mid-term elections approaching in Argentina and the delicate negotiations between Britain and Argentina suspended, a vigorous protest is inevitable.

Although a state of hostilities still exists, the last incursion by an Argentine military aircraft into the 150-mile radius 'protection' zone was in August 1983.

In an attempt to keep Argentine reactions at a subdued level, today's ceremony will emphasise the civil benefits the new runway will bring to the islands rather than its military role. A Foreign Office minister, Mr Timothy Renton, will be present, with three members of the House of Lords, three MPs and a representative of the contractors, Laing, Mowlem and Amey Roadstone.

But at first priority will be given to troop movements and to travel by contractors, islanders and islanders' relatives.

The cost of the airport has risen from an original £215 million announced in June 1983 to £276 million at September 1984 prices. An additional £119 million is to be spent on construction work for the Army and on a military port, and £49 million on improvements at Ascension Island, though much of the latter sum would have had to be spent anyway.

Any future hostilities are likely to be of the hit-and-run type and it would be relatively easy for the Argentine Air Force to use the Durandel runway penetration bombs it has bought from France to crater Mount Pleasant and the only other runway at Port Stanley.

THIS is just the kind of loony project that would have involved my old friend the junior Defence Minister, John 'Mugsy' Stanley (gosh, it's ages since his name appeared in the

column and months since he complained in the Commons that people like me had made him the target for 'vicious personal attacks.' Welcome back).

The problem was whether the people flying out to the Falkland Isles for the airport shindig this weekend would be allowed to drink while they were in the air. It's an RAF flight and there is a rule that drink is not allowed on board when there are 'troops' in the plane.

The Ministry of Defence has been stonewalling on this sensitive issue for some days, to the consternation of the three MPs and three Lords a-flying as well.

I'm happy to tell them that a compromise has been reached. There will be no problem on the plane going out because it will now be filled only with VIPs, and there'll be no troops. It's a very long flight indeed, so I hope VIP doesn't stand for Very Inebriated Person when they arrive.

Coming back is a different matter. The RAF has had to relax its rules. There will be both VIPs and troops aboard; but rather than make the Lords, etc., suffer, the RAF is introducing alcoholic apartheid. The men of the Press and the others will be given drink, while the brave men of the war will be deprived for the full 18 hours.

One of the MPs on the plane who needs a strong drink at the thought of flying to South America again is Labour's George Foulkes. The last time he went—to Argentina—he had some unusual experiences.

For a start, his trouser zip broke on the plane and he had to give his first press conference clad in a dirty raincoat, thus confirming the Argentine view of our politicians.

And then, in Buenos Aires, he was touched to receive an invitation to a meeting of the Queen fan club. Very touched that there were still people, even after the war, who honoured the Queen of England, Mr Foulkes turned up—and was given a message to take back to Freddie Mercury,

lead singer of the pop group, Queen.

Joan Gray looks at the problems of building an airfield 8,000 miles from home Falklands airport emerges from rock and peat bog

THE BIGGEST problem facing the contractors building the £276m Mount Pleasant airport in the Falklands which Prince Andrew will open tomorrow was the distance—8,000 miles—from the UK.

Mr Wynn Kenrick, the project manager (UK) for the Laming-Mowlem-ARC consortium carrying out the work, said: "There was nothing very difficult about the construction itself. The problem was the sheer weight of details and organisation because of the distance."

"Even if you're working in the middle of a desert in Saudi Arabia, for example, you've still got an importer within reach where you can get things you need urgently like Caterpillar and Mercedes spare parts. But Stanley is so small you had to be self-supporting for everything, shampoo, nails, machinery, cement or timber, and from that point of view we could just as well have landed on the moon."

The contract has involved shipping down a fleet of 1,050 pieces of construction plant, worth a total of £25m and including 42 excavators, 45 shovels, 64 dumptrucks, 56 tipper trucks, 68 Land Rovers and 15 cranes.

It has also involved building sewage and water treatment facilities and accommodation for 2,200 workers and a canteen capable of feeding them all in an hour and a half.



Twenty-one shiploads of goods have already been delivered, including enough fuel to meet the project's requirements of between 430 and 500 tons of diesel a week, 197,000 cubic metres of concrete, 28,000 metres of precast concrete kerb, 820 km of cable, 1,550 tonnes of structural steel and 138,700 square metres of cladding.

Quarries have also been set up within reach of the airfield, to provide 2,000,000 tonnes of aggregates: 1.2m tonnes of tuffite and 0.8m of quartzite, and with a total of 3,000,000 tonnes of rock being blasted.

As well as the distance, the other big problem the contractors faced was the speed with which the project had to be carried out. Contractors were asked to submit tenders in March 1983, with six weeks to submit their bids for the job. "It's been very quick—under normal circumstances we would only have been starting on the

THE LATEST (April 1985) estimate for the cost of building the Mount Pleasant Falklands airport is £276m, an increase of £61m from the original £215m announced in June 1983.

The first escalation was to £250m in September 1984, largely as a result of the decision to expand the living accommodation on the airfield to enable joint use of facilities by the forces and adapt

site in the middle of 1986 and instead we've now got the runway in use," said Mr Dermott Boyland, the Property Services Agency's director of works on the project.

The speed of the operation continued right from the tendering stage when, as consortium's chief engineer Mr Denis Yell put it: "We only had five days to visit the islands and assess the problems involved to price the job" through the whole construction process.

Once the contract was awarded in June 1983, the first ships carrying supplies and the pioneers who were to start the work arrived at the island in November 1983; by December 31 1983 they had built a pioneer camp, road to the airfield site from the shore and started cutting turf for the runway which will be inaugurated tomorrow.

Mr Kenrick said: "In less than 16 months we've created an airfield for jets from barren rock and peat bog." Because of the

the contractors work camp

The next costs jump was to £260m in January 1985, to encompass changes required for the installation of navigational aid equipment and an increase in shipping and design and development costs.

The increase, to £276m, announced in April results from adjusting the prices from their previous September 1983 base to September 1984 values.

speed at which the airport was required, the contractors had to start building before the design was finalised, starting off with just a hundred or so drawings for a project for which they have now received some 26,000 detailed drawings from the PSA.

The project, to be opened by Prince Andrew tomorrow, includes a two-mile runway and a six-mile road connecting it to the harbour being built to the south and another road connecting it to Port Stanley 30 miles away. There is a power station of about the same size as is needed to operate the 12,000-strong military township at Alderston, secondary runway, some accommodation and aircraft hangars and fuel storage facilities, and navigation equipment.

Carrying out a project of this size—the completed airport will be about the same size as Britain's Luton airport—at this distance also meant the contractors had to acquire new

skills such as organising ship-
ping.

The contractors also had to consider the ecology of the islands. An independent research study suggested the airport would not effect the penguin colonies three miles away, and the airfield itself has been planted with unpalatable grasses to keep the local Up-land Geese away and deter their flocks from offering a possible hazard to aircraft.

An unusual feature of the contract is that, since there is no sizeable pool of local labour, it is being carried out by expatriate workers from the UK.

"There was a lot of interest in the Falklands Islands because of the conflict, and a lot of men went overseas because of that, and have showed a real spillover of Falklands spirit in their determination to overcome all the problems," he said.

Mr Oliver Whitehead, the chairman of the joint venture, feels one way to avoid problems with such a large workforce separated from their homes and families is to "make sure there are not many idle hours."

A contract requiring a 10-hour, six days a week makes a start—and there are also now more than 40 clubs on the island, offering attractions including walking, windsurfing on the local lakes, angling for trout, ornithological expeditions to the penguin beaches, a five-hole golf course soon to be upgraded to nine, next to be added, horse riding.

Airport feat praised

By PATRICK WATTS
in Port Stanley

PRINCE ANDREW, who will today officially open the first phase of the £350 million complex at Mount Pleasant airport on the Falkland Islands, has spoken of the completion of the work as "a feat of incredible engineering."

He said: "Figures have been quoted to me as to how long a project of this kind would take in the United Kingdom or Europe — four to five years. It's amazing, just 18 months to do a job like that."

The first men and materials left Avonmouth on September 26, 1983, and the then Commander of the British Forces Falklands Islands, Major General Keith Spacie, performed the runway turf cutting ceremony on December 31 that year.

The airport includes bulk fuel installations; hangars for the RAF TriStars, which will make the twice weekly flights from Britain, and the Phantom fighters; technical repair storage facilities and accommodation for the RAF personnel, including messing and recreational facilities; access roads and other supporting utilities.

There has been unanimous praise for the consortium of Basing, Mowlem and Amey Roadstone who have been responsible for the construction of the airport in record time.

Britain is likely to pull out at least another 1,000 troops from the Falklands during the next 12 months as part of heavy reductions in defence spending there.

Prominent islanders are convinced that the Government will cut the present garrison of between 3,000 and 4,000 by more than one third, and also withdraw a squadron of Harrier jump jets and keep fewer naval ships on patrol.

FALKLAND DUTIES FOR PRINCE

By PATRICK WATTS
in Port Stanley

PRINCE ANDREW, who is coming to the end of his South Atlantic tour as a Lynx helicopter pilot aboard the frigate Brazen, 3,500 tons, will today undertake a civilian programme in the Falklands.

The Prince offered his services to Sir Rex Hunt, the Civil Commissioner.

"After the invitation came to open Mount Pleasant Airport, I thought it would be appropriate to offer at least some time for Sir Rex and the Islanders.

"I didn't want to be accused of going down the military line all the time," he said.

He will unveil a plaque on the site of the King Edward Memorial Hospital, a joint civil and military hospital being built to replace the old wooden construction in which seven Islanders and an English nurse perished when it was destroyed by fire a year ago.

Sense of pride

He will also unveil a plaque at a new school hostel in Stanley where the children of local farmers board, and then fly his Lynx to Fox Bay East to commission the Islands' first woollen mill.

Perhaps the most emotional event will be the laying of a wreath at Blue Beach Cemetery, San Carlos, where British war victims are buried. "I feel a sense of pride for what they did for the Falklands," said Prince Andrew.

"People of my age hear about the first and second World Wars and things that happened in the past, but they are not really things they know about.

"Everyone knows about the Falklands War, and what it was about. They can understand more about actual suffering. The pride I can actually understand being part of it, achieving something for Great Britain," said Prince Andrew.

Later he will officially open the £250 million airport at Mount Pleasant.

(source unknown)



"Good morning—Mrs Thatcher is looking for a nice safe pad within flying distance of this years Conservative conference . . ."

Falklands airport to open this weekend

By Air Cdre G. S. COOPER Air Correspondent

THE Falkland Islands' new international airport at Mount Pleasant will be opened by Prince Andrew this weekend, less than two years after the British industry received a challenging contract to construct a strategic runway as soon as possible.

The opening heralds a new phase in linking the Falklands with the outside world.

Regular jet flights will progressively replace the expensive flight-refuelled Hercules airbridge and when completed early in 1987, the airport will be available to operators wishing to establish commercial air services.

Mr Heseltine, Defence Secretary, will be on board the RAF TriStar on the 19-hour opening flight, which will include a 90-minute stop at Ascension Island — the halfway point on the 8,000-mile journey.

40 on flight

The party of 40 passengers on the 250-seat TriStar will include:

Mr Ian Cow, Housing and Construction Minister, who is responsible for the Property Services Agency that drew up the £585 million contract for the airport and garrison;

Mr Tim Renton, Foreign Office; Lord Strathcona and Mount Royal, President, Falkland Islands Trust;

Lord Shackleton and Lord Buxton, representatives of the main parties in the House of Commons;

Mr Oliver Whitehead, chairman of the Laing-Mowlem-ARC joint venture, the contractor involved in the £266 million airport project; and

Other representatives of the consortium and sub-contractors.

Prince Andrew, already in the Falklands as a Royal Navy officer, will perform the opening ceremony shortly after the arrival of the TriStar, which will be greeted by RAF Phantom fighters at the perimeter of the 150-mile radius Falklands protection zone.

Rapier missiles stand guard around the airport.

After a short speech, he will unveil a commemorative plaque in the main hangar. Sir Rex Hunt, Falkland Islands Civil Commissioner, and Major-Gen. Peter de la Billière, will also attend the ceremony.

BA service begins

Following the opening flight, a regular wide-bodied jet service between Britain and the Falklands will begin at the end of the month.

The RAF has two available TriStars to operate three schedules a week at a cost of little more than £1 million a month, but the Government has decided to let British Airways have a trooping contract for the first six months of the operation.

British Airways will operate a schedule from Britain with Boeing 747s, probably from RAF Brize Norton, supplement-



ted for the first four weeks by one RAF TriStar.

Details of the contract are still being negotiated, particularly over the price of the deal, which has already been reduced from £28 million for a full year to £10 million for six months.

From November, RAF TriStars will undertake all of the wide-bodied flights. Crews will be limited to training flights while waiting for the British Airways contract to end.

Airbridge goes on

RAF Hercules flights will continue to carry freight to the Falklands, but the frequency of the 13-hour airbridge services, refuelled in flight by Victor and Hercules tankers, will be cut from five to two a week.

They will continue to use the Port Stanley airfield.

Since June 24, 1982, when the first Hercules was able to land at Stanley, the airbridge squadrons have completed 750 flights of which 90 per cent. were flown on time.

Over this period, a total of 17,000 passengers and 6,200 tons of freight have been safely airlifted from Ascension to Port Stanley.

The next development phase of Mount Pleasant airport is due for completion in February next year. This involves completing the secondary 5,000ft runway, the technical area, and the main parking apron.

Runway at Stanley

Then by February 1987, the domestic area for the garrison and the harbour in East Cove are due to be finished, marking the completion of the whole project.

At this stage, Stanley airfield will revert to its original civil role with a 4,100ft runway but it will keep a military arrestor wire for emergency landings by Phantoms operating from Mount Pleasant.

The new airport is expected to lead to savings of £50 million a year by cutting the cost of transport between Britain and the Falklands, and allowing a reduction in the size of the garrison — currently totalling just over 3,000 men ashore.

The savings are due to offset the cost of construction by the middle to late 1990s.

Robert Graham looks at implications of the Falklands' latest asset: Airport may put islands on business map

THE AIRPORT to be opened by Prince Andrew on Sunday, 30 miles from Port Stanley, will enable wide-bodied jets to land for the first time on the Falklands Islands.

Until June, the airport will be serviced by two weekly RAF TriStars flights. Then BA will operate 747s out of Brize Norton under a six-month trial contract.

A two-tier fare system will operate, with a full rate round trip costing £1,900 and a concessionary rate of £1,050.

Islanders will be eligible for concessionary rates and all passengers will require a sponsor. The price and the sponsorship requirement, coupled with limited accommodation on the islands, will limit use, however. Also passenger space will be determined by the amount of freight carried on board.

The possibilities created by the new airport have prompted a number of inquiries at the Foreign Office from specialised UK and U.S. tour operators. But no decisions are likely to be taken until the second runway is complete in February 1986.

The UK Government would like to be able to operate the service through a Latin American country to make the journey easier; but this is recognised to be diplomatically delicate.

The airport and its installations, which will remain under the control of the Ministry of Defence, will cut out the complex and costly air bridge using VC-10s to Ascension Island and then Hercules aircraft with three in-flight refuellings to reach Port Stanley.

Britain will have proper all-weather facilities for strike and reconnaissance aircraft and the capacity for much faster reinforcement from the UK. Nevertheless the RAF TriStars will still take up to 19 hours to complete the journey, with a stop at Ascension.

CIVIL ROLE TO BE STRESSED

BRITAIN will be putting the accent on the civilian and commercial importance to the Falkland Islands of the new airport at Sunday's opening ceremony, according to Whitehall officials. Hugh O'Shaughnessy writes.

Those present at the ceremony will include members of the Lords and Commons of all parties. Labour will be represented by Mr George Foulkes MP, a persistent critic of the Government's Falklands strategy.

Among business figures present will be Mr Jack (Union Jack) Hayward, the industrialist who helped salvage the hulk of the SS Great Eastern from Falklands waters and who last year gave £1m for the reconstruction of Port Stanley hospital after its destruction by fire.

The 8,500 foot runway, officials emphasise, is not

intended to be used for military purposes by any of Britain's military allies, and officials say there is no sign of any South African interest in the facility. South Africa has at times expressed an interest in South Atlantic Organisation involving Argentina and the Falklands.

During the six month period from June in which BA will be operating a charter service with Boeing 747s, the RAF will continue its service with Hercules transporters, refuelled in mid-air. Only these aircraft have the wide doors capable of accommodating some large items.

Officials were unable to announce that any South American government had agreed to offer regular staging facilities for flights to the new airport.

This reinforcement capacity will enable a gradual reduction in the 4,500 troops on the Falklands. Officials have warned, however, against expecting an early run-down, and last week's Defence White Paper was decidedly vague on this.

The paper was equally vague as to the existing costs of defending the Falklands. Cutting out the air bridge in the first year is expected to save some £10m out of a current cost of nearly £65m. Air bridge savings when the airport is fully operational will be more substantial.

The opening of the airport is expected to provoke strong diplomatic protests from Argentina.

The Government of President Raul Alfonsín has sought over

the past 18 months to have Britain halt construction of this strategic facility, arguing that it is a hostile gesture. This point is expected to be made again in a protest note to the United Nations, with the possible call for a vote of censure in the General Assembly.

Britain has maintained throughout that the new airfield is for defensive purposes. It was pointed out this week in Whitehall that Argentina has still not formally declared an end to its state of belligerence. Britain, for its part, maintains a 200-mile protection zone round the islands.

Argentina's military and politicians believe that the airport will give a new strategic dimension to the Falklands and that Britain will be even more

reluctant to consider discussing sovereignty. British officials admit that the Falklands do possess a strategic asset with large amounts of taxpayers' money invested. The current estimated completion cost of the airport is £260m.

Perhaps the biggest change caused by the airport may prove to be the attention it brings to Antarctica. Ecology groups have already voiced fears that companies will look at more of the commercial possibilities of Antarctica. There are also worries that the region, currently demilitarised by the Antarctic Treaty, will become militarised as a result of the airport.

However the new facility does not help solve the most immediate problem in the Falklands facing the British Government.

The waters round the islands are exceptionally rich in marine life, especially krill, squid and small hake. The potential of this resource was highlighted by the Shackleton Report in May 1976 and Lord Shackleton again emphasised after the war that fishing was the main potential source of income for the islands.

The islanders have been pressing the UK for almost two years to declare a 200-mile territorial zone and institute a licence system, which could provide an estimated £6m a year in licence fees. The British Government has so far refused to do this, afraid that it would further complicate any reconciliation process with Argentina.

The world's fishing fleets have therefore stepped in to take advantage of one of the last areas to offer uncontrolled access to fish. The main fleets to take advantage of this have been the Soviet Union, Japan and Spain, followed by Poland, East Germany, Bulgaria, Taiwan and Panama.

Prince to open Falklands airport

By Henry Stanhope, Diplomatic Correspondent

Prince Andrew, who fought in the Falklands war, will open the islands' new airport this weekend. But details are not being released by the Ministry of Defence for fear of spoiling action by Argentina.

No Argentine ship or aircraft has breached the 150-mile protection zone around the Falklands since 1983, and the ministry is emphasizing that there is no new threat. But there is thought to be a need for

prudent precautions.

A number of MPs and fee-paying businessmen interested in commercial prospects on the islands will accompany Mr Michael Heseltine, Secretary of State for Defence, and Mr Timothy Renton, Under Secretary at the Foreign Office.

Prince Andrew is serving there with the Royal Navy.

The airfield complex, built at a cost of about £400 million, will have only 8,500 ft runway

until next year. It will not be until 1987 that all base and port-associated facilities will be complete.

But the Government hopes that it will save an estimated £25 million on the annual bill for replenishing the garrison by Hercules transport aircraft and by sea.

Its rapid reinforcement capability should also enable the land garrison, now "more than 3,000 strong", to be reduced.

The Guardian

Airport halves Falklands transport costs

By Patrick Keatley, Diplomatic Correspondent

The opening of the new Mount Pleasant Airport in the Falkland Islands on Sunday will enable the RAF to phase out most of its refuelling over the south Atlantic. It will reduce the transport bill from its present annual level of £60 million to around £35 million.

Prince Andrew, already serving in the territory as a naval officer, will represent the Queen in performing the opening ceremony.

The second phase of the project, to provide a crosswise runway and thus to make the airport operational for aircraft in all wind conditions, is scheduled to be finished in mid-1986.

The precise timing and arrangements of this weekend's opening ceremony have not been announced in Whitehall, because the Argentine government has refused to announce the ending of hostilities since the abortive invasion of 1982. The Alfonsín government in Buenos Aires has been neither invited to the airport opening nor notified of it.

Starting next week, RAF wide-bodied Tri-Stars will take over the Falklands run from Brize Norton, via Ascension Island, where there will be a 90-minute refuelling stop instead of the previous overnight sleep and change of plane.

The cumbersome inflight refuelling of the Hercules transports on the second leg meant that the journey lasted 13 hours. This will be cut to nine, with the first leg from Britain reduced to 8½ hours.

There may still be one or two Hercules flights per week for cargoes of awkward weight or shape. But the RAF's Tri-Star fleet will be modified to enable the last of the Hercules to be phased out at the end of

the year. British Airways has a six-month charter contract to provide 747 jumbo jets during this time, to keep up the full schedule.

The Defence Secretary, Mr Heseltine, will head a large group of political and public figures taking a Tri-Star proving flight for the ceremony.

The latest Whitehall estimate for the cost of the airport, 30 miles from Port Stanley, is £276 million, which includes terminal buildings and approach roads. A separate account of £119 million covers civil engineering works for the army and harbour work for the navy. The RAF is spending £48 million at Ascension for facilities which, it says, are unconnected with the Falklands operation and would have had to be built anyhow. But some buildings will be used by the Tri-Star crews.

Seamus Milne adds: The new Falklands airport is a waste of money, according to Dr Paul Rogers of Bradford University's School of Peace Studies.

In a report on the base for the Quaker-backed school, Dr Rogers says the facilities show no signs of boosting the islands' economy, and that the two runways will be vulnerable.

His report points out that, despite government claims that the base should stimulate the Falklands' economy, not a single airline has yet applied for permission to fly to the islands. Given the low income of the islanders and the lack of tourist attractions, that should not come as a surprise, he says.

The report says the base would be vulnerable to the runway-busting bombs the Argentine air force now possesses. Massive and expensive air defences would be needed to protect it.

DAILY MAIL / WORLD WIDE

Falklands

Howe note

ignored

as runway

is opened

snub

By John Dickie and Harvey Elliott

ARGENTINA'S President Alfonsín has snubbed a new peace-feeler from Britain.

Proposals by Foreign Secretary Sir Geoffrey Howe to put the bitterness of the Falklands war behind them have been totally ignored, it was disclosed in Whitehall yesterday.

There was not even a reply rejecting the contents of Sir Geoffrey's letter, sent in January. But Downing Street is braced for a blast from Buenos Aires this weekend to coincide with the opening by Prince Andrew of the big new 8,500ft. runway at Mount Pleasant in the Falklands.

Contract

The Argentinians, with their eyes on an election, want to depict the British aggressively strengthening Fortress Falklands with a runway for a strike force against Argentina.

In Whitehall the emphasis is on the civilian benefits of the runway to improve the freighting of exports such as woollen goods and to attract tourists.

The runway will enable wide-bodied jets to ferry troops and freight in place of the Hercules which have to be refuelled in mid air, cutting transport costs from £60 million to £35 million. But a row is still raging in Whitehall over who will provide the service.

Transport Secretary Nicholas Ridley promised British Airways a contract to fly in troops once the £260 million airport was open. British Airways put in an £18 million tender for a 12-month contract.

The RAF said it could do the job cheaper, and British Airways has been told it will be needed for only six months, with the RAF making the other flights.

The Ministry of Defence is wrangling over the £10 million British Airways is now asking. Unless there is speedy agreement, British Airways is likely to pull out.

BBC play about Falklands war

BBC Television is to screen a three-hour dramatized account of the Falklands conflict next year at the request of its director-general, Mr Alasdair Milne.

The play, by Ian Curtis, will focus on the political dimensions of the conflict in Downing Street, the White House and the junta headquarters in Buenos Aires, but will not move to the battlefield or tackle such questions as the sinking of the General Belgrano.

Argentina's rate of inflation hits record

From Jeremy Morgan
in Buenos Aires

Argentina's apparently unstoppable inflation rate is marching ever upwards as President Raul Alfonsín's elected government negotiates with the International Monetary Fund over revamping the frozen \$1,425 billion standby loan accord.

The latest figures show that shop prices rose 29.5 per cent in April alone, taking the increase on a year before to 849.4 per cent. The increase marked the worst annual rate on record. President Alfonsín took over from the military regime 17 months ago, and for those who fear the economic crisis will defeat his efforts to produce stable democracy, it was the highest monthly price rise since April, 1976, just after the armed forces toppled Isabel Perón's inflation-racked elected government.

President Alfonsín does little to hide his belief that painful austerities are inevitable, but he not only faces opposition from Peronist labour leaders, their colleagues in Congress and other smaller political parties, but also rapidly rising discontent in the ranks of his own Radical Party.

As government officials hint that talks with the IMF are nearly over, four prominent Radical senators had tabled a bill calling on the government to insist on a more "flexible" attitude from creditors in future. The bill is vaguely worded, but congressional ob-



Raul Alfonsín

servers see it as a barely disguised demand that the government should adopt a much tougher position.

It is believed that many influential Radicals, including the senators, want President Alfonsín to tell the banks who are holding up their \$4.2 billion credit package until the IMF deal is settled, that there will be a set limit on debt repayments, linked to export income, until Argentina overcomes its worst ever economic crisis.

BBC three-hour 'faction' to view Falklands war from all sides

By Dennis Barker

THE BBC has commissioned a three-hour part fact, part fiction play about the Falklands war at the request of the director-general, Mr Alisdair Milne. It will be told from the points of view of General Galtieri, Mrs Thatcher, and President Reagan.

The production The Falklands Play, is being completed by Ian Curteis, author of Suez and Churchill and the Generals, who said yes-

terday that he had no plans to submit it for official scrutiny.

The play was commissioned after Mr Milne had praised Mr Curteis's similar production about Suez at a luncheon. Mr Curteis wrote to thank Mr Milne, and said he supposed that in 20 years it would be appropriate to write a play about the Falklands.

Mr Curteis said: "I was astonished when he said that if I thought I could do it in

a tactful way, it could be done now. Every character is still alive, and I was frightened I would end up in the Tower of London."

But Mr Curteis decided that the "faction"—a name I loathe—"would be valid if it showed the mounting conflict from the point of view not only of Downing Street and Chequers, but also from the White House Oval Room and General Galtieri's Cabinet office and home.

"Everyone is seeing the

problem from their own point of view, and we see these coming into conflict with one another," said Mr Curteis.

"I have done a certain amount of consulting with people involved, but there is a tremendous amount in print. I have gone to one or two people who were concerned on the political side and asked them to explain, and the result will be shown in human terms."

Mr Curteis said that the

play, expected to appear on BBC-1 in a year, would not deal with secrets, such as why the General Belgrano was sunk. "It is a play, not a documentary," he said. "Tam Dalyell has been in and out of various drafts of the scripts. The critics of British government policy are definitely represented."

A 10 Downing Street spokesman said: "No one here knows anything about it. I think we would need to see what the proposal is before we comment."

Our lost horizons...

I WAS greatly saddened about the scrapping of the educational cruise liner SS Uganda, which has a special place in my heart after being fortunate enough to experience six wonderful cruises on this grand ship.

The value gained from learning to live as part of a large floating community, travelling to explore new lands and to see different civilisations is an opportunity beyond compare.

The fjords of Norway, the USSR, Mediterranean islands and the Azores were just a few of the places I visited, and it is most regrettable that no other children will be able to have a similar experience as part of their school years.

GILLIAN E. RICHARDSON,
Wooler Road,
Hartlepool, Cleveland.

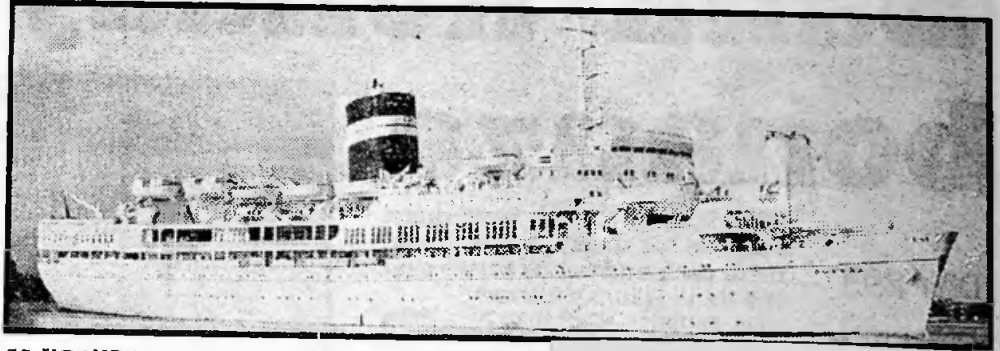
... I sailed on the SS Uganda in 1975 as a 15 year old schoolgirl. Those two weeks were a schoolgirl's dream and have touched and coloured my life since.

So it was with much sadness that I learned the Uganda was to be scrapped. I don't think there will ever be such a wonderful educational experience again. She will be greatly missed.

JANICE BARTRAM,
Cambridge Road,
Newport, Essex.

... I had the good fortune to sail on one of the Uganda's last Mediterranean voyages, when both young and old listened spellbound to the lectures of Michael Reeves, headmaster of the 'boarding school at sea.'

Along with the sadness associated with the demise of this great ship however, I



SS UGANDA : made learning a worldly experience

must confess to a feeling of sadness at the near-demise of our once great and balanced educational system.

Mr Reeves says the children probably thought Spaghetti Junction was one of the seven wonders of the world until they came face to face with the Egyptian pyramids.

But in 1942, when I gazed on the pyramids (at the country's expense) I had no need of a guide. Dedicated history and classics masters had awakened at grammar school a curiosity and fascination for the ancient world.

My wonder was because of what I had learned at school, not because of an on-the-spot shore lecture.

FRANK STEPHENSON,
Gorse Road,
Blackpool.

Mail on Sunday
5.5.85

Scott's last moments

LETTERS and diaries describing the last moments of Captain Scott's party on the fatal 1912 expedition have been bought by the Scott Polar Research Institute for £75,000.

They belonged to Lieutenant Henry Bowers, who died with Scott, and were left by his sister to a private collector. He sold them fearing burglary at his tiny Glasgow tenement flat.

The letters include those written by the young officer and Scott to Bowers' mother as they lay dying on the Antarctic ice.

The Standard
7.5.85

War vintage

I WONDER how much longer backbench MPs particularly those who enjoy their lunch, are going to put up with the embargo on Argentinian goods. A 1975 Andean wine has just been given a top 3-Star rating by What Wine? magazine after a tasting of Cabernet Sauvignons from the Southern hemisphere.

Ironically, virtually nobody is going to enjoy it in this country while the Cold War lasts. There are just 700 bottles left in Britain, importation having been illegal since the Falklands flare-up. One thousand cases landed here the week before the Argentinian troops made their own landing at Port Stanley.

Ministers to be at opening of Falklands airport

By Alan Hamilton

In the slightly vain hope of emphasizing the civilian over the military aspects of one of the most unusual construction projects ever undertaken by British firms, a contingent of government ministers is preparing to fly to the Falkland Islands to inaugurate Mount Pleasant, the territory's new and hugely expensive airport.

Led by Mr Michael Heseltine, Secretary of State for Defence, the party will also include Mr Ian Gow, Minister for Housing and Construction, and Mr Timothy Renton, Under Secretary of State at the Foreign Office. They will travel out in just over a week's time to attend the opening ceremony performed by Prince Andrew, who is at present on a posting in the South Atlantic as a naval helicopter crewman.

The British Government is anxious to minimize any risk of offering Argentina any hostage to fortune during the ceremonies; a residual fear remains that Buenos Aires might seize the opportunity to stage some kind of defiant gesture as a reminder



that its claim to sovereignty is by no means dead.

Speeches at the opening ceremony will underline the long-term civilian benefits that Mount Pleasant airport is intended to bring: easier transport for Falklanders to visit friends and relatives abroad; the facility for deep-sea fishing vessels in the South Atlantic to change crews; and even the encouragement of a modest tourist industry.

But there will be no civil flights into Mount Pleasant for at least another year; for the time being the sole users will continue to be the RAF and Figs, the local inter-island

airline. By the time the project is finally completed in February 1987 the entire Falklands garrison will have been moved into accommodation on the airport site.

Last Tuesday the first RAF TriStar landed on the newly-completed runway, thereby earning the consortium that built it, Laing-Mowlem-Amey Roadstone, a bonus of £500,000 from the Property Services Agency, for having the airport serviceable by the end of April. A further £500,000 has been promised if all the ancillary works are finished on time.

Latest estimates for the final cost of the project are £276 million. That figure was criticized by the Commons public accounts committee earlier this week, when the committee questioned why the Property Services Agency had invited only three tenders for the job, instead of its usual 10. The PSA is to point out within the next few days that the job was completed on time, under conditions of exceptional difficulty.

In spite of the criticisms, the construction is undeniably an exceptional achievement by the

contractors, who only 16 months ago moved in to a remote, boggy site containing one shepherd's house, no roads, and the only telephone for many miles. Since then more than 500,000 tons of supplies and heavy earthmoving equipment have been unloaded from a makeshift port four miles away, work has proceeded without interruption through the bitter Falklands winter, and a 30-mile road has been built to link the airport with Port Stanley.

More than 2,200 construction and support workers, including 180 women, are at present on the site, working a minimum of 60 hours a week for nearly double what they would earn on a building site in Britain.

All the men, and almost all the materials, have been supplied from Britain, and the project is estimated to have given at least 10,000 workers jobs in this country. The main runway and some essential building are complete, but the terminal building and accommodation units for the garrison are still to be built.

The new runway is 6,800 feet long.

Soldier Magazine 6th May 1985

A scheme to sell rights of access to 50 acres of the Falklands has been launched with the presentation of Certificate No 1 to the Prime Minister.

Now the colourful document adorns the walls of No 10 WQ2. Jim Hartey, the brains behind the idea, is all set for a big sell on a world-wide scale.

"Unfortunately the Prime Minister was not there to receive

the certificate," said Jim. "She was away on her tour of Asia."

"The certificate, which grants the PM the right to visit the site at Ridge Camp, East Falkland, and plant a tree or fly a flag in

commemoration of the Falklands war, was suitably inscribed.

"Although Mrs Thatcher's access certificate is stamped No 1, we have in fact sold more than 100

But Jim and his fellow directors have not sold certificate No 100. They're saving this for Prince Andrew on his return from the South Atlantic.

"We're unsure of his return

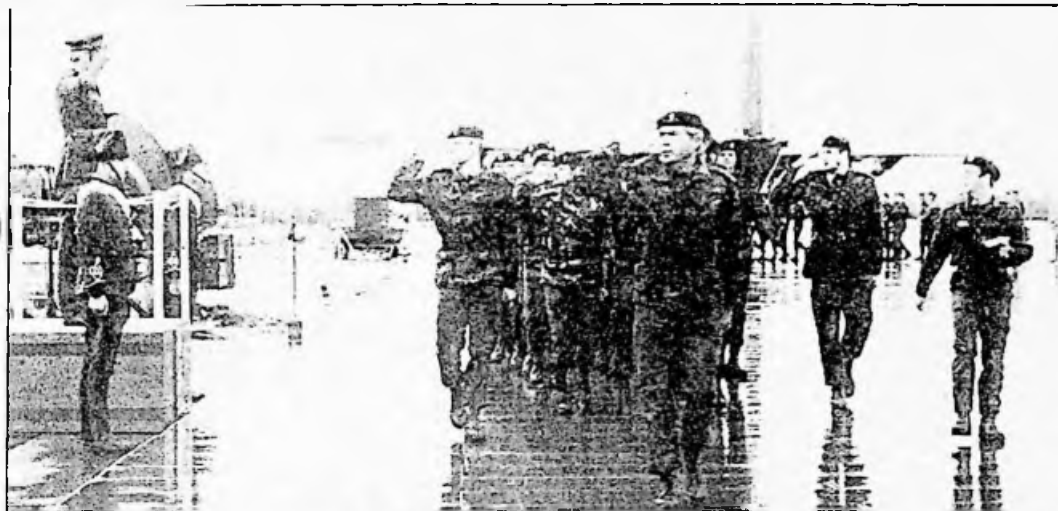
date, but as soon as we know details we'll be making arrangements for a presentation. Whatever happens we'll be saving that particular certificate for him."

An SOMS (ACC) with the 15/19th King's Royal Hussars at Bovington, Jim managed to clinch the deal of buying 50 acres just before a new Falklands law restricting the buying and selling of land came into effect.

Falklands right of way ticket for Mrs Thatcher

Sappers mark the end of a fantastic feat

Lieutenant Colonel Francis Daniell
leads the march past into history



Soldier Magazine
6.5.85

37 Engineer Regiment leaves Falklands

The Falkland Islands weather failed no one when 37 (Falkland Islands) Engineer Regiment held a parade and march past at RAF Stanley to say farewell after almost three years service in the South Atlantic.

As the Regimental Colonel of the Corps of Royal Engineers, Colonel W T Dennison inspected the parade and later took the salute, heavy rain was continuous, reminding the engineers of the conditions in which they have carried out many of their vital tasks.

The regiment was formed in August 1982 after the Falklands conflict, with a Regimental Headquarters, and a workshop and design cell, formed by 'trickle-posted' soldiers on four to six month tours and with squadrons detached from UK and BAOR regiments.

At its peak during the Falkland summers of 1982/3 and 1983/4 the regiment had a strength of 1,200 men.

An early task for the regiment immediately after the conflict was the repair and extension of the runway at Stanley Airport to 8,100 feet, enabling it to be used by fighter and logistic air traffic.

Also taxiways, shelters and administrative buildings were provided together with the necessary services of lighting and fuel.

Between 1983 and 1984 the major radar installations were constructed and sites made, often in remote areas to provide facilities for Rapier teams.

One of the highest priority tasks undertaken by the regiment was in providing safe access to many areas.

When the further lifting of mines was forbidden the minefields were fenced and marked and constant

checks on their security have to be made.

Many military camps and accommodation facilities have been established in Stanley, Goose Green, Fox Bay and San Carlos.

All these locations have had the essential services of fuel, light, water and sewage installed.

Many tons of stone were required, not only for the foundations for all the accommodation units, but also for the construction of access roads throughout the 'Canache' and Stanley areas.

Maryhill Quarry was operated by the regiment, providing at its peak over 900 tons of aggregate a day and haulage distances were reduced by the construction of 'Boxer Bridge'.

The disbandment of the regiment sees the birth of the Falkland Islands Field Squadron to maintain the engineering expertise.

The ability to reinforce the theatre with further sapper support should it be required will remain.



The new Squadron flag is raised —
in the rain

War without end



The peace-talks stalemate is smudging Britain's Falklands victory

The Falklands war began in earnest three years ago this week, on May 2, 1982, when an elderly Argentine cruiser, the *Belgrano*, was torpedoed by a British submarine. Britain went on to win a fight in which it had to support 28,000 men half a world away against a well-armed regional power. It staked its shirt in defence of the principle that territorial disputes should be resolved by talk, not conquest, and won much international respect by doing so.

Britain now seems to be waging a peacetime campaign in defence of a more dubious proposition: that, because Argentina started the war, the existence of any Argentine claim to the Falklands cannot even be acknowledged. Since the collapse of the only face-to-face negotiation between Argentine and British diplomats, in Bern last summer, Britain's insistence that sovereignty be kept off the agenda has prevented any fresh get-together. This is curious, given that, before the war, Britain seemed ready to transfer sovereignty to Argentina under a leaseback arrangement—and that, while the war was on, it was still ready to talk about sovereignty in the framework of the Peruvian peace plan which sank about the time the *Belgrano* went down. The spilling of blood does not change the rights and wrongs that start a war. If it did, there might be no peace today between Israel and Egypt, and no reconciliation between France and Germany after the savagery that ended 40 years ago next week.

It now needs to be said about the Falklands, above all to Mrs Thatcher, that victory in war does not expunge the case for a satisfactory peace settlement. It is not as if the British people seemed unforgiving: the opinion polls suggest that a comfortable majority would welcome a start to talks about sovereignty. It is not as if the British foreign office were usually so stiff-necked: Britain last year signed away sovereignty over that part of Hongkong which was not leased from China, and this year started talks with Spain over Gibraltar—after 16 years of Spanish economic war against the Rock.

na's while in fact leaving Britain to run them for a long time to come, looked appealing before the war. It no longer does so, because the transfer of even formal sovereignty to Argentina would probably be unacceptable both to the Falklanders and to Britain so soon after the fighting ended. Another suggestion—that of UN trusteeship over the territory—would confer authority on a third party both sides distrust.

A two-flag formula seems the most promising of the various solutions that have been talked about informally between parliamentarians and diplomats from both sides. This might satisfy Argentine national pride, while for the first time conferring Argentine recognition upon an equal British right to the territories. That right, and

True, it would not have been practical to sever the British bit of Hongkong from the part of the colony that had to revert to China by 1997. It is also true that the agreement to talk about Gibraltar reiterates Britain's promise to uphold the wishes of the people of the Rock. That can be duplicated in the Falklands. It is reasonable for the British, in exchange for allowing the question of sovereignty on to the agenda (perhaps under the guise of some blurring phrase such as "the future of the islands"), to require the Argentines to make some acknowledgments of the rights of the islanders. There is another possible trade-off, which would allow diplomatic and trading links between the two countries to be restored. This is for Argentina to declare, formally, that the Falklands war is over, and for Britain in return to end its 150-mile protection zone around the islands.

The losers from delay

It is in the interest of the 1,800 islanders for talks to get under way. No British government that succeeds Mrs Thatcher's, of whatever political hue, is liable to feel quite as strongly as she does about her war-forged commitment to the Falklanders. Any government looking for cuts in defence spending—and any defence minister trying to answer his generals' grumbles about pay and over-stretched resources—will eye hungrily the £300m a year it will cost to defend the Falklands from now on, on top of the nearly £1m already spent per inhabitant. No future Argentine government is likely to be as reasonable as President Alfonsín's: both his civilian political foes, the Peronists, and his military ones, who seem to be in the plotting mood again (see page 45), are more inclined than he to shout that the Malvinas-are-Argentina's. The chilling memory of Argentine occupation should not prevent the Falklanders seizing the best chance they may ever have of a deal that could preserve their way of life.

Is there any prospect of such a deal? The leaseback idea, which would make the islands nominally Argenti-

British administration of the Falklands, could continue for as long as the islanders wanted it.

Such a deal would almost certainly require the dismantling of the British garrison on the islands. Britain could not accept that, though it would be happy to save the money, without a guarantee from somebody it trusted that Argentina would not be allowed to snap up the islands once British troops were out. That means a guarantee from the only country with fast-moving military power in the region—the United States. President Reagan would be doing a favour to all concerned if he offered to help soothe the sore on the ankle of the Americas by urging the antagonists of 1982 to start talking about peace in 1985.

An inflated coup?

FROM OUR ARGENTINA CORRESPONDENT

When is a coup not a coup? Argentina's President Raul Alfonsin, his voice crackling with emotion, said on television on April 21st that "civilian traitors" were tempting the armed forces to make an attempt to seize power. But who were they? The government leaked the names of Mr Arturo Frondizi, a former president, and Mr Italo Luder, the Peronist candidate whom Mr Alfonsin beat in the presidential election in 1983.

Mr Frondizi, himself overthrown in a coup in 1962, was attending a conference in the Dominican Republic when he was told of the accusation. He denied it. Mr Luder heard the news as he emerged from testifying in the trial of the junta

that toppled his government in March, 1976. He denied the story too.

Cynics decided that Mr Alfonsin needed the threat of a coup to take people's minds off his tough anti-inflation programme in which wages will be held down and taxes raised. The ruse, if it was a ruse, seems to have worked. Since 1930, only one elected president has got to the end of his six-year term—and the lucky man, Juan Peron, was a general. Argentines need little to convince them that the tanks are about to roll on to the streets again. More than 250,000 people responded to a call from Mr Alfonsin to take part in a demonstration on April 26th "in defence of democracy".

Argentina and Chile ratify Beagle pact

By LESLIE CHILDE
in Rome

THE Pope looked on yesterday as Argentina and Chile ratified their pact over the future of the strategic Beagle Channel, ending a decades-long dispute which once brought both South American countries to the brink of war.

Vatican mediation succeeded in ending the controversy with a peace treaty initialled last November.

Speaking of the negotiations, which dragged on for six years, the Pope said: "It is the beginning of a new era which opens rich in promises for both nations."

The ceremony took place on the second floor of the Vatican's Apostolic Palace.

The controversy over the Beagle Channel and its islands began last century, and reached a flashpoint in 1978, when both countries mobilised their armies for what threatened to be a military confrontation.

PROVING FLIGHT FOR FALKLANDS RUNWAY

By Our Port Stanley
Correspondent

An R A F Tristar has proved the Falkland Islands' new £250 million runway at Mount Pleasant, East Falklands. It left R A F Brize Norton at 9 p.m. on Tuesday and landed in the Falkland 11.05 a.m. local time on Wednesday.

It established a record-breaking flight time of seven hours, 55 minutes, from Ascension Island. The R A F Hercules airbridge, which since the 1982 conflict has continually ferried British troops to and from the Falklands, took 15 hours for the same journey.

The Commander of British forces, Falkland Islands, Maj. Gen. Peter de la Billiere, described the proving flight as a "most historic event." Successful completion of the first stage of the airport complex was a "great credit to British industry."

Argentina and Chile end dispute

Rome (Reuters) - The Chilean and Argentine foreign ministers exchanged instruments of ratification yesterday, putting into effect a Vatican-mediated treaty ending a century-old border dispute.

The Pope told Señor Dante Caputo, the Argentine Foreign Minister, and Señor Jaime del Valle, the Chilean Foreign Minister, that the Beagle Channel treaty began a new and promising era for their countries. The ministers and the Pope signed a Note recording the exchange in the Vatican.

In his address opening the ceremony, Cardinal Agostino Casaroli, the Vatican Secretary of State, said the Pope's signature added his moral authority to improved Argentine-Chilean relations.

The Vatican began its mediation after the countries almost went to war over the territorial dispute in 1978. The treaty was completed last year and ratified by both governments earlier this year. It grants Chile three small islands in the Beagle Channel, at the southern tip of South America, while large areas of sea claimed by Chile go to Argentina.

The Times

Property Services Agency criticised on Falklands airfield contract

BY JOAN GRAY, CONSTRUCTION CORRESPONDENT

THE Government's Property Services Agency's method of awarding the contract to build the Falklands airport—at a latest estimated cost of £260m—is firmly criticised in a Committee of Public Accounts report, published yesterday.

The committee specifically criticises the way only three tenders were obtained for the airfield, against the 10 called for in the PSA's standing instructions.

The report also criticises delays in the "decision-making and contract placing processes" for the associated army harbour and accom-

modation facilities — latest estimated cost £116m — and queries the PSA's method of paying bonuses to the contractors.

The circumstances in which such a limited number of tenders for the airfield was obtained arose because the PSA initially consulted only seven leading contractors, considering it "clearly impracticable" to consult the 10 required in its standing instructions for the "quite exceptional" Falklands works.

The PSA had hoped that all seven of these contractors would tender. However, after

preliminary talks six of the contractors formed three consortiums to "pool the financial, management and professional resources needed for the job and to reduce the risk for any single firm."

The PSA told the committee that this "decision to form three consortiums left it with the choice of going out to tender on that unusually narrow basis or extending the timetable in a way unacceptable to the Defence Ministry."

In May 1983 the PSA invited the three consortiums to tender, and the lowest bid, from Laing-Mowlem-Amey

Roadstone, was accepted.

However, the PSA's argument that it "believed that on this particular project with so many unknowns and of such a size, accepting tenders from just three consortiums was justified" was not accepted by the committee.

"It seems to us that PSA's experience should have told them from the start that the difficulty and risks of the Falklands airport task would make tendering by consortiums the only practicable course," it said.

"Nor can we accept that

the PSA is justified in pointing to the wide spread of the tenders as indicating good value for money.

"We trust that the PSA will avoid in any future high-value contract so restricted a field of competition," it concludes. The PSA did indeed do so for the Army works, which are being carried out by a Wimpey-Taylor Woodrow grouping after six consortiums were invited to tender.

The committee also questions the "novel bonus arrangements" being paid to contractors building the airfield. The companies have

been offered a bonus of up to £1m linked to the planned completion date of February 1 1986. However, the report asks why "in view of the £0.5m a week saving expected to accrue from air movement (movement) of troops, they had not offered a specific bonus for completion of the main runway by the planned date of April 15 1985 or earlier."

A lengthy report from the Committee of Public Accounts, Session 1984-85, Property Services Agency: Defence Works in the Falkland Islands.

Watchdogs slam PSA over airport

A GROUP of "watchdog" MPs has slammed the Property Services Agency over the way in which it let the Falklands Airport contract.

The all-party public accounts committee, which has been probing the £398 million programme of works for the Ministry of Defence in the islands also expressed doubts over the agency's decision to substitute a bonus for their usual liquidated damages clause. In future, it said, the bonuses should be linked to specific achievements or measurable performance.

The MPs, led by Mr Robert Sheldon, pointed out that in the early discussions in the autumn of 1982, seven leading contractors were in the running for the Mount Pleasant airfield contract.

Latest estimates are that the cost will rise to £250 million plus another £10 million for communication and navigational equipment against the original estimate £215 million.

Six of the firms decided to form three consortia to reduce their risks and the contract went to the lowest bidder Laing-Mowlem-Amey Roadstone, but a later contract for army facilities went to Wimpey-Taylor Woodrow, who underbid LMA despite the fact that they were already at work in the islands.

Commented the MPs: "overall we conclude that the way in which the airfield contract was let was not wholly satisfactory".

PSA's experience should have told them from the start that the difficulties and risks of the contract would make tendering by consortia the only practicable course.

Nor did the MPs accept that the agency was justified in pointing to "the wide spread of the free tenders" as indicating good value for money. Further tenders might have included a still lower bid, the MPs contended.

They went on to say: 'We trust that PSA will avoid so restricted a field of competition for any future contracts of unusually high value as indeed they did for the army works.'

The PSA told the watchdogs they decided to omit the usual liquidated damages clause because the projects contained 'so many uncertainties.' For the airfield, the bonus is of up to £1 million linked to the planned completion date of February 1 next year — a figure chosen by the agency as being sufficient to produce the required performance from the contractor.

MPs criticise Falklands airport contracts

By James Naughtie,
Political Correspondent

The Property Services Agency (PSA) was criticised by the Commons public accounts committee yesterday for methods used to allocate contracts for the new Falklands airport.

The committee accepted assurances that the final cost will be below the "worst case" figure suggested by the Comptroller and Auditor-General—believed to be more than £300 million. But it said in a report that in any future high-value contracts the PSA should avoid making a choice from such a restricted field of competitors as was considered for the Falklands contract.

The new cost is estimated at £260 million, including £10 million for communications and navigation equipment. This compares with an original estimate of under £200 million when the development was announced to the Commons in June 1983.

The comptroller told the committee in private session that his estimate of the worst possible escalation in cost

would add as much as £100 million to present estimates.

The committee's report says: "In the light of PSA's assurance that they had established firm control over the airfield and army facilities contracts, we trust that they will be able to ensure that the ultimate costs fall well below their 'worst case' estimates."

There is criticism of the delay between the decision to build extra facilities for the army and the placing of contracts.

They also warn that the PSA should weigh carefully the various factors involved in deciding whether to pay a possible bonus of up to £1 million linked to the planned completion date of next February. The PSA told the committee that half the bonus might be paid on completion of the main runway because of savings which would quickly accrue to the cost of the Falklands garrison.

● An RAF Tristar landed at the airport at 11.05 am local time on Wednesday after a record breaking flight of 7 hours 55 minutes from Ascension Island.

Beagle peace

THE Chilean and Argentinian foreign ministers arrived in Rome yesterday to sign a Vatican-negotiated treaty ending the bitter dispute dating back to the 18th century over the Beagle channel off the tip of South America. The two countries came to the brink of war over the strategic waterway, potentially rich in oil.—AP.

Daily Telegraph

Airport deal criticised

MPs have criticised the way the contract for the £276 million airport at Mount Pleasant on the Falklands was awarded in a report published yesterday by the powerful All-Party Commons Committee of Public Accounts.

It says the field of competition was restricted to three tenders, and claims that a lower bid could have been obtained with more tenders.

"The Property Services Agency had entered into preliminary discussions with seven leading contractors in the autumn of 1982. After these discussions, six of the firms formed three consortia so as to pool the financial, management and professional resources needed for the job and reduce the risk of any single firm," says the report.

The following May the agency invited the three to submit tenders and the lowest, from Laing - Mowlem - Amey Roadstone, was successful.

"The agency's standing instructions call for 10 tenders to be sought for works contracts. This was clearly impracticable for these quite exceptional projects."

Questioned why no more than three tenders had been obtained, the agency said it believed that in this particular project, with so many unknowns and of such a size, accepting tenders from just three consortia was justified.

Daily Mail
2.5.85

Falkland airfield deal criticised

THE way the contract for the £276million Falkland Island airfield was awarded was criticised yesterday by the powerful Commons public accounts committee.

MPs say that the Property Services Agency which conducted the tendering should have allowed wider competition to achieve a lower cost.

Just a trim

MICHAEL HESELTINE whose own locks are more ruly these days, is good at giving Britain's defence budget its once-yearly light trim.

Last time he streamlined the top brass.

This time he is turning his attention to privatising every ancillary service from drivers to denture makers.

Sensible and businesslike.

But the big spending battle he yet again evades. We are, with our nuclear and conventional commitments and our responsibilities in Europe, Northern Ireland, the High Seas and the Falklands over-stretched.

Before this decade is out something will have to give.

It may suit Mr Heseltine to pretend otherwise. Besides, he may hope to move on and up in the Cabinet before the defence spending crunch comes.

Some would call that politically astute.

Others will see it as passing the buck.

AIRPORT COST RISES BY £61m

By Our Political Staff

The cost of the airport works at Mount Pleasant in the Falkland Islands is now estimated at £276 million, an increase of £61 million, Sir George Young, junior environment spokesman, told MPs yesterday.

He said the increase arose mainly from the provision of additional joint service facilities in the interests of overall economy and from price changes due to inflation.

Argentina \$50m off arrears

ARGENTINA is to make a \$50 million interest payment to its bank creditors in a move aimed at preventing the American banking authorities from declaring Argentine loans as "substandard" in the books of American banks.

Argentina owes \$900 million in interest arrears going back to last November.

The Times 1/5/85

Stanley's day

Although the MoD is refusing to disclose the date, claiming "it has not yet been decided," the new Falklands airport will be opened by Prince Andrew on Sunday, May 12. Joining the prince at the opening will be Tim Renton for the Foreign Office, Ian Gow for the Environment Department and, as an uncharitable wag put it, "Michael Heseltine for the publicity." The opening of the £300m airport will certainly be a grand - and expensive - affair. The three ministers will be among a big party of politicians dignitaries, press and TV crews flown in by two RAF TriStars, recently bought from British Airways.

\$50 million gesture could avert new banking scare

Argentina sweetens its creditors

By Peter Rodgers in London and Bernardo Kucinski in Sao Paulo

In a gesture which it is hoped will help stave off a new international banking scare, Argentina yesterday made its first interest payment to creditor banks since last November.

The move emerged only days before the May 4 deadline at which Argentina becomes more than six months in arrears on interest payment, which could force big new bad debt provisions in the accounts of American banks, including the Midland subsidiary Crocker National.

The payment was only \$50 million, compared with arrears which have built up to \$900 million but it raised hopes

among British banks that Argentina would make a genuine effort to come to a deal with the International Monetary Fund by July. Argentina's failure to meet IMF economic targets led to a fund decision in March to suspend new lending until at least July, which in turn blocked a \$4 billion commercial bank rescue package.

More important from some banks' point of view, the expression of willingness to pay might persuade US bank regulators to delay a possible downgrading of Argentina's credit rating to sub-standard. This could result once the arrears pass six months. A sub-standard classification would force American banks to set aside far more from their profits against potential Argentine

loan losses at a time when there are already serious concerns about US banks' domestic problems.

The \$50 million only delays the six months deadline by 10 days, and bankers foresee little hope of further payment, because Argentina is thought to have used most of the reserves it built up by late last year.

But one banker said: "It is psychologically important. It shows willing."

President Alfonsín has been in Washington for talks with the US government and IMF and is reported to have promised to do his utmost to get the country back on track with the IMF by July. But as he has been unable to raise a bridging loan to pay off further interest arrears, these will

probably begin to build up again.

The 11 Latin American debtor countries group are to call for a political solution of their \$350 billion joint debt at the rich countries' summit meeting this week in Bonn.

The move is the result of several meetings held by Latin American presidents in Brasilia, as they came first for the election, and later for the funeral of president-elect Tancredo Neves.

The main political point made by the group is that the way countries are being pushed into recessive policies to allow for the generation of enough trade surplus to service the debt in full, puts democracy at risk.

Financial Times 1/5/85

Argentina acts on debt payments

By Peter Montagnon, Euromarkets Correspondent

ARGENTINA is to pay \$50m (£42m) in interest on its public sector foreign debt this week in an effort to placate bank creditors worried about arrears approaching \$1bn.

Its announcement yesterday came as the arrears, which stretch back to November 4, were about to move over the six month mark, prompting expectations that U.S. government agencies responsible for supervising the banking system will again declare Argentine loans as officially "sub-standard."

Senior bankers said yesterday that though this week's payment is small in relation to the total arrears, it is encouraging gesture by Argentina which had been resisting the idea of making any payment at all.

Argentina has argued in the past that while its \$1.4bn loan from the International Monetary Fund remains blocked, it lacks the cash to meet interest payments on its \$48bn foreign debt. Sr Brodersohn said yesterday that talks with the IMF "continued to make progress."

Senior bankers added that they are becoming more optimistic about the chances of Argentina being able to arrange bridging finance to reduce the arrears substantially if it does reach an IMF agreement soon.