

POLAND ORDERS NEW SHIPS

Big factory trawlers

A HIGH seas fleet replacement programme by the Polish enterprise Dalmor of Gdynia is now underway with an order for two large factory trawlers. The trawlers will be 94 metres long and they will be built by the Gdansk shipyard.

According to the Polish shipbuilding organisation Centromor, they will be similar to the B408 series supplies to the Russian deepsea fleet. They will have the same length but width and depth will be less, at 15.6 metres and 9.7 metres. The new ships will be designated the B761 class.

Each will carry a crew of 83 people.

One of the features of their catching equipment is that they will be able to work on krill in the Antarctic, as well as fish and squid with bottom or mid-water trawls. A two-trawl system will be employed. They will also be able to take squid by jigging.

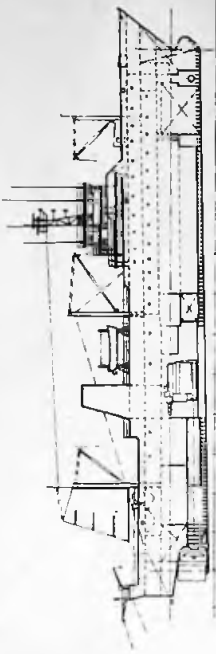
The factory will have a total capacity of 130 tons of raw material a day. This includes 60 tons of waste material for reduction to meal.

The cargo hold will have a capacity of 1500 cu. m for frozen products at minus 28 deg. C. There will also be 500 cu.m capacity for meal.

One new feature for Polish trawlers will be the slow running main engine which will turn a large controllable pitch propeller in a nozzle. The engine will be a Cegielski-B&W model 8L 35 MC developing nearly 5000 hp at 164 rpm.

The ship's electrical power plant will include a 1500 kVA shaft generator driven off the main engine, and two 630 kVA generators driven by Cegielski-Sulzer diesel engines.

Dalmor is one of the three large Polish state enterprises operating factory trawlers in distant waters.



Profile drawing of the two new factory trawlers being built for Poland's Dalmor enterprise.

JAPAN GOES FOR MORE ANTARCTIC KRILL

ALTHOUGH big supplies from last season's catch of local krill (*Euphausia similis*) and mysid shrimp weakened prices in Japanese markets, the industry there has increased its effort in the current summer Antarctic krill fishery.

After recovering from a bad year in 1982, when the catch fell from 46,834 to 21,867 metric tons, the fishery for mysid shrimp (*Neomysis japonica*) improved to 45,867 tons in 1983 and to 52,278 tons in 1984. Last year was also a good one, with a catch of 44,824 tons.

For the 1985/86 season in the Antarctic, the Japanese increased the trawler fleet from seven to nine vessels and pushed the production target up from 20,400 to 25,950 tons.

In the processing plan for the season, there is even more emphasis than before on quality. The target for raw frozen krill is about the same, at 15,600 tons. That for boiled krill goes up from 4200 to 7250 tons and for peeled frozen krill from 500 to 3100 tons.

The reason for the changes, comments FNI correspondent Kisaburu Taguchi, is that in previous years the prices for krill (about 200 yen a kilo) and mysid shrimp (100 yen a kilo) have been supported mainly by demand from fish farmers who use them in feed to give red colouring to sea breams, kuruma prawns and salmon.

However, there is now more interest in developing krill in human foods to take advantage of its high nutrition value. In addition to protein, krill provides many times more calcium and Vitamin A than beef and other animal meat.

This is encouraging greater use in school meals and hospital diets.

Meanwhile, work continues in the Japanese fish processing industry to develop further food analogues from surimi.

As reported in November, more than 42,000 tons of kamaboko products in the form of artificial crab sticks were exported last year. This is the big export success for Japanese kamaboko, but more and more of the still-growing demand may be met in the future by plants now being set up in the United

States (the main market), the Faroe Islands and the United Kingdom.

Ventures in Japan into shrimp taste and scallop taste kamaboko have been less successful. Now, the Taiyo fishing group has been working on a squid analogue, a development which

may surprise those who feel that big catches off the Falkland Islands and other areas have yielded abundant supplies of the natural product.

Norway is also venturing into the surimi-kamaboko market. The firm Fideco in Tromsø has been allowed a licence to export a minced

fish mixture based mainly on capelin and herring.

To this bland mixture can be added taste and colour substances to develop it into the form, appearance and taste of rissoles, crab or lobster delicacies.

Fideco plans to develop its product at a pilot plant

in Tromsø but the main producing company will be further north in Finnmark province.

According to reports from Norway, the firm is looking mainly to the American market "where a similar product from Japan has enjoyed great success".

Boats from Britain for St. Helena

THREE prototype fishing boats were due to run trials in Southampton Water early this month before being sent to the island of St. Helena in the South Atlantic.

The boats were designed by Edwin Gifford and were built in Southampton. They were paid for by the Overseas Development Administration as part of Britain's aid programme for St. Helena.

They are being shipped to the island on January 9 accompanied by ODA fish processing expert John Rogers. Once there, each boat's performance will be evaluated and compared.

St. Helena, with a population of 6000, badly needs an export industry and fisheries are seen as the obvious field for commercial expansion. The ODA has provided more than £500,000 for the two-year fishing project which John Rogers is running.



Christopher Nannes from the British Overseas Development Administration and two St. Helena islanders fish for rock lobsters.

The aim is to improve the processing of fish so that they can be exported. This year St. Helena hopes to ship about 100 tons of frozen fish to London's Billingsgate market. These will include tuna, whoo and grouper. It is also planned

to export frozen rock lobster tails to world markets.

In another aspect of the ODA project, Jan Hoogesteger and Peter Almond are evaluating the long-term potential of St. Helena's off-shore fishing industry.

Service boat for Falklands



FISHING around the Falkland Islands has brought an order to Swedish GRP boatbuilder Jula Boats of Mariestad.

Cool Carriers, a major refrigerated transport company, has ordered a Jula Aramis 30 BDF. This model is built as a fishing boat, but

in this case it will be used to transfer stores and crew between reefer vessels operating in Berkely Sound and Port William.

The nine-metre vessel is powered by a Volvo Penta TAMD-40 engine and is equipped with a towing hook. The order is worth 350,000 kroner (£31,000).

FALKLANDS PROJECT MOVES ON

A PILOT processing plant is to be set-up in the Falklands soon as the next stage in a project sponsored by the Falkland Islands Development Council to assess the commercial potential of the islands' inshore fisheries (see *Fishing News*, July 19, 1985).

The 2½-year project is being carried out by Fortoser Ltd., a company formed by former Grimsby fishing industry executive John Williams. The first year of the project has been completed.

The former Grimsby seiner *Coastal Pioneer* (ex-*Taarnborg*) was sailed to the Falklands last year to carry out research crewed by five men, including former top Grimsby distant water skipper Ray Harries and Mr. Williams, who holds a master mariner's certificate.

Abundant stocks of several species have been discovered in the virgin inshore waters around the islands, including skate, krill and various crustaceans, in particular a crab known as red crab (*Palomus granulosa*).

It is this latter species

which appears to have the most commercial market potential, as it has good quality meat and is abundant around the islands.

Project leader John Williams, recently in England to make a progress report to the Overseas Development Administration, told *Fishing News*: "The project is progressing well and I am optimistic that a viable commercial operation will eventually be developed."

"Crustaceans appear to have most potential at present — especially red crab —

and the next phase of the project will concentrate on assessing the processing and marketing potential of the species."

The Boston (Lincs.)-based shellfish processor Van Smirren is involved in the project and a staff member will be going out to the Falklands to commission the small processing plant.

The biggest problem with the red crab is its small size (about 10cm. across the shell) which will add to processing costs. Another slight-

ly bigger crab with similar meat to the red crab, *Lithodes*, has been discovered, but it does not appear to exist in such abundance as the red crab.

Seasonal availability is another factor which has yet to be fully assessed, said Mr. Williams, and the next six months' fishing activities will concentrate on crustacean fishing to consolidate and develop the work already done.

"The signs continue to be encouraging and I am hopeful that, if the early processing and marketing tests are successful, there will be an expansion of the project with more boats carrying out research," said Mr. Williams.

EEC clears island for grants

THE FALKLAND Islands would qualify for fisheries development grants from the European Community, the EEC Commission in Brussels has confirmed.

The Commission had previously given the misleading impression that "the evaluation, protection and management of Falkland fisheries were not yet a community matter," writes Howard

Smith in Brussels.

Finance would come from the European Development Fund, which has been used to help fisheries in French overseas departments.

However, "social and economic priorities" would determine the projects receiving EEC funding and it is, therefore, likely that West Africa might be considered more important.

New fisheries commissioner Antonio Cardoso e Cunha has indicated he wants more EEC involvement in that region and, with his Iberian background, might be expected to channel funds towards areas of long-term interest to the Spanish distant water fleet rather than to projects which might rekindle political tension over access to Falklands waters.

Jersey cash for Falklands

A new housing scheme for Port Stanley is to be called the Jersey estate and paid for with a gift of £4,750,000 raised by Jersey islanders.

The money is the residue of £5 million raised by the States of Jersey in 1982 "towards the expenses incurred in the recovery and rehabilitation of the Falkland Islands." Some of the cash will also be spent on improving domestic water supplies with a new water treatment plant.

The Bailiff of Jersey, Mr P.L. Crill, told the Island States that this was how the Falklands Islands Executive Council wanted the money spent and that he hoped to visit Port Stanley in the summer of 1987/88 to unveil a plaque at the new plant.

Research teams at work in Antarctica

SIR—In reply to Mr Michael Allison Laws ("A risky journey to the Pole," Jan. 24), may I say that many members of the recent expedition to the South Pole have already spent time in Antarctica, as part of dedicated professional research teams, some of them wintering over.

The captain of the Southern Quest also has extensive experience of Antarctic ice conditions.

If expedition ice-breakers were to turn away at the first sight of pancake ice, little would get done in Antarctica.

Government funded expeditions also have unlucky and unfortunate accidents, such as the West German m.v. Gotland II which sank in the same area in 1981. Other ships of various nationalities get stuck in pack ice from time to time, but have more fortunate escapes.

Medical, botanical and geographical scientific research was carried out by expedition members during the 10 months before their journey.

They all realised, as I do, that Government research councils have a standard policy of not assisting any private expeditions in Antarctica except for emergencies, because such expeditions would eventually come to expect help from research bases' valuable logistic facilities.

Mr R. Swan's expedition have said they will pay the £21,000 cost of the flight from McMurdo to Christchurch.

This expedition was equipped to carry out its objectives completely unaided.

S. D. WILLIAMS
Stockport, Cheshire.

Shackleton's route

SIR—of the recent successful 900-mile walk by three gallant men from McMurdo Sound to the South Pole, it has been said that they were retracing Scott's 1911-12 route. In fact it was Shackleton, not Scott, who pioneered this route in 1908.

Although Scott wisely followed where Shackleton had led, he unwisely chose the latter's disastrous use of ponies to haul sledges. This and his 11th hour change of plan, adding a fifth man to the polar party, must have contributed largely to the final tragedy.

H. G. DU P. GILLET
Harrow-on-the-Hill

GREENPEACE FOR ANTARCTICA

The international environmental group Greenpeace said yesterday it would try to land for a few hours on Antarctica despite ice conditions that forced it to abandon plans to set up a scientific base there.

Mr Peter Wilkinson, campaign co-ordinator aboard the vessel Greenpeace, said in a telephone interview with the Associated Press in Sydney the ship hoped to land its 35-member crew on the Ross Sea ice shelf on Saturday to coincide with Greenpeace rallies around the world calling for Antarctica to be declared a world park.—A P.

Argie
bargie

Argentina moves to revive talks on Falklands issue

BY JIMMY BURNS IN BUENOS AIRES

ARGENTINA'S AMBASSADOR to the US, Mr Lucio Garcia del Salar, has been recalled to Buenos Aires to help revive Argentine efforts aimed at bringing about a negotiated settlement to the issue of the Falkland Islands.

Buenos Aires has been resigned to an impasse with Britain ever since Mrs Thatcher's Government refused to heed last November's United Nations general assembly vote calling on both countries to resume negotiations on all aspects over the islands.

However the appointment of one of Argentina's most experienced and internationally respected senior diplomats as a "special adviser" to Mr Dante Caputo, the Argentine Foreign

Minister, is expected to bring about a new diplomatic offensive in the coming months.

Foreign Ministry officials confirmed yesterday that although Mr del Salar officially had a wide brief as a "roving ambassador," the "Malvinas" would be a "top priority."

● Mr Caputo arrived in Moscow yesterday on the first high-level visit since civilian rule was restored in Buenos Aires in 1983 after eight years of military government.

A Soviet trade delegation was in Buenos Aires earlier this month to discuss the renewal of a five-year grain pact. Argentina is understood to have sold the Soviet Union 4.6m tonnes of wheat and more than 2m tonnes of corn last year.

Argie bargie

My disclosure that members of the Argentine parliament are to visit the Commons next month has provoked an anguished phone call from Eric Ogden, the former Labour MP and chairman of the Falkland Islands Committee. He is outraged that the Inter Parliamentary Union, of which Mrs Thatcher is president, should have been roped in to dignify the visit. "I do not support quislings inviting our enemies into the House of Commons. Those responsible are either naive or malignant, willing to do anything to embarrass the Government even at the expense of British interests and British citizens." Labour foreign affairs spokesman George Foulkes, meanwhile, yesterday met two members of the Falklands legislature, John Cheek and Lewis Clifton, both concerned about Labour's intentions towards the islanders. He admits that the "64,000 dollar question" still remains: will Baroness Young, for the Foreign Office, meet the Argentine politicians?

The Falklands argument

SIR.—Oh, dear. All I said in my letter was that America showed a pro-British attitude during the Falklands war, and that our European friends usually line up against us in any Community argument.

For this I am not only lectured by Mr Derek Prag, MEP, but hectored as well. I appreciate that as a professional Marketeer he has an axe to grind, but in burying the blade in my head he has committed the error of drawing the wrong inferences.

R. T. STAPLES
Caterham, Surrey.

Sir, — Hasn't Hugo Young got it the wrong way round? He says that Mrs Thatcher is making a "piddling little affair" sound as important as the causes of the Falklands War. But the real point is that at the time of the Falklands affair she used the same techniques of evasion and equivocation to turn what could have been a "piddling little affair" into a grand drama, in which people died, but from which she gained politically.

It's no coincidence that it was Tam Dalywell who asked the question which led to the latest revelations: he has learnt a lot about Mrs Thatcher's twists and turns in his pursuit of the truth about the Belgrano. The nature of her present statements about comparative trivia must cast serious doubts on her similar assurances that the Belgrano was sunk for military and not political purposes.

Referring to Nixon's activities in Vietnam and Cambodia, Noam Chomsky once wrote that to prosecute Nixon for Watergate would be like prosecuting Al Capone for income tax evasion. The remark could aptly be applied to Mrs Thatcher and Westland. — Yours,

Albert Hunt.
Holmfield, Halifax.

News Round-up

FALKLANDS BASE SOARS TO £430m

By **PATRICK WATTS**
in Port Stanley

THE cost of the Falklands Mount Pleasant airport has risen to £430 million, an increase of £30 million since Whitehall approved an extra £130 million for the Army project, in addition to the original £215 million for the two runways and R A F installations.

But the project "is not out of control," said Robert Gomme, Director of Defence Services, Property Services Agency. "The increase is caused either through inflation or a revision of the facilities required," insisted Mr Gomme, who has special responsibilities for the airport and is visiting the Falklands.

The complex constructed by a consortium of Laird, Howlem and Amy Roadstone, is up to date, and the R A F should move from Stanley to Mount Pleasant "within the next few months" as the second runway of 5,000ft is "virtually complete" and the technical facilities are "nearly all finished."

Answering criticisms of the quality of accommodation for troops, Mr Gomme said: "It won't be the Mount Pleasant Hilton. We've not gone for full United Kingdom standards, but on the other hand, our forces will not be living in spartan conditions."

The Sunday Post
26th January 1986

Falklands Outgunned!

- ❶ SOME 58 countries are expected to take part in the Commonwealth Games in Edinburgh, writes Barry Douglas. The smallest deputation will belong to the Falkland Islands.
- ❷ MAKING the 18,000-mile round trip to represent the Falklands will be a team of just TWO. They'll participate in the full-bore rifle competition at Barry Buddon, near Carnoustie.
- ❸ AT present eight Falklanders are in the running for the two seats on the RAF jet which will transport the "team" and their equipment to Britain. The trials to decide who'll make the trip won't be held until a suitable site for a rifle range can be found on the islands!
- ❹ THE Falklands War in 1982 created problems for the islands' team when they travelled to Brisbane that year for the last Commonwealth Games.
- ❺ THEY DIDN'T HAVE A RIFLE TO THEIR NAME, BECAUSE THE INVADING ARGENTINIAN FORCES HAD STOLEN THEM! The Australian Rifle Association sportingly stepped in to present the gents with a couple of brand-new target rifles.

Mass walkouts paralyse Argentine industry

BY JIMMY BURNS IN BUENOS AIRES

BUSINESS activity in Argentina ground to a halt yesterday as the country's major trade union organisation, the General Confederation of Labour (CGT), staged a 24-hour general strike against the Government's IMF-backed economic policy.

Mass walkouts in factories surrounding the capital and the northern industrial city of Cordoba, and the paralysis of the transport system, ensured the effectiveness of the strike, the fourth to be called since President Raul Alfonsin's election in October 1983.

But, although labour leaders claimed that they had won a "referendum," the Government remained reluctant to accept the strike as a definitive test of its popularity.

In Buenos Aires and the surrounding area, where over half the country's 30m population lives, privately-owned buses, sectors of the metro, and taxis ran skeleton services.

The climate of confrontation surrounding the stoppage has underlined the difficulties the Government has in reconciling an effective incomes policy with the demands of Latin America's most politicised and united trade union movement.

The CGT yesterday warned it would follow up its latest action with a 36-hour general strike later in the year unless the Government relaxed its wages' freeze and embarked on a recovery programme capable of boosting jobs.

Argentina paralysed by strike

From Jeremy Morgan
in Buenos Aires

ARGENTINA was yesterday paralysed by a national strike called by rightwing Peronist labour leaders to demand changes in government austerity measures and less co-operation with overseas creditors.

The Confederacion General del Trabajo claimed that 95 per cent of Argentina's 8.5 million workforce backed the strike, but with public transport halted many people were prevented from getting to work.

The strike was the fourth national stoppage called by the CGT, whose leaders also dominate the Peronist mass movement, since President Alfonsin's Radical Party government took over from the military regime in late 1983.

The CGT claimed that the success of the strike proved that there was widespread public support for its demand that the Government abandon its austerity programme and end talks with Argentina's foreign creditors, led by the International Monetary Fund.

The Government is preparing for new negotiations on loans from banks and the IMF — whose current standby credit for Argentina expires at the end of March.

The strike closed most offices and factories across the country although many shops, bars, and restaurants opened in the capital.

There were several violent incidents, with police arresting several men who fired at buses which continued to run after the stoppage began. Demonstrators led by CGT leaders at Cordoba, Argentina's second city, attacked people who refused to join the strike.

For the first time in years, the press was hit by strike action and radio and television networks were almost without news. That only added to the sense that President Alfonsin was isolated, with many members of the middle class electing to use the strike to take a long weekend.

LEAVES IN THE DRIVE

A RISKY JOURNEY TO THE POLE

Alfonsin's
task force

For the first time since the Falklands conflict, a delegation of senior Argentine politicians is to visit the Commons next month. The four men, two Peronists and two Radicals, will be guests of the South Atlantic Council, set up to promote Anglo-Argentine reconciliation, and the Inter-Parliamentary Union. David Steel, David Owen, Denis Healey and, probably, Neil Kinnock will meet them. With Buenos Aires politicians now willing to talk about reconciliation, and with the trip being supported by senior Tory backbencher David Crouch, the Government alone is standing outside the rapprochement process. Now Baroness Young, for the Foreign Office, is to be pressed to meet the delegation. George Foulkes, the Labour foreign affairs spokesman, says: "With Fortress Falklands costing the country £500 million a year, the opposition parties and many Conservatives see the need to normalize relations. It seems as if only Mrs Thatcher is now holding out."

LETTERS TO THE EDITOR

A RISKY JOURNEY TO THE POLE

SIR—It is all very well mounting an exhibition, sorry expedition, to some purpose such as raising money for leukaemia research, but what on earth was the point of the recent Antarctic journey from McMurdo Sound to the South Pole by a bunch of amateurs?

The terrain has been overflowed by numerous aircraft and helicopters, depositing short-stay scientists on the ground. The American spokesman sounded cross and the British one had "mixed views," adding the comment: "Why walk when you can fly?"

Both spokesmen appear to have pointed out the unnecessary risks to their professional teams, under the cruel and uncertain conditions of Antarctica, if rescue operations had to be mounted. Even so, the Americans monitored the progress of the journey, dropping down now and again to see how they were getting on!

I cannot, by any stretch of the imagination, equate this journey with Scott's epic venture. Scott's team arrived at the Pole more than 70 years ago, using equipment to match the times.

As they expected, it was an awesome place; a bleak wilderness, with a small cairn and a Norwegian flag to indicate they had lost the race. Thus they retraced their steps in what must have been a spirit of dejection. It was courageous, some may say foolhardy, but it was certainly epic.

Compare that with this latest bunch. They knew that at the Pole there would be a welcome at the American Polar Base, hot baths, good food, and a warm bed. Then instead of attempting to re-trace Scott's return, calmly hitch-flew from the Pole direct to New Zealand.

To claim that there was a scientific purpose is an insult to the dedicated scientists, pilots and supporting staff of various countries, who man the Antarctic bases throughout the year. They know there is danger, and sadly there are tragedies in the line of duty from time to time. Base relief operations may be under hazardous conditions for either ships or helicopters, but the risks are calculated.

It is some 30 years since I was last in

the Antarctic, but believe me, I will always remember the development of pack ice. The first warning sign is the appearance of penny size ice discs, which quickly expand, both laterally and vertically, to "pancake."

These coalesce, which is the time to get a ship into open water before it is too late.

In other words, pack ice forms at what can be an alarming rate. Penguins may appear, and perhaps the occasional predatory Leopard Seal. Anthropomorphically speaking, are they wondering what a ship is doing in their domain?

What were the captain and crew of the Southern Quest doing while these developments were in progress? Being of charitable disposition, I would just say that it is beyond my comprehension.

Then, following the destruction of the ship, one saw several television interviews with the team leaders. The first comment heard was: "We were insured and everyone is safe." Does this imply that the cost, danger, and inconvenience to others, caused by their recklessness, was of no consequence?

Another comment was that the expedition had been worthwhile. To whom? The sponsors, members of the team perhaps, but certainly not to the insurers, science, or the professional Antarctic teams.

I have no axe to grind, other than a long-standing fascination for the Antarctic. My trips were to gain experience and for the sordid purpose of making money with a commercial whaling fleet. As a scientist, there was some quasi-research, but I realised that we were depleting whale stocks at an alarming rate and left for pastures new.

As a postscript, it is topical to note that Alan Bristow, of Bristow Helicopter fame, pioneered commercial flying in the Antarctic, spotting for whale catchers, using Westland Sikorskys! This seems to be overlooked with the advent of North Sea oil operations.

Sadly we lost a helicopter on the way down, drowning the pilot, a respected friend and colleague. If one were to write an epitaph, one could echo Captain Scott's comments about Captain Oates: "He was a gallant officer and a gentleman."

MICHAEL ALLISON LAWS
Whitley Bay, Tyne and Wear.

Malcolm Rutherford looks at the strengthening reputation of Nicholas Ridley

A minister who favours a step-by-step approach

IN A more settled political climate Mr Nicholas Ridley, the Transport Secretary, might have been rather more in the news this week. He did, after all, announce the agreement on the Channel tunnel, something which is likely to be around long after present turbulence has died down.

Mr Ridley is a relatively little-known figure in Mrs Thatcher's Cabinet: he was a rebel against Mr Edward Heath when the previous Tory Government turned interventionist about industry in 1972-1974; he is widely credited with having advised Mrs Thatcher on how to deal with unruly trades unions in the period of Tory opposition; but he was given only a junior job at the Foreign Office when the Tories returned in 1979. Recently he has gone from strength to strength.

The Foreign Office, he says now, was a sabbatical, but a useful one. It taught him to negotiate. He dealt with Belize and its problems with neighbouring Guatemala successfully. He dealt with the Falklands and Argentina unsuccessfully, but through no fault of his own. It was the House of Commons that turned down his lease-back idea which, if it had been accepted, would have prevented the Falklands hostilities.

He had a brief stint at the Treasury as Financial Secretary. On about his first day the chief permanent official told him that interest rates were going up by 2 percentage points. "So what?" he replied. Interest rates, he says, are always either going up or coming down, an attitude he claims still to hold even this week.

He went to Transport and into the Cabinet after the Cecil Parkinson scandal in October 1983. From there he has some title to say that he has resolved one problem after another. At least he has taken the heat out of them: airports, bypasses, de-regulation of airlines and now the Channel tunnel.

There is a philosophy behind it, which Mr Ridley says he learnt at the Foreign Office. It has two parts.

● One is based on the doctrine of ripe or unripe time. If the time is ripe, you must seize the opportunity. There is also, however, a matter of political and intellectual judgment. On the Falklands he was intellectually right but politically wrong in the sense that the settlement he was working for was unacceptable to Parliament.

● The other part of the philosophy is based on the deliberate creation of doubt. If you are in a complex negotia-

tion, Mr Ridley says, you must first persuade all the protagonists that it is likely to fail. It means suggesting confusion in your own mind as well.

You tell everyone that they have lost and then ask whether it might be possible to rescue something from the wreck. In that way you can establish the bottom line of all the parties involved. Then you can start negotiating again, this time seriously.

That was more or less what happened in the reallocation of routes between British Airways and British Caledonian. It happened again on airports policy, where Mr Ridley gave something to almost everyone: some expansion at Stansted, some at Heathrow and a sop to the northern regions.

It also means not settling everything at once. Airports policy will come again in the early 1990s if air travel continues to grow. At least it means you have settled something—a decision has been taken.

Mr Ridley has a rooted objection to public inquiries of the kind that has been going on over the proposed nuclear power station at Sizewell and has been avoided over the Channel tunnel. He says they take too much time and that ulti-

road . . . we have brought a sort of paralysis upon ourselves in the matter of getting things built."

The Channel tunnel is part of the step-by-step approach. Once the British and French Governments had decided they wanted to build something, they went ahead and drew up the specifications. Mrs Thatcher would have preferred a road link, as would the French. The two sides decided, however, that it would not be practical at present. There were geological difficulties and the finance was not certain. The British Prime Minister seems to have played little part in the negotiations.

The procedure will still be democratic, Mr Ridley says, because a bill has to go through both Houses of Parliament. It will be a hybrid, which means a public bill that may in some respects affect private rights.

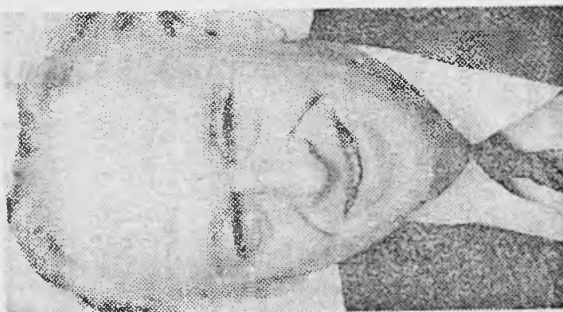
That means in turn that there will have to be a special select committee not related to the Transport Department — obliged to hear petitions from anyone with a remotely relevant complaint about the project. It will be at least the spring of next year before the proceedings are finished. However, it is still quicker

than a public inquiry and everyone can have their say. Airport policy and the big Channel tunnel are the big subjects but there are others.

Mr Ridley identifies a relatively new problem: how to deal with the development of the infrastructure by the private sector. It is coming up again in the next week or two when the Government publishes the guidelines for the competition to build the new Dartford tunnel, and probably again in London's Docklands. The Government specifies the broad framework, then the private sector competes.

The Transport Secretary has no plans for the privatisation of British Rail. Indeed, he thinks it would be impossible. However, he says, it is a matter of bringing in outsiders and sub-contractors. "It's like mousetraps," he claims. "You might build the best mousetraps in the world but you would consult somebody else about legal advice or building new plant."

Similarly on the railways. "The catering might be better done by Trusthouse Forte or the little Italian restaurant up the road. It's a question of changing attitudes and setting standards."



Nicholas Ridley: first tell everyone they have lost

mately they are not democratic because, in the end, it is the minister who decides.

He said in a speech last summer that there was an alliance of objectors to new projects, the result of which was that "it takes a little more than 12 years on average, from conception to birth, to build a new

Argentine unions in fourth strike

From Jeremy Morgan
in Buenos Aires

Argentina's rightwing labour leaders have called a national strike for today, the fourth since President Alfonsín took over from the military regime just over two years ago.

The Confederación General del Trabajo, Argentina's biggest labour organisation, says the strike is to protest against the Government's "inhuman economic dictatorship."

Working class living standards have dropped sharply since President Alfonsín launched his Plan Austral emergency anti-inflation programme last June.

Inflation has not halted altogether, despite the freeze on prices, wages, and public spending imposed seven months ago. The monthly rate fell from over 30 per cent in June to 3.2 per cent in December, but even the official figures suggest that prices have still risen a cumulative 20 per cent or more under Plan Austral.

The Government is trying to negotiate a way out of the freeze without prompting a return to hyperinflation. Price controls are being relaxed, but only one pay rise of just 5 per cent has been allowed so far.

The CGT, a bastion of working-class power for the opposition Peronist mass movement, stalked out of economic policy talks just before Christmas, condemning them as a "comedy."

More national stoppages have now been called by the CGT in the two years since President Alfonsín took power than during more than seven years' military rule.

Never renowned for their democratic credentials, least of all in their own unions, the CGT chieftains are seen to be moving to the populist right as the Government adopts increasingly conservative policies in the economic sphere.

The increasingly hard line taken by the CGT coincides with the emergence of the brewery workers' leader, Mr Saul Ubaldini, as its undisputed leader.

Mr Ubaldini's belief in the Peronist creed frequently borders on self-righteous fanaticism, and that has done little to dispell suspicions that President Alfonsín has yet to be forgiven for the defeat his Radical Party inflicted on the Peronists at the 1983 elections.

Jimmy Burns reports on the political effects of a fourth general strike

Frayed nerves in Argentina

THE TEMPERATURE is rising once again in Argentina, and not just because of the stifling humidity of the local summer.

Since just before Christmas, national life has been disrupted by an incessant wave of stoppages, mainly in the states sector. These have frayed the nerves of the general public and propelled the country's only major trade union organisation, the General Confederation of Labour (CGT) on a collision course with the government of President Raul Alfonsín. Today the confrontation will reach a new peak with the fourth general strike to be declared before the end of military rule in October, 1983.

Union officials insist their anger is directed less at Mr Alfonsín personally than at his economic policies, since the President is still seen as the main bastion preventing the return of military rule. But for Mr Alfonsín the current tug of war with labour has focussed on a matter of principle. The CGT, spawned by General Juan Perón in the late 1940s, as the linch-pin of his corporate state, has never distinguished itself as being a democratic institution. To give in to the CGT's demands now, Mr Alfonsín's aides say, would plunge Argentina once again into a hyper-inflationary spiral. It would also undermine the very fabric of the state.

Such apparently irreconcilable positions have been made all the more tense by Mr Alfonsín's recent public allegations that the traditionally Peronist-domin-

ated CGT was being infiltrated by communists and Trotskyites bent on revolution. This attitude is a striking contrast to the position a few months ago when both Government and labour officials talked enthusiastically about the need for a broad social pact capable of making democracy more solid.

This earlier reconciliation was abetted by the initial success of last June's prices and wages freeze, which reduced monthly inflation from 30 per cent to 2 per cent and opened up the prospect of economic recovery. Union officials, faced with overwhelming public support for the measures, were forced to concede that inflation was the greatest tax on the working man.

The honeymoon, however, proved short-lived. Some companies which had already been suffering from the cumulative effect of inflation and recession, found their problems compounded by a new squeeze on borrowing.

There were sharp cuts in government spending, and layoffs followed, triggering new militancy among the unions.

Since September, some manufacturing sectors have reported a limited recovery, but this has been insufficient to hold back the growing labour offensive spearheaded by the state sector. Union leaders have been forced to adopt more radical positions by their shop stewards and left-wing-dominated rank and file.

The latest wave of strikes has had a fundamentally economic cause. Real salaries have fallen



Alfonsín: honeymoon is over

by an average of 12 per cent since June because of the Government's inability to match wage constraint with an effective control on the complex army of middle men and small-scale retail outlets. With an inflation rate of 26 per cent since June, an increasingly large sector of the working population is finding it once again hard to pay the bills.

Against the background of reports that the IMF is once again insisting on tighter fiscal and monetary discipline as a precondition for helping Argentina pay its foreign debt, the unions have isolated the banks as the main culprits.

Today's general strike calls for a moratorium on debt repayments as a way of rechanneling resources back into wages.

A repudiation of the debt has long been a convenient rallying call for the Argentine opposition, which now sees itself inadequately represented in parliament. But the ability of the CGT to move beyond the essentially symbolic nature of today's protests to more dramatic forms of action against the Government in the months ahead remains another matter.

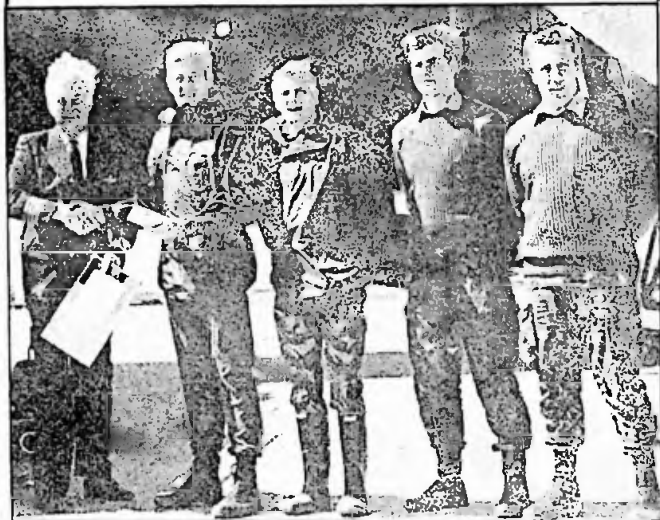
Argentina's trade union movement is not what it was. The bankruptcies combined with the political repression which occurred during the former military regime seriously weakened the CGT's membership base, leading to the emergence of a growing population of self-employed.

Significantly, the wave of strikes preceding today's protests did not substantially affect the private sector.

The Government expects the strike, like previous stoppages, to paralyse the working day. But it hopes that the prospect of being without jobs could undermine the militant call for an all-out assault, exacerbating rivalries within the trade union movement which Mr Alfonsín appears bent on exploiting.

Mr Alfonsín, meanwhile, is gambling that a recovery in the export sector and an inflow in foreign capital will eventually pave the way for a reconciliation with moderate sectors of the CGT he regards more in tune with the popular vote.

PLEASANT OCCASION



The departure of the last 747 from RAF Mount Pleasant was marked by a short ceremony at the aircraft steps when Wing Commander Ken Foster, OC RAF Mount Pleasant, exchanged commemorative plaques with Captain Harry Hutchings of British Airways. The occasion was a particularly special one for Harry as his son Jim is a navigator on 23 Sqn flying Phantoms from RAF Stanley. Looking on are Flt Lt Reg Clarke, SAC Tim Macbeth, and Cpl Andy Wyer of Mount Pleasant Movements Section.



Falklands raft race

Port Stanley Raft Race, on New Year's Day, was won by 23(F) Sqn ground-crew. The raft was designed, built and powered by the ground-crew, assisted on the day by SACW Helen Walsh, of Catering Sqn.

The RAF were well represented in the prizes; in addition to 23(F) Sqn's victory, 1564 Flt (Sea Kings) came 3rd and won the "best raft" award.

The victorious team all celebrated by diving into Stanley Harbour after the event — (left to right, standing): Cpl Al Salter, Cpl Zip Nolan, Cpl Andy Breese, Jnr Tech Spick Fowler, Cpl Vern Hill, with SACW Helen Walsh sitting.



A highlight of the sporting calendar at Christmas in the Falkland Islands was the Armed Forces Chase, an event during the Stanley race meeting. The Commander British Forces Falkland Islands, Air Vice-Marshal Kip Kemball (extreme right) was among riders from all three Services taking part. He finished a creditable sixth, out of the nine runners.

Falklands blue belles!

THERE WAS an unusual air to Christmas this year for the RAF down in the Falklands, according to the report which has just arrived.

23 Phantom Squadron gave a party for 56 local children from Stanley, who spent an afternoon with the squadron. The children were treated to tea, cartoon films and a Punch and Judy show, but the high spot of the party was the arrival of Santa Claus (otherwise known as Rev (Sqn Ldr) Paul Plumley) by Sea King helicopter. Santa Claus then gave out presents from a purpose built grotto to round off the party.

Padre Plumley seems to have enjoyed his Santa role. Christmas Day saw both he and Major Nick Parker of the Army Air Corps dressed as Santas to visit the various mountain sites and outstations in East and West Falk-

lands. The Santas took extra Christmas gifts to the men, including 25 top videos in the UK charts for the mountain men of 7 Signals Unit at Byron Heights, courtesy of Granada and The Sun. The flying visits were greatly appreciated, not least by the men at Mount Kent, who had constructed a chimney for the Santas, in the teeth of the Falklands wind.

On a more sporting note, the RAF Stanley Fire Section did a sponsored run on Christmas Eve from Mount Pleasant Airport to Stanley War Memorial. Running in relay, the section took about 3 hours 15 minutes 59 seconds to run the 36 mile course. The run



After their 36 mile sponsored run from MPA to Stanley on Christmas Eve, the lads from Stanley Fire Section are still looking full of energy. Left to right are SAC O'Reilly, SAC Arnold, SAC Jackson, SAC Scott, Fit Lt Winter, SAC Clayden, SAC Ashworth, SAC Arnsen, JT Townley and SAC Jackson.



THE WRAF at Stanley braved the icy waves of the South Atlantic. Left to right: SACW Jo Moore, SACW Karen Boddy, Sgt Marie Sallabury, SACW Angie Sumner, SACW Suele Norford, Fit Lt Mo Merrick, Cpl Lynne Napier and Fit Lt Anne Caffell.

raised about £230 for the Day Care Centre at Stanley Hospital. Some braver souls from Stanley ventured an icy dip into the South Atlantic on Christmas Day. The sponsored swim, apart from earning the admiration of the spectators, raised £250 for BLESMA and Stanley Hospital.

Argentine legacy in the Falklands

Argentina in fisheries talks with Soviets

By Jimmy Burns in Buenos Aires

THE Soviet Union and Argentina are negotiating a fisheries agreement that is expected to boost the already considerable presence of the Soviet fishing fleet in the south Atlantic.

It is understood that the agreement will be one of the issues on the agenda of Mr Dante Caputo who this weekend will become the first Argentine Foreign Minister to visit the Soviet Union in 50 years of diplomatic relations between the two countries.

Earlier this week, in Buenos Aires, Mr Viktor Ivanov, the Soviet Deputy Foreign Trade Minister, initialled the renewal of a five years grain agreement that will strengthen the links between the Soviet Union and its most important Latin American trading partner after Cuba.

But the fishing issue is being handled with considerable secrecy by both sides because of its controversial economic and strategic implications.

It is likely to involve the granting of generous berthing and re-supply facilities on the Argentine mainland for Soviet ships in return for an Argentine share in the commercialisation of the catch and heavy licensing fees.

The proposed agreement is being strongly opposed by the Argentine fisheries sector whose fleet is in a virtual state of bankruptcy because of the current credit squeeze and the absence of a modernisation plan. The Argentine fishing fleet fears the Soviets will drive it out of business altogether.

Meanwhile, some Western diplomats fear the planned fisheries agreement could complicate the ongoing dispute between Argentina and Britain over the Falklands.

Argentina has always considered its own 200 mile zone around the island as "national territorial waters" similar to those on its own mainland coast. The projected agreement would thus in theory extend Argentine policing into the 150 mile military exclusion zone in Falklands waters which was imposed by the British as the result of the South Atlantic conflict.

● The Argentine Government is seeking ways of assuring internal wheat supplies, which will be under pressure because of the sharply reduced 1985-86 crop and high export commitments, Mr Jorge Cort, president of the country's Grain Board, said yesterday, reports Reuter from Buenos Aires.

Meanwhile grain traders said negotiations between the Board and private exporters could result in voluntary export reductions amounting to between 50,000 and 100,000 tonnes.

Ship hotels

And 3,000 Soviet ships will be in the waters of Argentina, says a newspaper. The Argentine government has been accused of being too lenient towards the Soviet fleet.

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Argentine legacy in the Falklands

WE BUMPED along the rutted track gingerly, for there was a minefield each side. Dust from the dark peat swirled into the back of our Land Rover.

We clung to grab handles as the huge tyres struggled for grip on what seemed a near-vertical climb. Then, from the ridge, we got the first glimpse of penguins splashing in a Mediterranean-blue sea.

The sun might be burning, the wind icy, but this was summer, the Falkland Islands at their best.

Not a songbird trills, not a flower blooms. No tree or even bush relieves the terrain. Only the jagged flint outcrops and the river-like trails of quartzite boulders lend features to the wide plain and cloud-draped mountains.

From a helicopter it looks like an immense, bumpy lawn, mown too short. The sparse grass is the colour of faded khaki. But on sunny days the light is as bright as it appears to be when you leave a cinema at midday. It lends the sea a sparkle like the Caribbean.

Not that people would dare venture on many of these beaches.

Brief fame

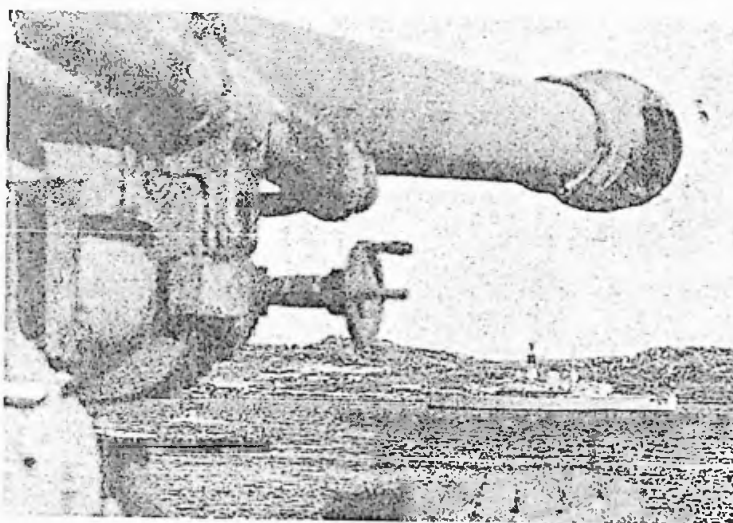
The shore, like much of the countryside round Port Stanley, was indiscriminately mined by the Argentinians, often with plastic mines that are near-impossible to detect.

The islanders say the Argentinians sometimes blew themselves up.

From the Falklands' only proper road, Port Stanley looks like a shanty town, its outskirts cluttered with rusting freight containers and derelict vehicles.

It has the air of a TV actor

It's more than 40 months after the hostilities ended — but one false move in the Falkland Islands could still blow you up, reports CHRIS FOWLER.



View across Port Stanley

who has achieved one fleeting moment of fame.

You can stroll from one end of the place to the other in 20 minutes and you meet few residents among the tiny cottages and the bungalows with their red-painted corrugated roofs. They range from the neat to the squalid. Old cars and oil drums (used as litter bins) decorate the gardens.

Some windows have posters saying: "Keep the Falkland Islands British for ever."

A few buildings are still daubed with Argentinian signs.

Rotting hulks from the days of sail adorn the shoreline.

There are no buses, no traffic lights, no cinemas. But there are no vandals, no pollution, no parking restrictions, no traffic jams.

The islanders are not dis-

illusioned with the troops from Britain. Eric Smith, who cuts peat for a living and is the Falklands equivalent of coalman, said: "Obviously you get the odd problem with one or two individuals but we get on well with the army. They did get rid of the Argentinians, didn't they?"

Hard life

Before the conflict, Falklands life was hard but simple. Over half the population made their living sheep farming, for the Falkland Islands Company.

There are 200 islands covering 4,700 square miles and supporting 670,000 sheep, reared not for their meat but for wool to be exported to places like Bradford.

One Falklander has lived on his own little island almost all

his life and hasn't been to Stanley for 40 years.

The constantly windy weather does not encourage much activity, though the rainfall is surprisingly light: hence the poor grass. But the climate appeals to a rich array of wildlife: elephant seals, sea lions, black-browed albatrosses. Geese plump as turkeys waddle even into Stanley itself.

Life changed with the Argentinian invasion. There are fewer than 2,000 islanders. But there are now nearly 3,000 civilians working on the barracks and the new international airport.

Ship hotels

And 3,000 Service men wag a warning finger at Argentina. Three enormous barges, piled high with accommodation units for Service men, overshadow Stanley.

These gigantic floating hotels can each house up to 800 men.

The Governor is Gordon Jewkes, a civil servant who went straight from a spell in Chicago to take over from the flamboyant Sir Rex Hunt.

He says that shortage of houses is the biggest obstacle to development. "The population is now on the increase again and we need even more immigrants, particularly experts like teachers.

"As farming becomes more intensive through the subdivision of the big estates, we can feed more people."

At Fox Bay, Richard and Grizelda Cockwell have set up the Falklands' first wool mill. Richard said: "We employ five people at the moment and we want to develop the business but we can't get any more employees because of the shortage of housing.

"We have to develop new industries, particularly here on the west island."

FT correspondents examine the impact of high coffee prices

A windfall for Latin America

BY ROBERT GRAHAM

THE SPECTACULAR rise in coffee prices since October is expected to have a significant impact on the balance of payments of Latin American debtors who are also among the main quality producers of the commodity. In Colombia and among the countries of Central America coffee is traditionally one of the main export items. Export earnings in some cases, especially for Colombia and Brazil, could double this year. Ironically, it was on the back of the last coffee price boom in the late 1970s that many Latin American countries suddenly increased their level of foreign borrowing.

Few countries are likely to benefit fully from these extra earnings, however, because of other domestic constraints. The most remarkable instance is Brazil, normally responsible for 30 per cent of world coffee exports. Last year Brazil's coffee sales were worth \$2.2bn, equivalent to 8 per cent of its total exports. This year the latest projections suggest Brazil could earn up to \$5bn if the current price curve holds.

Against this Brazil has to contend with the effects of drought on its agricultural production—the same drought which has hit coffee production and triggered the sharp jump in the commodity's prices. Brazilian officials in public are maintaining that so severe has been the drought on agriculture as a whole that the Government will be obliged to countenance a programme of heavy foodstuff imports—especially grains, maize and meat. Such imports could cost \$2bn or more. This said, Brazilian officials have traditionally been cautious on export earnings and economists in Sao Paulo believe that Brazil could have a net coffee windfall close to \$1bn.

Colombia stands to be the biggest beneficiary, dependent

as it is on coffee for over 40 per cent of its \$3.9bn export earnings. Colombia has the quality arabica beans which have enjoyed the steepest market rise and it also possesses a major stock of 12m bags which officials say are in good warehouse condition. Sales of stocks and this year's harvest could raise coffee earnings from \$1.7bn to \$3bn, according to the latest estimates of the producers. Such an increase would cover the coun-

BRAZILIANS are suffering economically-induced withdrawal symptoms from a long-standing love affair with coffee, writes Ann Charters in Sao Paulo.

With prices now at \$5.12 a lb in the domestic market, just one 500 gramme pack of finely ground coffee costs 11 per cent of the minimum monthly wage—at a price level that has shocked Brazilians into near abstinence.

Offering a "cafezinho"—a coffee in a demi tasse sized cup—is traditionally an hourly, if not more frequent, ritual. Official conversations start only after a cafezinho.

Habits are changing, however, with the cost of coffee

upon coffee earnings, which are responsible for more than 55 per cent of exports worth over \$700m. El Salvador government officials are refusing to give projections of the harvest now in progress other than admitting it will be slightly down owing to the generalised dry weather conditions in Central America. The main producing areas are in the relatively safe western region of the country and have been

in Brazil rocketing 757 per cent in the last 12 months, well ahead of the 234 per cent inflation rate. In one of his first official acts Sao Paulo's new Mayor ordered cafezinho to be served only twice a day to city employees. And business men are closely scrutinising their employees' coffee drinking habits.

The challenge facing Brazilians is to break age-old habits and learn to be gracious with other beverages, perhaps even low priced orange juice. But this is proving difficult since even the Brazilian expression for getting the day started with breakfast is "morning coffee."

over 27 per cent of export earnings. The financial squeeze has been so tight that growers have not been able to obtain credit for fertilisers, and this, combined with dry weather and forward sales, has led to earnings projections of only \$500m against \$430m last year. Forward sales were made in anticipation of changes in government regulation regarding repatriation of hard currency earned from coffee.

A new decree which came into force on January 1 abolished the old principle that producers could retain 25 per cent of earnings in dollars no matter what the international price, so permitting large black market profits with the quetzal parallel rate against the dollar being nearly three times the official one. Now retention of dollar earnings is on a sliding scale linked to the international price of coffee with none permitted above \$2.20 per pound. Guatemala's coffee earnings are also understated because of large illegal sales to Honduras and Mexico.

In Nicaragua, the Government believes that the activities of the "contra" rebels has had a small effect on the harvest now half finished. Exports are expected to be up 10 per cent to 9.5m pounds (950,000 quintals). Precise figures on the amount of coffee tied up in barter or countertrade deals is unclear but in Managua the overall percentage is believed to be limited since the authorities have consciously sought to retain coffee as a hard currency earner. Thus Nicaragua is anticipating significant extra earnings from coffee. The same applies to both Costa Rica and Honduras—although production is expected to be down marginally—who latterly have been earning \$300m and \$150m annually from coffee respectively. Elsewhere in Latin America, Ecuador's earnings from coffee could rise from \$200m to more than \$300m.

try's entire net disbursements on servicing its foreign debt of \$15bn.

This could prove an optimistic view, however. Some experts believe that the country's transport system and warehousing facilities will limit the amount of real sales. Colombia also has to come to terms with the extra cost of the Armero volcano disaster last November, which affected some coffee growing areas.

In Central America, where countries depend on coffee for between a quarter and over half of their export earnings the picture is less clear. El Salvador is the most dependent

less vulnerable to sabotage from the guerrillas of the leftists Faribundo Marti Liberation Front (FMLN). Despite the fact that the country is in serious financial difficulties as a result of the six-year-old civil war, temptations to sell part of the 1986 harvest in advance were resisted; and until President Jose Napoleon Duarte announced a tough austerity package this week, it was thought that extra coffee revenues would permit a rise in public sector wages and so head off labour unrest.

Guatemala will benefit only marginally from the price rises even though coffee accounts for

Antarctic Retreat

Pack ice has forced the Greenpeace Antarctic expedition to abandon plans for a base camp on Ross Island, as part of a campaign to declare the continent a world park.

Soviet Union strengthens relations with Argentina

ANALYSTS OF THE SOVIET UNION'S POLICY IN THE SOUTH ATLANTIC OCEAN HAVE SAID THAT THE COUNTRY'S RELATIONS WITH ARGENTINA HAVE BEEN STRENGTHENED SINCE THE END OF 1984. THE ANALYSTS, WHO ARE PART OF A RESEARCH GROUP AT THE MOSCOW INTERNATIONAL RELATIONS INSTITUTE, SAID THAT THE SOVIET UNION HAD BEEN SUCCESSFUL IN OBTAINING A MORE FAVORABLE POSITION IN THE SOUTH ATLANTIC OCEAN SINCE THE END OF 1984. THEY SAID THAT THE SOVIET UNION HAD BEEN SUCCESSFUL IN OBTAINING A MORE FAVORABLE POSITION IN THE SOUTH ATLANTIC OCEAN SINCE THE END OF 1984.

Antarctic blow

Wellington (Reuter) - The Greenpeace Antarctic expedition abandoned plans to set up a base camp after impenetrable pack ice blocked a landing. "Time has run out," the expedition director, Mr Peter Wilkinson, said.

Soviet Union strengthens relations with Argentina

BY JIMMY BURNS IN BUENOS AIRES

THE STRONG links between the Soviet Union and Argentina, Moscow's major Latin American trade partner after Cuba, are being intensified as a result of the renewal of a five-year grains agreement which expired last month.

The agreement, initialled this week during a visit to Buenos Aires by Mr Viktor Ivanov, the deputy Soviet Foreign Trade Minister, commits the Soviet Union to buy a minimum of 2m tonnes of maize, 2m tonnes of sorghum and 500,000 tonnes of soya beans annually until 1991. Total grain exports from Argentina to the Soviet Union are expected to exceed these figures this year.

The Soviet Union agreed to extend the basic agreement, having received a commitment that Argentina will boost its purchases of Soviet goods so as to narrow the enormous trade gap between the two countries.

Thanks largely to Argentina's refusal to go along with the US-sponsored grains embargo against the Soviet Union in January 1980, Buenos Aires in the last five years has established itself as one of Moscow's main suppliers of grain.

But only from early last year have the Argentines begun to boost purchases of Soviet goods after Moscow had threatened not to renew the grains agreement.

In the first six months of 1985 Soviet exports to Argentina increased by 30 per cent over the same period in 1984

to \$26m. In the first half of 1985 Argentina exported \$585m worth of goods, a 4 per cent drop over 1984. In 1984, Argentine exports for the whole year to the Soviet Union were \$1.3bn compared with imports of \$31m.

Separate agreements have been reached between Moscow and Argentine provincial governments for the supply of road maintenance machinery and hydroelectric equipment.

As part of this week's deal, the Soviets have been assured of the main turbine contract for the 1,400 MW hydro-electric plant at Piedra de Aguila in southern Argentina. This will help boost the value of Soviet exports to Argentina to \$70m in 1986. Argentina has committed itself to buy a minimum of \$500m worth of Soviet goods over the next five years, more than tripling its imports since 1980.

Moscow is also understood to be making serious bids for other major public works projects.

Finally Argentina is close to an agreement to give the Soviets extended fishing rights off the South Atlantic coastline including berthing and re-supply facilities. The project is controversial because of the potential threat to the Argentine fishing industry and because of Western diplomatic concern over the presence of Soviet vessels in the region in view of Britain's ongoing dispute with Argentina over the Falklands.

Threat to British defence projects

From the Leader of the Social Democratic Party

Sir, Your editorial ("And the spenders go on spending", January 16) contains a salutary warning for all politicians. Your claim that the Defence budget is "facing small cuts over the next three years" is, however, a travesty.

In fact, the Defence budget is now set to fall by £1.2 billion in real terms over the next three years, a total cut of 7 per cent. This poses a major threat to existing conventional defence projects if you, Sir, like the Government, continue to support the Trident missile programme, and continue to rail against any negotiations with the Argentinians over the Falkland Islands.

Or will *The Times* rethink its policy - advocate a cheaper and more modest replacement for Polaris; support discussing the sharing of sovereignty of the Falkland Islands or the transfer of sovereignty to the UN?

It is probable that the real-terms decline in defence expenditure will be even more serious than predicted. Defence spending costs have tended to rise by about 1 per cent per annum more than the general rate of inflation and Forces pay is expected to rise by 4 per cent in 1986/87 - the same year when the Defence budget is due to fall by 5.8 per cent, or half a billion pounds.

In considering Mr Heseltine's resignation it ought not to be forgotten that he had accepted a public expenditure White Paper which will have more damaging consequences for our conventional defence effort in the medium term than you appear to recognise.

Yours sincerely,
DAVID OWEN,
House of Commons.
January 20.

Westland and the art of political survival

NOW THE Westland affair has, for the moment, come off the boil, where does everyone stand?

The affair is clearly far from over. To use the nautical metaphor currently favoured by ministers, the storm may have abated but the seas are still choppy.

The defence committee inquiry started yesterday and there could be a clash with the Government over the release of official papers sought by the MPs.

There are also unresolved issues, notably who selectively leaked the letter from Sir Patrick Mayhew, Solicitor General, to Mr Michael Heseltine, former Defence Secretary. This questioned an earlier letter from Mr Heseltine.

Strong rumours at Westminster last night said the culprit was a Trade and Industry Department official and that the possibility of offering indemnity from prosecution to further the inquiries had been discussed on Monday by Sir Robert Armstrong, the Cabinet secretary. Confirmation of such a source for the leak could create considerable difficulties for Mr Leon Brittan, the Trade and Industry Secretary, possibly again raising questions about his future.

There are sharp differences between the Heseltine and Brittan camps over who first breached the Cabinet agreement of December 19 not to make public statements and about whether pressure was applied to members of the European consortium. The Heseltine camp also argue that it is only because of the former Defence Secretary's intervention that the terms offered to the company's shareholders have been improved.

All this can seem rather recondite stuff and the government hopes the public will soon become bored, as it did with the Belgrano sinking.

It is significant that Westland was not mentioned at Prime Minister's questions yesterday, and that Mr Heseltine has kept a low profile in the past few days. He is aware that his persistent campaigning was beginning to antagonise Tory MPs.

Mr Heseltine has attracted few new supporters over the Westland affair. Inside the Government, Cabinet ministers who broadly sympathised with his approach in December feel



Leon Brittan: shown to be resilient



Michael Heseltine: keeping a low profile

he did little then to talk to them and create broader backing within the Cabinet's economic strategy committee.

They believe Mr Heseltine isolated himself by his campaign and thus had not prepared his ground for the final Cabinet confrontation.

After Mr Heseltine resigned he had a good run in Parliament and the media for a few days. But he clearly faces a delicate balance between developing an independent position and isolating himself by rocking the boat too much.

The immediate effect of his resignation may have been to make him look more like an outsider and thus not to increase his chances of the eventual Tory succession. The mood of the party could change after an election defeat, however.

The last fortnight has also clearly affected Mr Brittan's position. He has successfully defended his integrity and has effectively counter-attacked in the past few days. But there are still questions about his political judgment.

There seems little doubt that Mr Brittan has believed since November the Sikorsky/Fiat option was the only realistic one, partly because of the real danger in early December that the company might go into receivership. Mr Brittan also appears to have been very sceptical about the European consortium, partly in reaction to Mr Heseltine's campaigning. Indeed, one of the problems was the strong antipathy which developed between the two men.

Consequently in late December and early January, Mr Brittan felt he was in an

impossible position and felt justified in authorising the briefing by one of his officials of members of the Commons defence committee and in warning British Aerospace of what he saw as the dangers for their US business from participation in the European consortium. His worries were genuine, but other ministers feel he was unwise to have reacted in this way and to have met Sir Raymond Lygo of BAC.

Mr Brittan has survived. But it was touch-and-go last Wednesday and Mrs Thatcher offered little help until he looked safe. Mr Brittan still faces some tricky political problems. Following the Real Lives dispute with the BBC last August, he faces the danger of being classified as accident prone and dispensable, as Mr Patrick Jenkin became when he was Environment Secretary. Nevertheless, Mr Brittan has shown himself to be resilient and other ministers have recovered from such setbacks to stay in office, if not to rise further.

The affair has also raised questions about Mrs Thatcher herself. She failed to recognise the seriousness of the potential political problem early enough, despite warnings before Christmas from advisers such as Mr John Wakeham, the Chief Whip.

Consequently Mrs Thatcher was reluctant to allow full discussion of the issue when the European consortium took shape in mid-December. Other ministers clearly remember that the December 13 meeting of the economic strategy committee had been firmly pencilled into their diaries, which accounts for

Mr Heseltine's anger over its cancellation.

Ministers thus never collectively faced up to the inherent contradiction in the recommendation of the European national armament directors which, if ratified, must favour the European option and rule out Sikorsky/Fiat and, if rejected, would automatically have the reverse effect.

Mrs Thatcher appears to have been irritated and puzzled that two of her senior ministers should become so concerned with the matter. Because of her preference for discussion in small informal groups she was unwilling to have it fully thrashed out.

Senior ministers believe Mrs Thatcher should permit more collective discussion in future to ensure differences are fully aired and that frustrations do not build up. Indeed, last Thursday Mrs Thatcher was unusually quiet during the discussion of the Channel fixed link despite her strong views. Afterwards one minister wondered whether it would last.

There is no doubt that the Government has been damaged, at least in the short term. Opinion polls, admittedly taken before Sir Raymond Lygo's statement last Friday about his misunderstanding with Mr Brittan, show the public overwhelmingly supports Mr Heseltine rather than Mrs Thatcher or Mr Brittan.

However, just as after last summer's troubles over top salaries, the initial impact has been to favour the Alliance at the expense of the Tories, much to the irritation of Labour, which has made much of the parliamentary running over Westland.

Moreover, the Government faces new problems. Monday's row over big rate increases in the shire counties emphasised Tory vulnerability in areas where the Alliance is a strong challenger.

The teachers' dispute is also having greater impact, while any further rise in interest rates would increase backbench anxieties ahead of the Fulham by-election and the local elections in May—about which the Tories are increasingly pessimistic. There is still plenty of time for the Government to recover but MPs wonder whether the election may be delayed from its expected date of summer or autumn 1987 until 1988.

JULIE CHRISTIE TO FILM IN ARGENTINA

By Our Buenos Aires
Correspondent

Julie Christie, the British actress, arrived in Buenos Aires yesterday to play the title role in "Miss Maggie," a film telling the story of a British nanny in Argentina during the late 1930s.

Miss Christie said at the airport that it made no sense for Argentina and Britain to remain enemies four years after the Falklands war.

Maria Luisa Bemberg, director, will start filming on Monday. "I want to show England's huge influence on Argentina's higher class through the education that successive generations received from those inexorable British pedagogues."

INQUIRY CLASH OVER WESTLAND PAPERS LIKELY

By ANTHONY LOOCH

A CLASH BETWEEN the Government and the Commons Defence Select Committee is likely, if, as expected, Downing Street refuses a request by the committee to see international papers on the Westland helicopter affair.

While Mrs Thatcher has frequently undertaken in the Commons to give select committees every possible assistance, it is not normal practice for Cabinet documents to be released.

Last night a No. 10 spokesman said the Government would not wish to break this precedent.

Earlier Sir HUMPHREY ATKINS (C, Spelthorne), chairman of the committee, which is investigating the defence implications of Westland's future, said: "We will expect to be provided with any information, including internal Government papers, that we consider necessary."

"We need to know what implications for the defence of the United Kingdom, and its cost, there may be in the options for the future of Westland," he added during the second sitting of the committee's inquiry.

"Two great departments of State are primarily involved. If we consider that the defence interests of this country have not been fully taken into account, then we shall wish to explore how such decisions affecting defences are taken, and how decisions were taken in this particular case."

Mr KEITH SPEED (C, Ashford) referred to the rapid adjustments which had been made to Britain's helicopter force during the Falklands conflict. He asked whether it would have been possible for them to be carried out so fast, if there had been no British helicopter industry.

Sir DONALD replied that it would have taken longer, "if it could have been done at all."

He told the committee that at present the Royal Navy operated 250 helicopters, the Army 370 and the Royal Air Force 170.

Asked whether he was satisfied with the number of helicopters now in use by the armed services, Sir Donald replied: "I hardly think this committee would expect a reply other than that I am never satisfied with the numbers."

"Given the very real restraints on resources that we have to face, however, I believe that the numbers and types of helicopters are as satisfactory as can be made within our resources."

South Pole expedition to pay US rescue bill

The leader of the private British polar expedition which followed Captain Scott's path to the Antarctic, pledged yesterday to foot a £21,000 bill towards the cost of their rescue by the Americans.

Members of the British team were plucked from an icefloe after their support ship, the Southern Cross, sank in the Ross Sea.

The Footsteps of Scott expedition is to be asked to pay £21,000 for an eight-hour Hercules flight which took 26 people from the US McMurdo Sound base to Christchurch, New Zealand, the United States National Science Foundation said.

The Britons, led by Mr Robert Swan, aged 28, from Durham, regard the trip as successful but have been criticized for venturing on to the dangerous ice packs of the Antarctic which crushed their ship.

Asked to comment on the bill, Mr Swan, who has just arrived back in London, said: "It is going to have to be paid.

"We are a British expedition and we do not go around not paying our bills. We are very grateful for the assistance we received from the Americans.

"We shall be seeking confirmation of the figure, but whatever the sum, we are going to pay it. I do care about our expedition members' lives", Mr Swan said.

The science foundation said the US would not charge for sending helicopters to lift the crew and passengers from the ice floe after their ship went down, or for flying the expedition's three walkers back from the South Pole to McMurdo Sound.

But the Hercules flight to Christchurch had cost \$4,000 (£2,000) an hour - a cost that would have to be borne.

Westland's wariness of the French

SIR.—The anti-Americans are grumbling at straws from the Falklands war as reasons to reject Sikorsky as a partner for Westland. The United States were far from obstructive in fact.

The Navy and the RAF drew all their fuel from the United States supplied stock on Ascension Island. When RAF ground-attack Harriers were fitted with Side-winders for air combat, the missiles and support equipment were replenished—indirectly—from American sources. Two examples only; there were others too.

We should not be confused by the United States's initial efforts to avoid a war between two valued allies; when the fighting started, their help was unstinted. On the other hand, Aerospatiale kept a team in Argentina throughout the fighting, servicing the Exocets which took many British lives, and their Government turned a blind eye. The French have even withdrawn their forces from NATO. Some Allies!

The inclusion of the French suggests that Mr Heseltine's judgment is faulty. Westland have already been treated shabbily by the French Government and Aerospatiale in a previous joint helicopter venture, and are right to be wary.

With government support, Aerospatiale are strong enough not need a partner in helicopter manufacture, and it is fair to suggest that their priority is to pre-empt the emergence of a strong competitor in Europe.

The West German "white knight" (M-B-B) is on the other hand technically and commercially weaker, and may well be seeking a genuine partnership.

In short, by including the French in the European deal, Mr Heseltine has ensured that it will be unacceptable—on excellent grounds—to the Westland board. Not very smart, really!

M. M. CAMPBELL JONES,
Penarth, South Glam.

restructure offers the company both short and long term opportunities; manufacture of a proven product, new world markets (including the hitherto forbidden United States military market for the EH101), financial stability, and the expansion of Westland's technological base.

The European consortiums current overtures to Westland are by contrast, a mirage, offering prosperity based largely upon the whim of foreign governments, and the purchase/requirement for helicopters as yet unknown.

Those with any knowledge of this industry are acutely aware that the path from idea to reality is usually measured in decades; one can even surmise that the French may even have rejoined NATO by the time the NH90 takes to the air!

Neither the NH90, nor any other proposed Euro-product will fly or provide a future for Westland until long after Sir John Cuckney's present judgements have been proven to be right.

FRANK BROWNSDON
Employee, Westland, plc.
Sherborne, Dorset.

£21,000

BILL FOR ICE TEAM

THE leader of the private British Antarctic expedition which followed Scott's journey, Robert Swan, 28, pledged in London yesterday that they would pay a £21,000 bill towards their cost of rescue by the Americans.

"We shall be seeking confirmation of the figure but whatever the sum we are going to pay it, I do not care about bills I care about our expedition members' lives," said Mr Swan, from Durham.

The "Footsteps of Scott" expedition must pay the cost of an eight-hour Hercules flight which took 26 people from America's McMurdo Sound base to Christchurch, New Zealand. The Britons, have been criticised for venturing on to dangerous ice packs which crushed their ship, Southern Quest.

The Americans will not be seeking payment for rescuing those from the Southern Quest, which sank on January 12 nor the cost of uplifting Mr Swan, Roger Mear and Gareth Wood, after they had trekked to the South Pole.

Dr Peter Wilkniss, an American polar official in Auckland said: "We have determined not to charge for the rescue of people from the ship to McMurdo station, because it is not in keeping with the way we do business."

American attitude

SIR.—On what does Mrs Joyce Mellenfield base her statement (Jan. 16) that America was very anti-Falklands? Apart from the foolish Mrs Kirkpatrick, Mr Reagan's representative at the United Nations, the attitude of America was almost completely pro-British. Reference to American newspapers at the time will confirm this.

As for our European friends, the attitude of France towards us is Gaullist, and in nearly every Community argument they all line up against us.

R. T. STAPLES
Caterham, Surrey

Argentina and Brazil sign aircraft deal

By Jimmy Burns in Buenos Aires

BRAZIL and Argentina have signed an aeronautics co-operation agreement which will initially focus on joint production of the Brasilia, the pressurised 30-seater turbo-prop developed by Embraer, Brazil's state-controlled aircraft company.

The move is a significant step forward for efforts at regional, political and economic integration launched by Presidents Raul Alfonsin and Jose Sarney at their summit in Foz de Iguazu in November.

Under the agreement, Fabrica Militar de Aviones (FMA) Argentina's state-controlled aircraft company, will supply Embraer with chemically-milled parts for the fuselage, wings and tail of the Brasilia. FMA will receive training and technological transfer from Embraer for the manufacture of carbon-fibre parts used mainly in engine blades.

Mr Ozilio Silva, Embraer's commercial director, said that long-term co-operation would include work on development of a 19-seater turbo-prop.

This would replace the Bandeirante whose commercial success since its launch in 1972 has been fundamental to the growth of the relatively new Brazilian aircraft industry. The aircraft was launched as a workhorse for commuter airlines and for military purposes, and 443 have been sold to 24 countries.

Unions challenge Alfonsin with general strike call

BY JIMMY BURNS IN BUENOS AIRES

ARGENTINA'S main trade union movement, the General Confederation of Labour (CGT), appears bent on a showdown with President Raul Alfonsin in a crucial political challenge to his two-year-old Government.

Labour leaders at the weekend launched a nationwide campaign—backed by posters, television advertisements, and increasingly vociferous anti-government statements—in support of a general strike on Friday.

The offensive, aimed at forcing the Government to loosen wage controls and abandon commitments to the International Monetary Fund, accompanies a wave of stoppages, mainly in the state sector.

In an angry weekend speech, President Alfonsin attacked the CGT and left-wing political parties for what he said was a conspiracy to overturn the

democratic state. He appealed to labour leaders to choose tactics "so as not to be confused with adventurers who conspire against democracy".

The speech reflected government concern that the current militancy of the unions had been sparked less by the traditional opposition Peronist Party than by the increasing influence, at grass roots level, of the Communist Party and Trotskyite groupings.

Union leaders accuse Mr Alfonsin of "authoritarian arrogance," and claim that the Government was indefinitely postponing its long-promised economic recovery programme at the request of the IMF.

There have been press reports that the Government is under pressure to tighten up on projected spending cuts for 1986 as a precondition for the unblocking of the third tranche of an IMF standby credit.

Strikes hit Argentine recovery

From Douglas Tweedale, Buenos Aires

President Alfonsín of Argentina is bracing himself for a third general strike against his Government on Friday, while a wave of strikes by disgruntled state sector unions threatens to upset his successful anti-inflation policies.

The General Confederation of Labour (CGT), the labour umbrella group dominated by opposition Peronist party unions, called the 24-hour national stoppage to protest against what it calls Señor Alfonsín's "recessionary economic policies dictated by the needs of international usury".

The President replies last week with a harshly worded speech accusing the union's of "not taking into account the true possibilities of the economy", and warning that they would end up "conspiring against the interests of the workers".

The strike will be the third 24-hour stoppage called by the

CGT since Señor Alfonsín took office two years ago. Government and labour observers believe the current wave of unrest could signal the start of an inevitable showdown between the President's austerity policies and recalcitrant unions.

Last week alone Señor Alfonsín faced brief strikes from postal and communications unions, refuse collectors, bank clerks, subway employees, and several other minor conflicts. The strike by post office employees, which is still in progress, and that by telephone and telex workers, left Argentina virtually cut off from the rest of the world on Wednesday and Thursday.

The issues at stake in the conflict are vital for the continued success of the Government's six-month-old "Austral plan", the drastic economic reform which has brought down the annual

inflation rate from more than 2,000 per cent in June to just under 40 per cent.

The unions are demanding that the Government grant across-the-board wage increases, which implies the end of strict wage and price controls in effect since the plan was announced. Government economists say a large increase in wages would also ruin their efforts to keep the budget balanced and would revive the threat of hyper-inflation.

The Government permitted a one-time wage rise of 5 per cent in December to compensate for continued low inflation, but union leaders rejected it as insufficient to make up for lost buying power.

The success of Señor Alfonsín's anti-inflation plan has been somewhat tempered by near record unemployment rates, and by what some businessmen claim is a continued recession.

TREMORS SHAKE FALKLANDS

**By Our Port Stanley
Correspondent**

Two earth tremors within a minute of each other in the northern areas of East and West Falklands on Saturday caused many buildings to shake, but there have been no reports of serious damage.

The radio station received many calls from people living on farms and outer islands, where the tremors were also felt, in addition to the capital, Stanley. Many of the older inhabitants could not recall such tremors within their lifetime.



The Key Countries

South America

Brazil: (Independent 1822) population: 131m; resources: coffee, cotton, iron, timber. José Sarney leads the first democratic government for 21 years. Huge disparity between wealth of south and poverty of north-east.

Venezuela: (1830) 16.8m; petroleum, democracy under Dr Jaime Lusinchi imposing stringency; border crises with Guyana.

Chile: (1818) 11.8m; copper, nitrates. Despite mounting opposition to General Augusto Pinochet's 12-year-long regime he remains confident of holding office.

Bolivia: (1825) 6.2m; tin, lead. Record 189 coups, now democracy under Victor Paz Estenssoro facing cocaine barons, highest inflation, general strike against austerity.

Peru: (1821) 19.1m; non-ferrous metals, sugar. Democracy under socialist Alan García elected 1985. Seen as new star, he negotiates with extremist Shining Path guerrillas.

Colombia: (1831) 28.4m; coffee, cocaine,

carnations. Democracy under Belisario Betancur facing after-effects of volcanic destruction and M-19 guerrilla groups.

Argentina: (1816) 30m; meat, wheat, wool. Democracy under Raúl Alfonsín has settled territorial dispute with Chile and considerable success with austerity measures.

Central America

Mexico: (1821) 77m; petroleum, agricultural products. Effective one-party rule for 56 years continued under Miguel de la Madrid Hurtado. 1982 debt crisis still felt.

El Salvador: (1839) 5m; coffee, cotton, sugar. Recently elected centrist government of President Duarte, backed by US, battling to prevent total economic collapse.

Nicaragua: (1821) 2.8m. Popular Marxist Sandinista government under Daniel Ortega continues civil war with US-backed right-wing guerrillas, using Honduras as a base.

Honduras: (1821) 4.1m; coffee, bananas. Democracy under President Suazo, who faces continued threat of coups, seeking to expel right-wing Nicaraguan 'contras' using Honduras as a base.

The Caribbean

Cuba: (1902) 9.8m; sugar. Pro-Soviet regime under President Fidel Castro who advocates non-payment of all Latin debt.

Puerto Rico: (1952) 3.2m. Commonwealth in association with the US. Island dominated by tourism and the US dollar.

Jamaica: (1962) 2.3m; sugar, bauxite. President Seaga, elected 1980, faces collapsed sugar market, 30 per cent unemployment, violent strikes against increased cost of living and dramatically devalued dollar.

Dominican Republic: (1844) 6.1m. Democracy under Jorge Blanco dealing with violent opposition to austerity measures introduced after economic crisis.

Miami, now in large part an Hispanic city, looks out across nearby Cuba and down to the central and southern American continent that makes up one-sixth of the land mass of the world

THE NEW CONTINENTS

How a changing world looks now

As we approach the 21st century, the geographical borders that confine continents have less and less meaning. Communications technology, multinational and intergovernmental interests are re-drawing the world into areas of mutual concern. This week, in the fourth of our series on these 'New Continents', we take a fresh look at the

region south of the Rio Grande. For decades the US has kept a watchful eye – and manipulative hand – on this, its front yard. In spite of its efforts, Miami can today be seen to be the whole region's capital. Meanwhile continued warfare and appalling debt crises present a familiar picture of an area that is incurably unstable. Yet political, economic and social evolution is taking place. The question now is: out of the old order will a more united, outward and assertive 'continent' emerge?

LATIN AMERICA

Written and presented by Cal McCrystal

With a sky-scraping backbone, with deserts and icy wastes, with the world's largest river and forests huge as whole countries, Latin America is a region of extremes. From Mexico 5000 miles down to Cape Horn, through Central and South America via the Caribbean, the extremes are not just geographical, but social, economic and political, too. Here countries have the widest gap between rich and poor, coups have cropped up like daisies year after year and here debt and corruption are on a scale that is unsurpassed.

This is where the New World meets the Third World, not just across the Rio Grande, but on the streets of Rio de Janeiro, Kingston and Bogotá. It is the place where the Three Worlds – the Old, the New and the Third – have collided and have yet to make their peace.

This whole region has long been seen by the US as its front yard. And what is happening today is that the front yard is no longer a banana republic or two in Central America. It is all of Latin America, an economic treadmill and political cauldron. And on two fronts at least Latin America no longer sits out in that yard. It has pushed at the hall door and let itself in.

The first entry point is in Miami where, significantly, last November, the city voted in a Cuban as mayor. This is a place of Hispanic exiles, of displaced Mafiosi and drug dealers from several Latin American capitals. Here, too, are Cubans still upset at being kicked out nearly 30 years ago by Castro and his Argentine-born comrade Che Guevara. Since then a fantastic drugs clearing house has flourished in Miami, laundering the cocaine economies of Colombia, Bolivia and Peru and providing the state

of Florida with acceptable suit-cases full of cash.

To the west, the new poor and huddled masses, trying to escape north, present a round-the-clock problem along the border with Mexico. Already Spanish has become the United States' second language.

A pressure group is gathering and, increasingly, US politicians have to remember the Hispanic vote at home.

The second front is also to some extent of the US's making, and it has repercussions that may extend beyond Wall Street to the banking systems of the entire world. In 1982, Mexico announced it simply could not meet its debts. The resulting crisis for world finance houses passed, but it was not resolved. It simply set another extreme example for other Latin American countries to follow.

Economic, military and private aid, heaped into the treasuries one on top of the other, have too often been hived off and squandered by a corrupt ruling elite.

Latin America is, however, a region of enormous resources. The great wheat plains and cattle lands, are backed up by fuel and mineral deposits and there is industry and technology that easily matches the West's. The question really is, can such resources be balanced against the £240 billion now out on loan?

A land of extremes: in Brazil, currently the world's most indebted country, the rich are richer and the poor poorer than in any other country in the region. Last month a 'Robin Hood' budget was introduced to combat the inequality



The answer is that they have to. And by and large the countries of Latin America are not unwilling to go along with proposals that come now packaged up with the aid.

Meanwhile the fear of Nicaragua turning into another Cuba is making some countries unrealistically rich. "The Sandinistas are our best industry," says a Costa Rican director of the Central American Institute for International Affairs. In the past year the US has poured \$200 million into Costa Rica in aid, more than the total for the 18 years before the Nicaraguan revolution.

Britain, too, is caught with its hand in

its wallet, not just through loans from High Street banks, but also to pay the £1.5 million a day needed to keep the Falklands fortified against Argentina's possible aspirations. But if that costly war produced something good, it was the establishment of democracy in Argentina. Now, only two military dictators remain in South America: Stroessner in Paraguay and Pinochet in Chile.

The political style of Latin America, which has produced leaders such as Juan Peron, still favours individuals rather than parties, and Western concepts of "left" and "right" are hard to apply to most of the new alliances. But if the new civilian governments can survive they may form a more stable political base inspiring a mutually and genuinely beneficial response to their problems from both at home and abroad.





Miami's Hispanic population came out in force last November when they voted in the first Cuban mayor of the city. Xavier Suarez with his wife (left) after the elections, left Cuba for Washington in the 1961 exodus. Now a lawyer, Suarez, 37, began running for public office in 1979 and has had two close shaves before his current victory. Optimistic about the growing prosperity of Miami and its close ties with Latin America and the Caribbean, he admits to its problems: 'In the early Eighties we were hit with refugees, and race riots. Unfortunately, the worst problem, the drugs business, refuses to go away'

The Hispanic invasion of Miami began as a trickle of Cuban dissidents in 1956 and became a tidal wave. The newcomers brought with them a different culture, billions of dollars, political intrigue – and soon replaced Miami's traditional industry, tourism, with a new one, narcotics. Report by *Cal McCrystal*. Photographs by *Alon Reininger*

Miami: the city where Spanish America begins

Unexpected messages alert the visitor to the transformation of Miami into a Latin American city. A Cuban restaurant has named itself *Aquí me Quedo* (Here I'll Stay); a large outdoor mural of two happy Hispanic children carries the slogan, "Miami is for us". These are on Eighth Street which runs east-to-west through the city centre. But Eighth Street is called *Calle Ocho* and the neighbourhood it serves is called "Little Havana".

Now and then the visitor is aware of different messages, some bitter, some conciliatory. A car bumper sticker says: "Will the last white man leaving Miami please take the American flag with him." Another sticker replies: "Don't worry. The flag will still be here when you come back." Meanwhile, McDonald's sells *hamburguesas*, *patatas frías* and *McNuggets de Pollo* and the aroma of *café cubano* hangs in the hot air.

Further west along *Calle Ocho*, amid the suburban shrubbery and cypress trees, are the Tamiami campus of Florida International University where 42 per cent of the 12,300 students are Hispanic, and modern shopping centres with names like Las Americas Central Plaza. Their delivery trucks advertise food products in Spanish only: *tamales*, *chicharrones*, *arroz con pollo*.

What doubts the visitor may have had about the transformation are dispelled. The language he hears is invariably Spanish, or an Hispanic's halting English. Loud *salsa* music is everywhere. Even Miami Beach, where the transatlantic tourists go, shows all the signs of invasion. Many "Anglos" have closed down their

businesses and fled. The condominiums housing wealthy retired Jews from New York and other north-eastern cities are looking for new tenants or have been partially converted into hotel accommodation. The old Jewish residents remaining mostly stay indoors or go for strolls in pairs, rattling with fear and vitamins and wondering what happened to the great retirement dream.

"It has been a tremendous sea-change," says Oliver Kerr of Miami's Neighbourhood Planning Department. "You woke up one morning and found yourself living in a new community."

He is not talking about downtown Miami, or the beach, or Little Havana. He is referring to the whole of Dade County which accommodates Greater Miami and its environs. By the end of the decade, half of Dade County's entire 2 million population will be of Spanish origin. Already, large sections of Miami are almost exclusively Hispanic. Apart from Cubans, the vast majority, there are Mexicans, Puerto Ricans, Venezuelans, Colombians, Argentinians, Chileans and Central Americans of every political hue.

They may have smuggled fortunes out of their own countries (up to \$100 billion has left Latin America in the past 10 years – a quarter of the region's total external debt), or arrived, broke but determined, and made it in Miami (by hard work within the law or outside, in the narcotics trade). Kerr says: "In terms of money and influence this is the capital of Latin America."

Almost everybody agrees with him. As long as ➤



Spanish street signs emphasise the bilingualism of Miami: many want Spanish to be the official second language



At the elegant Los Ranchos, politics is served with platefuls of beef: the restaurant is run by the nephews (above with guests) of General Somoza, Nicaragua's ex-dictator assassinated in 1980



The arrest of a Marielito, a Cuban boat person. The Establishment wants to deport those who have been in



Above: Miami's traditional face. Swaying palms, gleaming skyscrapers and calm blue waters made the city America's favourite winter retreat for the wealthy. Today the newcomers are Hispanics, like the Cuban couple dancing formally at a wedding (left). They too have brought considerable wealth to the city: up to \$100 billion has left Latin America in the last 10 years



Some 750,000 Cubans live in Miami and nearly all support and pray for the overthrow of the 'Castro monster' frequently figure in demonstrations through the



as 1979, James Roldos, president of Ecuador made it official: "Miami has now become the capital of Latin America." Since then Latin American politicians have regularly turned up in the "capital" to be photographed and publicised before returning to solicit votes from duly impressed constituents.

Inevitably comparison is made between the "Big Orange" and the "Big Apple", the well worn nicknames for Miami and New York. And in some respects sections of Miami do resemble New York, albeit Ellis Island of the 1880s when immigrants flooded in from Europe. But the new huddled masses huddle for totally different reasons.

Three years ago, *The Washington Post* said: "The people who get machine-gunned to death, who get tossed from the tops of buildings, who float to the surface of Biscayne Bay, all know each other. They're all tied into south Florida's drug culture, and they are killing and robbing each other."

For this and other reasons (quite simply the frenetic energy of free enterprise, fed by Latin capital fleeing north), Miami is a city of intrigue and high finance, populated by political refugees and sinister-looking individuals. It is not uncommon to see someone come up to a bank teller and deposit up to \$10,000 carefully counted out from an overstuffed shopping bag. The state governor, Robert Graham, has acknowledged that illegal drug importation is Florida's major industry.

A glancing knowledge of Miami's history since its incorporation in 1896 (pop. 332) should dilute one's surprise that such lubricants are applied to the city's wheels. Ever since Miami and Miami Beach began to rely heavily on tourist dollars back in the 1920s, city officials turned a blind eye to gambling

Above: the holy statues and religious symbols so prevalent in Latin America have also migrated to Miami. Shops like this one in Little Havana sell statues for as much as \$3000. Right: for many of the Third World poor, Miami offers the chance of the American dream



and bootlegging. Al Capone bought a house on Palm Island in Biscayne Bay (now occupied by a rich Cuban doctor).

In 1949, the Congressional Crime Committee came to town to investigate allegations of criminal activity. It found that criminals "were able to act freely in the Miami area because the concentration of economic power they brought in from outside enabled them to control local government and corrupt substantial portions of the community."

In spite of, or perhaps because of, this publicity, Miami's growth continued.

Many of the mobsters moved to Havana, where crime committees were unheard of in the government of the tyrant, Fulgencio Batista.

When a bearded exile from Batista's tyranny, Fidel Castro, launched a small revolutionary expedition into Cuba's Oriente province late in 1956, most Americans hailed what they saw as a heaven-sent liberator of the Cubans from the corruption, vice, poverty and brutality of the Batista regime. What they did not realise then was that the time of decision for the future of Latin America had been

struck. But the Eisenhower administration vacillated while communists plotted. The President could not comprehend revolution, though he did understand conspiracy. So Cuba gained the revolution, while Miami gained the conspirators.

It is natural enough, if Cuban communism conducts a war of propaganda, subversion and guerrilla activity against the rest of Latin America, that Cuban anti-communism should counter-attack with precisely similar weaponry. The headquarters of that counter-attack is Miami. It is natural, too, that right-wing groups from Latin America, anxious to assist and co-ordinate the effort, should have a strong presence there.

La causa - to get rid of Castro and eliminate communism by whatever means - binds Cubans in Miami together. But it also gives cohesion to the other Latin groups, not to mention a considerable respectability in the eyes of their host government in Washington. This American tolerance has occasionally suffered painful twinges. Exile violence has touched not only Cuba and the United States but also Argentina, Chile, Costa Rica, Mexico, Panama, Peru, Puerto Rico, Venezuela, to mention the more important victims. The exiles have bombed cars, aeroplanes, embassies, public buildings and murdered spies, diplomats, innocent bystanders and each other. "Only death can stop us," says Tony Varona, president of the anti-communist Cuban Patriotic Junta.

One group somewhat slowed down by death is the *Somocistas*, remnants of the former Nicaraguan regime led by General Anastasio Somoza, now deceased. They are not hard to find. *Los Ranchos*, which promotes itself as "The Award-Winning Beef House", is run by Luis Somoza, nephew of the late *caudillo* put to flight by the Marxist Sandinistas.

He is tall, slender, soft-faced. His grey eyes flick over the customers now and again but he listens attentively when the subject of Nicaragua comes up. He speaks with some candour. Yes, his uncle made mistakes, lost touch with the people. There need not have been a revolution. He misses his home in Nicaragua, but things are going well in Miami. A new life. His voice dwindles away and he looks downcast. I believe he is going to cry, but he doesn't, instead ordering me a cognac on the house before saying goodnight.

Miami is a safer haven for the *Somocistas* than most Latin American territories. Luis's Uncle Anastasio tried Paraguay as being safely dictatorial but was assassinated in a rocket attack on his car in 1980. If the surviving members of the dynasty have inherited his business acumen, then Miami is a suitable place to be. The Somozas owned the Nicaraguan airline and shipping line, half the country's agricultural land and much of the best real estate in Managua.

According to the US census projections for 1985 there are 853,220 Latins in

metropolitan Miami, 42.6 per cent of the total population of just under 2 million, while blacks (including Haitian immigrants) account for another 20 per cent. It is easy to see why the Anglos (a catch-all term for non-Hispanic whites) feel themselves to be the threatened third.

They look at the American Club, once exclusively white, Anglo-Saxon, Protestant and now 100 per cent Cuban; at the mayor, who is Cuban; at the constant attempts to make Miami officially bilingual; at Anglo demonstrators carrying the slogan, "I am a foreigner in my own country!"; at the appalling crime rate.

Early in September, Governor Graham called a press conference at the behest of Miami businessmen and others belonging to the old Anglo Establishment, who were concerned about two major problems: the robbing of cars on Highway 95 running through downtown Miami, and the delay in deporting *Marileños*, those who fled Cuba in the 1980 boatlift from the port of Mariel, who had completed jail sentences for various crimes.

The governor's solution to the first was, "Let's beef up the highway patrol!" and to the second, "The Immigration and Naturalisation Service must take care of it!" — meaning send them back to Cuba.

The press conference was attended by Monsignor Bryan Walsh, head of Catholic Community Services of the Archdiocese of Miami. He says he was shocked by the governor's stance. "A reporter asked: 'Governor, do any civil rights bells ring in your ear?' To which the governor said: 'Absolutely not. Ninety per cent of the people in the room clapped,'" says Walsh. "I turned to a Jewish man and said: 'Germany 1933?' He looked at me and nodded."

If you place yourself discreetly at Brandon Marina, or at some of the other innumerable spots where small craft moor, you may see the "cigar boats" (so called from their shape) come in with consignments of cocaine. These consignments are picked up at sea, perhaps from a larger ship, or drop from an aircraft. Most of it is from Colombia and Peru.

What you very seldom see, however, are Hispanics taking, or suffering the effects of, cocaine. They generally deal but do not consume. The consumers are usually non-Hispanic Americans in every major US city.

It would be unfair to suggest that more than a small minority of Hispanics are engaged in crime. Most of them work harder than the average Anglo and become comfortably off (to the irritation of Miami's blacks who, on the whole, do not). They worry, like other Americans about inflation, and more than other Americans about schooling. But their language, their culture and probably their hearts lie to the south where the odd *caudillo* still fidgets in his armoury and the half-baked revolutionary theories of Ché Guevara are chewed over again and again and again.

Latin America poses security problems to the West, claims Washington — so intervention down south is fully justified

Uncle Sam's front yard

For the United States, Latin America is a "front yard" upon which it might seem uncommonly difficult to impose much semblance of order. But many US presidents have had a shot at it, sometimes literally. Teddy Roosevelt used the gunboat. Woodrow Wilson used hypocritical moralism, declaring it "our peculiar duty" to teach colonial peoples "order and self control". A more specific lesson came later in John F. Kennedy's "realistic" assessment of the Dominican Republic after the dictator Trujillo's assassination in 1961: "There are three possibilities in descending order of preference: a decent democratic regime, a continuation of the Trujillo regime or a Castro regime. We ought to aim at the first, but we can't really renounce the second until we are sure that we can avoid the third."

Avoiding the third has been a pre-occupation of every United States administration and a good many Latin American governments. Sometimes a "decent democratic regime" is created, only for the beneficiaries to discover that political democracy is unaccompanied by social democracy; that illiteracy and poverty and social inequalities are so great and a tradition of authoritarianism so immovable that the first Kennedy preference soon melts into the second, producing inevitably the threat of the third.

A crisis of mutual misunderstanding between the United States and Latin America over this and other peculiarities dogs their relations. "We make mistakes," Eisenhower said in 1958 after his vice-president (Richard Nixon) was stoned and spat upon in Lima and Caracas, "but our heart is in the right place." The chief mistake is Washington's propensity for attacking what is not solely or even basically communism while defending what is neither freedom nor democracy.

The United States has a persistent argument that the West's security is at stake in Latin America, particularly the countries of the central isthmus, and that therefore intervention, military and economic, is justified. This argument has waning force on US allies who warn that the West's credibility, rather than its security, may be in jeopardy.

European governments, unwilling to exacerbate trans-Atlantic differences at a delicate period in the Alliance, have been discreet in their criticism. But it is clear that they do not share US perception of



PHOTO BY PIERA CAVALIERI CAMERA PRESS

the Central American crisis and certain other political shifts in the southern cone as part of the global East-West conflict. They have not hidden their anxiety over specific US moves against "enemy" penetration in Central America but such misgivings are unlikely to have the desired effect. A "new American nationalism" with a strong isolationist component is now in the process of trying to define itself; it tends to support the Monroe Doctrine as a reasonable instrument and intervention as perfectly justifiable.

The 1823 doctrine of President James Monroe committed the US to oppose European imperialism in Latin America. It didn't, however, say anything about economic imperialism, so in 1904 Theodore Roosevelt added a rider which enabled the US to intervene at will in order to prevent intervention by Europe.

For 28 years, this rider of Roosevelt's remained the basis of American policy in her "front yard". Under President Taft the tactical emphasis was on economic pressure and influence ("dollar diplomacy"); under Wilson it was on enforced "democratisation". During that period, the US Navy, the Army and the Marine Corps were in and out of Santo Domingo, Haiti, Nicaragua, Honduras, Mexico and other Latin American nations and, for some of the time, actually governed several of them.

Franklin Delano Roosevelt's announcement in 1933 that "the definite policy of the United States from now on is one opposed to armed intervention" seemed to mark the end of the Monroe Doctrine.

Despite subscribing to a policy of non-intervention, the United States has pursued a policy of intervening in Latin America's internal and external affairs. And although most of the armed interventions have been in the Caribbean area, even the largest Latin American nations have been penetrated politically, economically, culturally and militarily.

Women of the mixed reserve battalion of the Sandanistas, back from the front at El Ciuce after fighting the Contras

Even those governments inclined to resist US pressure find it exceedingly difficult to do so because of their country's fragile structures. The US, understandably, has supported governments representative of groups whose interests are furthered by co-operation with the US.

The "new American nationalism" and the "national security doctrine" make a potent package in the Latin American theatre of the global East-West conflict. But there are understated dangers. Each time the United States makes an interventionist move and uses the global conflict in justification, the Soviet Union may be afforded an excuse to respond.

There are similarities between US relations with Latin America and the Soviet system in eastern Europe. Each of the Great Powers has shown its determination to have friendly governments in areas of proximity and strategic significance to it, and each interprets "friendly governments" as regimes it can control or influence.

The Soviet Union demonstrates its determination without pretence at subtlety. The United States, on the other hand, may apply economic pressures in the granting or withholding of aid, credit and trade, either on a direct bilateral basis, or in instructions to US representatives in international institutions such as the World Bank or the International Monetary Fund.

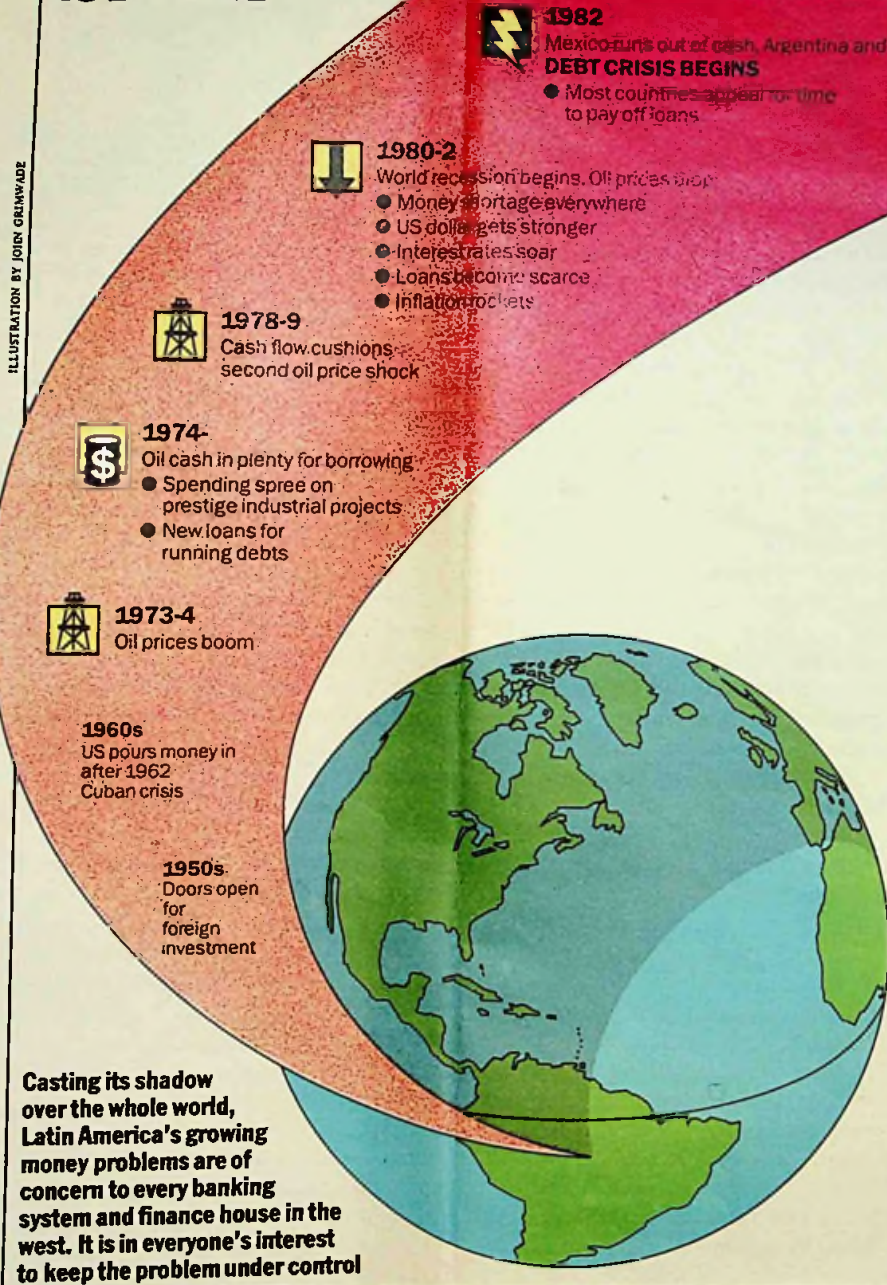
In the past, such subtleties meant little to ordinary North Americans. But now, the growing Hispanic presence in the United States (where the Hispanic population is thought to exceed 20 million) will influence how the US public thinks about key issues in Latin America. Retaining their language and culture longer than earlier generations of non-English-speaking immigrants, in many US cities they have become a political force to be reckoned with.

LATIN AMERICA'S DEBT

The nations of the world most in debt are all in Latin America. An area of great potential, it had little difficulty attracting investors – until 1982. Then the mounting loans met world recession and the figures went up through the roof

A crisis that's beyond the brink

ILLUSTRATION BY JOHN GRIMWADE



During the Fifties and Sixties the resources and potential of Latin America and the Caribbean attracted substantial investment. Anxious governments tried to restrict imports and boost domestic markets but the official aid flowed on into the Sixties. The Cuba crisis forced the US especially to reconsider their financial role in the south: President Kennedy instituted the Alliance for Progress to co-ordinate aid and loans.

It was the 1973-74 oil price boom which generated huge cash surpluses for oil exporters. Much of this money went on gigantic, prestige industrial projects which sent the public sector debt up from \$20 billion in 1970 to \$160 billion by 1980.

The general state of the money world – low interest rates, rising commodity prices, world trade growth – offered Latin America the chance to raise new loans and cope with the interest on the

Top ten debtors

	Foreign debt over 1 year US\$bn	Debt as per cent of country's income	Cost of paying off debt as per cent of exports
Brazil	91.1	43	71
Mexico	79.6	41	62
Argentina	39.9	53	114
Venezuela	34.0	69	33
Chile	17.0	88	73
Peru	11.6	69	49
Colombia	9.5	26	39
Ecuador	6.7	56	39
Uruguay	4.2	81	72
Bolivia	3.2	82	37

Source: Lloyds Bank Economics Department.

existing ones. In fact, the general high flow of money cushioned the second oil price shock of 1978.

The early Eighties saw a collision of factors: a decline in the price of oil (and other commodities) and therefore fewer funds for commercial bank lending, rising interest rates and a strengthening US dollar – in short, the start of world recession. For Latin America this meant the markets for their exports began to dry up. Suddenly, they saw their economies leap into the red. Inflation soared and confidence among lenders fell away.

In August 1982, the crunch came. Mexico ran out of cash and announced to the world that it could not meet its interest repayments, let alone consider repayment of capital. What became known as the "debt crisis" had begun.

By the following year most Latin American countries were forced to renegotiate the terms of their debt repayments with their creditors. In general they were managing – just – to keep up, though both Argentina and Brazil muttered about impending bankruptcy.

The countries which renegotiated the terms of interest repayment also asked for more time in which to pay off the original capital loan. A condition for receiving this reprieve was an agreement with the International Monetary Fund (IMF). This involved a commitment to tighten their belts, generate enough exports to repay the interest rates, to devalue local currency and attack inflation.

These measures had a social price. By 1984 the urban population of the countries of Latin America had risen, in 10 years, by 20 per cent. The shanty towns were multiplying. Unemployment was rising and governments were feeling

How they are trying to get out of the red

Although every country in Latin America suffers to a greater or lesser extent from a crisis of debt, each country has its own particular problems – and its own way of dealing with them.
Argentina: The task of recovery has been set against a background of high inflation and external debt, which Raúl Alfonsín inherited along with a quarrel with the IMF. In the last six months, however, the country has had a dramatic about face, changing from the bad boy of debt to the "golden boy". Under a stringent economic policy, inflation has come down from 30 per cent a month to around 2 per cent and a visit last month from the US Federal

Reserve Bank chairman showed the west was ready to do business with Argentina again.

Brazil: Along with Mexico, Brazil is recognised as a "newly industrialised" country. Its exports and natural resources place it tenth largest in the world economy. But this is still not enough to cover repayment of its debts. An austerity programme implemented between 1982 and 1984 produced high unemployment, a decrease in purchasing power and even worse income distribution. However, it recently announced a healthy trade surplus, which allowed it to override IMF austerity measures and come up with its own economic recovery

plans. A radical "Robin Hood" budget for 1986 is designed to redress the imbalance between rich and poor.

Mexico: Mexico is trying to emerge from its 1982 crisis that marked the start of the Latin American "debt bomb". Mining (including petroleum) suffered badly in 1984 because of falling prices, and bad weather damaged agriculture. Even though the country has benefited from recent declines in international interest rates, foreign exchange earnings from oil products are at the mercy of international prices. Mexico had previously looked on oil as a source of permanent improvement and had borrowed money to finance more ambitious plans for oil production and economic development. The difficulties now in restoring

growth is causing resentment among Mexicans. The earthquake in Mexico City last year barely dented the country's finances.

Venezuela: The richest country in Latin America, in terms of income, Venezuela was the founder member of OPEC, the oil producers' cartel. Just as its economy floats on oil – accounting for 90 per cent of exports and a healthy \$2 billion in currency reserves – it could sink in oil. Last month, as the government neared agreement with foreign banks on rescheduling a major part of the state's foreign debt, world oil prices tumbled and Venezuela trembled. The government could soon be in trouble, having delayed financing agreements to develop local manufacturing and agriculture and reduce dependency on oil.



Energy – plus and minus. Above, an oil field in Mexico, once developed, ran out of cash. Now local inhabitants live with the pollution of constantly burning methane. Right: a Brazilian garage serving both petrol and alcohol as a petrol substitute. Agricultural land is being cleared to grow the sugar cane which is then turned into alcohol



the pressure as the social cost of austerity became a political issue. The military solution seemed less and less viable and, one by one, the dictators' cliques were swept away. But new civilian governments faced the same problems: lack of funds and rocketing inflation. Latin leaders again looked outside for help.

Finally, at the World Bank/IMF 1985 annual meeting, the US Treasury Secretary, James Baker, presented the "Program for Sustained Growth", known as the Baker Plan. This aims to promote economic growth in the developing countries. If a country wishes to be invol-

ved it has to adopt "market oriented" policies: creating a larger role for the private sector, tax and labour market reform and opening up new markets for investors. In return funds will be increased to the most heavily indebted middle-income countries. Ten Latin countries are at present being considered to join the Baker Plan.

Latin America's response has been to issue a nine-point "emergency proposal" for dealing with the region's \$360 billion foreign debt – seen as "an addition to, not a rejection of" the Baker Plan. The nine points include a call for the immediate reduction of international interest rates.

Whatever the outcome of the Baker Plan, the next few years will witness a continuation of the crisis which affects not only the finance houses of the world but also the lives of so many economic victims in the region of Latin America. (Figures and information for the illustration and commentary supplied by Lloyd's Economic Department.)

Rich and poor

	GNP per head US\$	What the poorest 20% see of the country's wealth %	What the richest 10% see of the country's wealth %
Costa Rica	1,020	3.3	39.5
Peru	1,040	1.9	42.9
Chile	1,870	4.4	34.8
Brazil	1,880	2.0	50.6
Argentina	2,070	4.4	35.2
Mexico	2,240	2.9	40.6
Venezuela	3,840	3.0	35.7

... And corruption is no help at all

In the early Sixties, a Brazilian politician used to say, "*Roubo, mas faço*" – I steal, but I get things done. Since everybody stole, the first part came as no surprise. If he got things done, that was a bonus.

Corruption may vary in degree in different countries of Latin America, but no country is entirely free of it. Some people explain it by blaming Spanish and Portuguese tradition, coupled with the nature of the settlement of Latin America. The United States, the argument goes, was founded by principled emigrants, fleeing the tyranny of the Old World to establish a new country founded on justice and conviction. They were fundamentally concerned with individual rights and wanted to create a state which would protect them.

The settlers of Latin America, on the other hand, remained in the service of the Spanish and Portuguese courts. They collected souls for the Catholic church and gold for the king's coffers, making, where they could, personal fortunes on the side. There was no interest or advantage in a system of government which would do other than ensure the continued exploitation of the land and people. Even the independence struggles, when they came, could not cleanse this inheritance.

The argument may be over-simple, but the effect is certainly one of endemic corruption in public life, exacerbated political factors. Most Latin American countries have frequently been controlled by dictatorships in which unchecked power has led to unchecked corruption.

Half of the debt

The riches which can accrue to an individual lucky enough to be part of a group which gets hold of a Latin American country set the mind reeling. The massive scale of the theft, in fact, is believed to be responsible for up to half the external debt which now burdens almost all of Latin America.

Much of that debt was spent on ostensibly worthwhile capital projects – hydroelectric dams, roads and other forms of construction. But from every project anything between 15 and 40 per cent of the capital cost can be funnelled off in bribes. In Argentina under the last dictatorship, 20 per cent of the cost of every import vanished into the pockets either of the functionaries or the generals who placed the orders. This included massive arms purchases, technology imports, the sale of licences to foreign companies and consumer goods. The debt was compounded by an artificial exchange rate, financed through the central bank by borrowing, which enabled Argentinians to buy at ridiculously low prices.

A congressional commission of inquiry set up in Argentina after the return of democracy investigated the sale to the state in 1978 of the Italo-Argentine electric power company. The commission concluded that the state had been defrauded of \$155 million by the simple expedient of paying \$364 million for the company instead of the agreed price of \$130 million. Chief culprits included the ruling junta, who authorised the sale and the then Minister of Finance and former director of the company, Jose Alfredo Martinez de Hoz who pushed the sale through in direct contravention of regulations he himself established.

In Brazil the scale of plunder practised by the recent military regime, which held power for nearly 20 years, is only now coming to light as the new government goes through the books. The military came in with the pledge to get rid of corruption but by the time the regime collapsed the looting was on

an unprecedented scale. The cases involve every ministry, government foundation and public institution – from "phantom civil servants" whose salaries are collected by others, to fraudulent loans made from state-controlled banks, gifts of emerald necklaces to secure mining concessions, tax amnesties, misappropriation of subsidies and even the use of the fire-brigade to repair army officers' mansions.

The tone was set at the top: the last president, Joao Figueiredo, had a wife so extravagant that a second plane used to be required on official visits to bring back the first lady's shopping. It continued through every sector, including the state bank.

Raiding the banks

There is a certain logic, not confined to Latin America, to the view that if you are going to steal money, what better place to find it than in a bank. The results of this perception account for another substantial component of the external debt: state bank fraud involving unsecured loans to bank personnel and their friends.

In Brazil, for instance, the Coroa-Brastel financial and business empire collapsed in 1983 with uncovered debts of \$800 million. Around \$200 million of this was in falsified letters of credit, yet shortly before the collapse, officials at Brazil's central bank had extended credit to the group. Nobody went to prison.

In another case, a group of landowners in the northern state of Pernambuco, in collusion with bank officials, defrauded the federally-owned Banco do Brasil of \$6 million in falsified subsidies. In February 1983 the public prosecutor investigating the case was murdered and the police officer subsequently arrested for the killing mysteriously escaped from custody.

The theft of such huge sums of money does enrage the man in the street and it is widely believed that it is better to vote for a rich man because he will feel less need to steal while in office. Disapproval of corruption, however, stops short of informing on neighbours or colleagues – getting someone else into trouble is bad form and most people are resigned to the petty corruption of life.

In spite of efforts to reduce bureaucracy, which in one country even included setting up a Ministry for the Reduction of Bureaucracy, daily life is plagued by red tape. So cumbersome are the rules and so underpaid the bureaucrats that simply to comply with the regulations the citizen needs to devote a disproportionate amount of time, energy and cash to lubricate the system.

Rent-a-briber

If you can afford it, there are services available to help. If you need to renew your driving licence, for instance, and cannot stand the thought of three days waiting around the ministry, you can hire a fixer who, for an all-in and generally reasonable fee will queue, cajole and bribe for you.

By comparison with what preceded them, most of the new democratic governments are still relatively clean. Certain practices which would raise eyebrows in Europe – the wholesale employment of relatives, for instance – are an accepted part of politics.

Bolivia, which holds the Latin American record for military coups (189), currently enjoys an elected government, but everyone remembers the particularly vicious 1980 coup, directly financed by the cocaine traffickers. Under the circumstances, that there is corruption is hardly worthy of comment. That there are still honest men and women is far more remarkable.

Isabel Hilton

LATIN AMERICA'S POLITICAL STYLE

Two decades ago, South America could sustain only two democracies: in 1986 only four countries remain under authoritarian rule. Peru's Alan Garcia is the shining star of the new, young governments and a symbol of Latin unity

The people's choice

Alan Garcia, the brash 36 year-old who became president of Peru last July, rides a remarkable wave of popular support. It has enabled him to irritate the United States by announcing that Peru will unilaterally limit its debt repayments and by threatening to walk out of the International Monetary Fund.

But the same wave could

engulf him if his reformist zeal irritates too many at home. He seems ready to take that risk with an all-out and fearless attack on the drug business, military privilege, civil service corruption, police incompetence and torture practices.

He has already proved himself to be a master of stagecraft. Before other parties had even named their candidates, Garcia

was striding across the country to the poorest and remotest regions, following this up with a media blitz, a highlight of which was a flight of white doves in the shape of a star, his party's insignia.

Undoubtedly, Garcia is the most exciting politician to hit the Latin-American boards for some time, called "a symbol of unity for all of Latin America."

This refers specifically to Garcia's economic challenge to the industrialised countries' handling of the debt crisis. The Peruvian president has declared that debt repayments would be limited to 10 per cent of its export earnings for a 12-month period.

Inevitably, Garcia's ideology – leftwing but hardly doctrinal – has been compared with that of the late Salvador Allende of Chile, and there have been fears within the country that his leftwing reforms will eventually cause a conservative backlash or even a military coup.

But even though he has taken strong action against the police

and military sources, sacking hundreds of corrupt officers and cutting the military budget, the armed forces have not turned against him. Garcia has taken care not to condemn the army outright for the misconduct of a few and he has not hesitated to throw the weight of the security forces against those standing in his way. He ordered the search of a Lima prison housing members of the fanatical Maoist terror group, Sendero Luminoso (Shining Path). There was a pitched battle between inmates and the security forces which left 32 prisoners dead.

The Sendero Luminoso is a pervasive reminder of how torn Peru has become and of the deep and prolonged economic crisis which has reduced income per head by a fifth and wages by two-fifths over the past four years. But in attempting to resolve the crisis Garcia has also been applauded for his economic stabilisation programme.

Garcia's popularity elsewhere in Latin America is now extraordinary. He is respected and admired by both President Alfonsín of Argentina and President Sarney of Brazil. He is on the other hand deeply suspicious of flattery.

On learning that an opinion poll was 98 per cent in his favour, Garcia said: "This is a lie. Only dictators get those results."



General Pinochet (left) in full regalia, holds on to Chile, while Alan Garcia (right) has the support of the people of Peru



The general in his bunker

Pinochet of Chile is the old-style Latin *caudillo* – using the army, torture and corruption to safeguard his position, which he intends to hold

"It is the tradition of Chile that the president walks freely among the people," said President Eduardo Frei. "This has always been so." No longer.

Frei was replaced after six years by a Marxist, Salvador Allende, who had no time to stroll when Chilean inflation was galloping. Allende perished in 1973 in a violent military coup led by General Augusto Pinochet, who then became dictator. Pinochet

got inflation down but, isolated in his flat-topped, reinforced bunker, in 12 years he too has been unknown to take a walk.

No more than 15 minutes' drive away from his bunker is the house of Jorge Lavandero who, a year and a half ago, gossiped about where the money for Pinochet's bunker came from. For this he was ordered killed. He survived.

Lavandero edits a small news-

paper called *Fortin Mapocho* (Fort Mapocho) which carries bold headlines, such as "The Regime Destroys the Evidence" and "Torture and Murder in Valparaíso". He is a slender man in his 50s and a bit of a crusader. When he found himself in possession of a secret official document which indicated that Pinochet lied about the amount of money he had and that the bunker in the hills had cost \$6million, he made the mistake of discussing it with friends on the phone. He told me what happened next.

"I planned to publish the document in *Fortin Mapocho* and said so on the phone. The phone was tapped. Not far from here I was stopped at a red light. A car pulled in front of me and three cars stopped behind me. A fifth car prevented any other traffic from approaching. They beat me with steel bars. They broke both sides of my skull. A little boy found me and called an ambulance to take me to hospital. I lost the hearing in my left ear completely. I have lost my sense of balance. For a long time

half of my body was paralysed.

"When I came out of the hospital they put a bomb in my house. And last February, 10 people with machine-guns entered my office and broke everything, my desk, typewriter, telephone."

Such attacks are a sign of increasing nervousness in the Pinochet regime.

Pinochet's *caudillo* instincts were moved by Allende's breaches of the rules as much as by growing United States concern that Chile was moving dangerously close to the Soviet camp. On seizing power, Pinochet set out to achieve two main objectives.

One was to rid the country of Marxists for whom he has a pathological hatred. His second aim was to bring down inflation, then running at an annual rate of 500 per cent. By 1982 it was down to 10 per cent. But then economic collapse followed. Unemployment shot up to 20 per cent (though is now around 14 per cent) and bankruptcies soared. Inflation, while still

moderate by Latin American standards, has risen again to about 30 per cent.

Already the unrest has begun to take shape with pot-clanging citizens and student marchers demanding a return to political democracy. There have been serious riots in poorer urban *barrios*, ruthlessly suppressed. Pinochet has responded by digging in his heels, telling the demonstrators that "It's all over *señores*", and saying he will hang on to power until 1989.

Next month



AFRICA

Sunday Times
19.1.86

Defence: the most radical option of all

YOUR THOUGHTFUL "message to the new defence secretary" (page 16, last week) was deficient in two respects. You imply that force reductions in the Falklands depend on a settlement with Argentina. That is not so.

New force levels will be announced quite soon - reductions which follow the full military and civilian operational use of Mount Pleasant airport, which will, incidentally, pay for itself in defence terms alone within a very few years.

Reduction of Falklands military activities are a mixed blessing - important training opportunities will reduce, and the success of the tri-service nature of the operation is making a real contribution to

our defence experience, as I saw for myself in the Falklands last month.

Second, you omit the most radical option of all - conscription. Aside from social benefits (recognised by every European Community country except us), military conscription would be far more beneficial than costly and bureaucratic "community service", already crowded by the voluntary sector, and as a radical and successful penal option.

It is also a practical reality recognised by a growing number of senior and middle-ranking officers with experience of their own recruiting and training success. They reckon tough recruits can be competent soldiers in four months.

The expansion of the territorial army is a stride in the right direction. Why not a radical leap down that road? This is not blimpish dogma. It is harsh reality with a proven record under European govern-

ments of all political persuasions.

Robert Key
MP (Con) for Salisbury
House of Commons

NUCLEAR REACTION: It was a pleasurable surprise to find myself in agreement with all the proposals made by your defence specialists, James Adams and John Witherow (page 16, last week) - and not only for money-saving reasons.

It is true that reducing BAOR, the surface fleet and our commitments to the Falklands, and cancelling new aircraft costing £20m each would save billions.

To these immense economies, desperately needed for housing, health and re-equipping industry, can be added, as a priority, £2 billion a year by ending nuclear weapons and their research.

Frank Allaun
Vice-President, Campaign
for Nuclear Disarmament
Manchester

Daily Mail
20.1.86

Ice men are poles apart

THERE is no point in walking to the South Pole. It proved nothing beyond what Scott himself proved - that such a journey is possible.

After only a brief rest, and greatly disappointed, Scott set about walking the 880-mile return journey, without the benefits of modern clothing, footwear, diet and the luxury of a well-earned respite in the comfort of the American South Pole station.

Had Scott the benefits of such luxuries, no doubt he and his party would have lived to tell the tale. Messrs. Swan, Mear and Wood have completed only half the course.

As an ex-member of the British Antarctic Survey I

know only too well the rigours and hardships they endured, but had they followed Scott's exact journey they would be worthy of more praise.

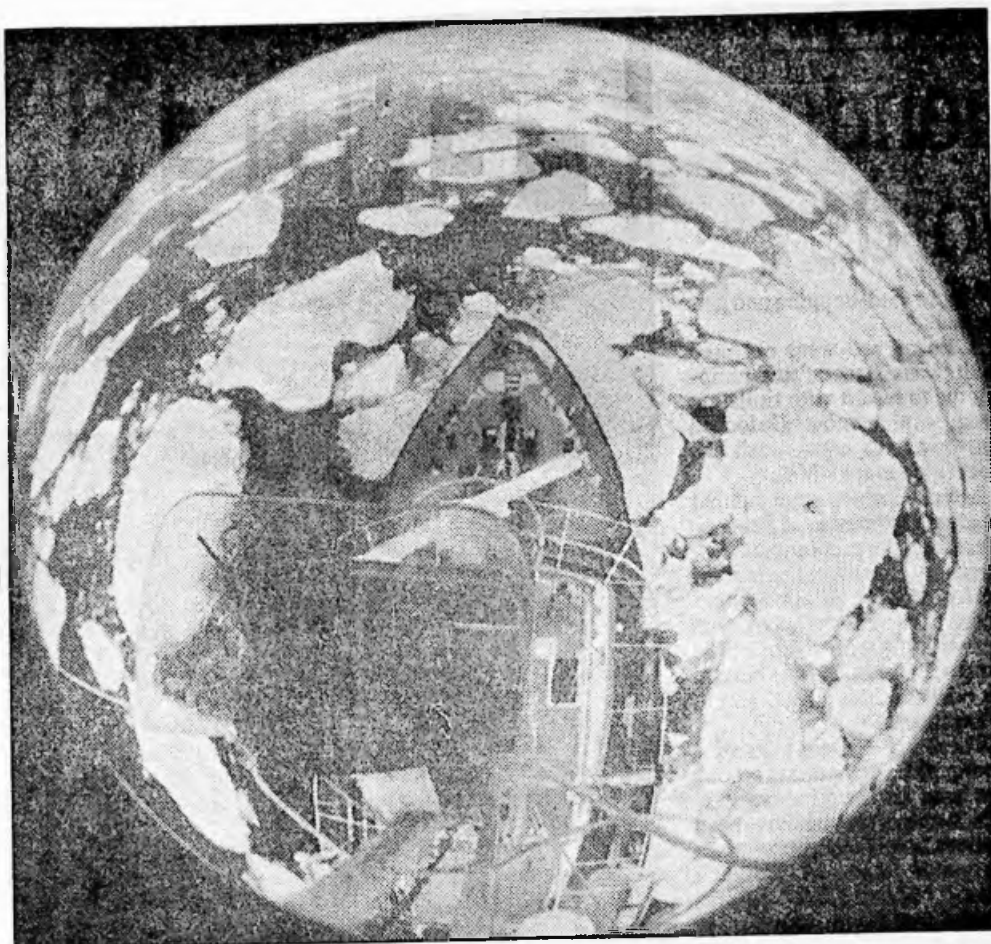
C. P. HORTON,
Park View,
Afon-Wen, Clwyd.



In Scott's footsteps . . . the modern explorers set out (top).
Above, Scott (centre) and his team at the Pole.

FALKLANDS QUAKE

Two earth tremors shook the Falkland Islands within a minute, causing panic but no serious damage or injuries.



Ice threat to the Greenpeace

A CROW'S NEST view of the Greenpeace flagship fighting its way through ice floes in the Ross Sea, Antarctica. It is in danger of sinking if it pursues its quest for a channel south, according to an American expert who warned that it might not be possible to mount a rescue.

Walter Selig, of the US National Science Foundation, said that the Greenpeace simply cannot cope with Antarctic ice. 'I admire those people's courage but I would not want to be on that ship.' His project might not be able to leave other vessels exposed to go to the aid of Greenpeace if it got into serious trouble, he added.

This weekend, the Greenpeace retreated to

safer water but all the indications are that it will try again to reach Ross Island and land four people to staff a permanent station. Peter Wilkinson, British co-ordinator of the expedition, said from on board that no risks would be taken with the lives of the crew.

Australia and New Zealand tried to stop the expedition, claiming the ship was inadequate and the crew inexperienced. But Greenpeace spokespersons are convinced that governments with a stake in Antarctica want to abort the mission.

Last week, the US rescued the crew of the Southern Quest after the ship was lost in the ice during a British polar expedition.

Geoffrey Lean

In the swim

WITH THE new Mount Pleasant airport in the Falklands and the accompanying garrison buildings having cost the best part of £40 million, the Liberal peer, Lord Teelgarh, is anxious that the ship should not be spoiled for a ha'porth of tar.

He has thoughtfully asked the Government to include a swimming pool for the use of service personnel in the scheme and Lord Teelgarh, the Minister of State for Defence, is now seriously considering the idea.

While the islanders are wondering whether they will be able to use the pool if it is built, peers with experience of the forces are more interested to know whether it will be heated for recreational use, or unheated for punishment fatigues in the colony's less-than-hospitable climate.

WESTLAND'S WORTH UNDERESTIMATED

SIR—With all the political razamataz over Mr Heseltine and the Cabinet, is it not time that the spotlight was re-focused on his disgraceful treatment of Westlands, who are a British company at the centre of this dispute and have been the main employers in Yeovil for 50 years?

According to reports, when Westlands first approached Mr Heseltine, early in 1985, he offered no help and told them they must work out their own salvation.

Yet he must have known then that many spare parts, if not complete helicopters, would be needed in the Services for many years to come and surely he could not have forgotten the part Westlands played in the Falklands War.

If he felt so strongly about the European connection, and this was defence policy, why did he not start trying to do something about it.

As is now known, Westlands finally succeeded, on their own, in getting a deal together with Sikorsky, with whom they had enjoyed very friendly relations for close on 40 years.

Mr Heseltine, who seems to have completely under-estimated Westland's worth and need to survive, used his privileged position to connive to do everything in his power to block the deal, finally wrapping the European flag around him and resigning, seemingly oblivious of the welfare of the workforce of an important British company who do not see their future through his distorted vision.

I am the son of Sir Ernest Petter, co-founder and chairman of Westlands.

K. M. PETTER
Shalbourne, Wilts.

War requirements

SIR—Travelling to London one day last June, I chanced to get into conversation

with a fellow passenger who apparently was on his way to attend the Falklands Memorial Service at St Paul's Cathedral as his employer's, Westland Helicopters, representative.

With pride he recounted how, during the Falkland war the whole staff at Westland from the management downwards had worked round the clock to ensure the fulfilment of orders for their helicopters engaged in the war.

What would have happened if the company had been under American ownership at the time? Would we have had the same patriotic response from the whole workforce bearing in mind that the Americans were very anti-Falkland at the time?

The answer must be no and with it the realisation that if Sikorsky or another American company had owned Westland during the Falkland war, remembering the crucial rôle which helicopters played, there might have been a different result.

JOYCE D. MELLEFIELD
Barnet, Herts.

nature

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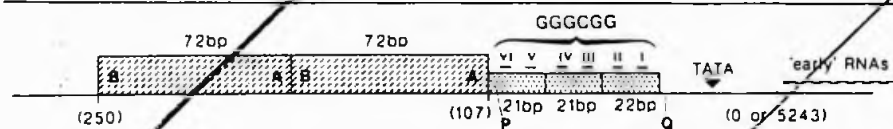
FALKLANDS
A ROTATED
MICROPLATE?

the *trans*-acting factors that bind at the SV40 promoter elements^{2,3}, and/or that it provides the appropriate recognition surface for RNA polymerase II.

Precedent for the involvement of protein-protein contacts in the regulation of gene expression comes from studies on *Escherichia coli*. The elegant work of Ptashne and coworkers⁴ has clearly demonstrated that whereas repression by bacteriophage lambda repressor (cl)

the helix could block access of transcription factors to that face and the extent of blockage would vary with periodicity.

Particularly intriguing is the requirement for stereospecific alignment between the enhancer of SV40 and its 21 bp repeats. Might this shed light on enhancer mechanisms, and can it be reconciled with the fact that enhancers potentiate transcription from their promoters in a way that is essentially independent of orientation,



Schematic diagram of the simian virus 40 'early' promoter.

protein is mediated by steric exclusion of RNA polymerase, the simultaneous stimulation of the adjacent, divergently transcribing promoter for the *cl* gene itself is mediated by protein-protein contacts between the repressor and RNA polymerase. The proximity of the binding sites for activator proteins and RNA polymerase in the galactose⁵ and arabinose⁶ operons also suggests that activation occurs by protein-protein contacts. However, one of these activator proteins, the cyclic AMP receptor protein, acts on several operons, and the portions of its binding sites relative to the promoters are variable, thus calling into question whether induction always works by protein-protein contacts.

What other explanations are possible for the helical periodicity observed by Takahashi *et al.*? One possibility currently attracting attention is DNA bending. From studies of trypanosome kinetoplast DNA, Wu and Crothers have pointed out that the sequence elements causing the axis of the helix to deviate must be arranged at intervals approaching 10.5 bp if the sum of the helical deviations is to result in a bend⁷. Bending may be an important component in defining the binding site of a *trans*-acting factor. Work on the positioning of nucleosomes on DNA⁸ provides evidence that bending is important for protein-DNA interactions and it may well also act to facilitate protein-protein contacts. Such a mechanism has been suggested for the induction of the lactose operon of *E. coli* by cyclic AMP receptor protein, which induces DNA bending on binding to its recognition site and may thereby facilitate contacts with RNA polymerase⁹.

Alternatively, the observed helical periodicity may reflect a requirement in factor binding for the stereospecific alignment of two or more altered DNA structures. Possibly relevant in this context is the identification of Z-DNA segments in the SV40 72 bp repeats⁹. Another quite attractive explanation would involve the interaction of the promoter with the nucleoskeleton¹⁰. Attachment along one face of

distance or position relative to the gene¹¹? In their paper, Takahashi *et al.* cite as yet unpublished evidence from their group¹² that each 72 bp enhancer motif contains two distinct binding domains (A and B in the figure). If, as their data imply, the important protein-protein interaction is between factors bound at A and the 21 bp repeats, then reversing the orientation of the enhancer with respect to the 21 bp repeats might be expected to perturb the critical factor interaction.

Takahashi *et al.* suggest that action at a distance could still be mediated by protein-protein contacts if the interposing DNA is looped out¹¹. Possible examples of this type of mechanism have been found in the galactose and arabinose operons of *E. coli*, where it has been suggested that repressor monomers bind at two well-separated sites and monomer-monomer interactions facilitate DNA loop formation¹³. Interestingly, insertions between the two binding sites in the arabinose operon show the same helical periodicity as described by Takahashi *et al.* for SV40.

Although DNA loop-out seems a reasonable model for enhancer action from a

distance upstream of the promoter, the model is sterically unattractive for a downstream enhancer. An attractive modification to the model is that the loop forms only transiently to facilitate intramolecular factor transfer. But, although upstream enhancement has been demonstrated *in vitro*, downstream enhancement has not, suggesting that simple factor transfer cannot be the whole story. The magnitude of enhancement *in vitro* is only about 10-fold¹⁴ whereas it is 100-1,000-fold *in vivo*. Interestingly, the transcription level seen *in vivo* by Takahashi *et al.* varies with insert size over the range of variation seen *in vitro*. Thus, it is possible that both may be reflecting only one component of the proposed biphasic nature of the 72 bp repeats, whereby they act as both an enhancer and an upstream promoter element at short range but just as an enhancer at long range¹⁵. The helical periodicity and *in vitro* effects may be due to their action solely as a promoter element. It is tempting to suggest that domain A in the 72 bp repeats is the promoter element and domain B is the enhancer. One could then predict that domain B could be completely separated from domain A with little loss of activity; in fact, 50 bp seems to be the upper limit¹². □

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Plate tectonics

Microplates in Antarctica

from A.K. Martin

Two basic schools of thought have emerged on how Antarctica, and particularly West Antarctica, fitted against southern South America before the break-up of Gondwanaland. One suggests that Patagonia and the Falkland Plateau fit into the Weddell Sea, implying that East and West Antarctica have formed one plate since the Jurassic^{1,2}. The other places East Antarctica against Mozambique and overlaps West Antarctica with the Falkland Plateau^{3,4}. This overlap, which was considered unacceptable, implies that West Antarctica has moved relative to East Antarctica and thus formed a separate

plate or several microplates during early break-up⁵. Palaeomagnetic evidence supported the existence of West Antarctica microplates⁶; in this issue, Mitchell *et al.*⁷ provide more evidence for microplates in this region, not from West Antarctica but from the Falkland Islands on the present-day South American plate.

A wealth of seafloor spreading and fracture zone data substantiate that the Falkland Plateau has been part of the South American plate since the initiation of the South Atlantic^{8,9}—its palaeoposition 125 Myr ago is well constrained. The new palaeomagnetic work, however, suggests

that more than 190 Myr ago the Falkland Islands were adjacent to the Transkei coast of South Africa and that a rotation of 180° occurred between 190 and 125 Myr. As originally suggested by Adie¹⁰, this palaeoposition aligns the Lafonian diamictite of the Falklands with the Dwyka tillite of South Africa, which forms the effective demarcation of the northern front of the Cape Fold Belt.

Although the authors concede that much more palaeomagnetic, geochronological and structural work is required to confirm the reconstruction⁷, their work has much wider implications for the geology of the area. First, if the Mozambique palaeoposition for East Antarctica is adopted, then a curvilinear mountain belt (the Gondwanide orogen of Du Toit¹¹) would have stretched from the Sierra de la Ventana in South America across the Cape Fold Belt in South Africa to the Trans-Antarctic mountains¹² (see figure). In their rotated positions, the Falkland Islands and the Ellsworth Block complete chain — if left unrotated, they would necessitate large re-entrants in the mountain belt. Proponents of a more southerly palaeoposition of a single-plate Antarctica used such re-entrants as criticisms both of this refit and of the philosophy of aligning mountain belts¹³. Their objections now fall away.

Debate has also centred around the plate-tectonic nature of the Gondwanide orogeny. The Cape Fold Belt and its inter-continental correlates are seen as constituting a back-arc basin, with the fore-arc and magmatic terranes extending from Chile through Tierra del Fuego to the West Antarctic peninsula¹⁴. These latter areas are considered the source of volcanic detritus found in foreland basins on the Gondwanide continents. An alternative view is that the Cape Fold Belt, in particular, represents an intracratonic orogeny; there is a lack of nearby fore-arc or magmatic features, the metamorphic grade is low, and the small amount of crustal shortening is considered incompatible with fast-moving colliding plates^{15,16}.

But the stable craton of Gondwanaland must include the 1,000-Myr-old Cape Meredith complex in the Falkland Islands. The Lower Cretaceous palaeoposition of the Falklands implies a south-westward bulge in the craton and the fore-arc terranes of Tierra del Fuego — 1,500 km from the Cape Fold Belt — is considered too distant for the two areas to be linked by subduction-related orogeny¹⁷, unless some extreme form of 'flat-plate' or low-angle subduction occurred. The rotation of the Falkland Islands to the eastern margin of South Africa removes the bulge in the craton, opening up a space in the Jurassic reconstruction (see figure) that may have been occupied by West Antarctic microplates. The distance between fore-arc terranes and the Cape Fold Belt may there-

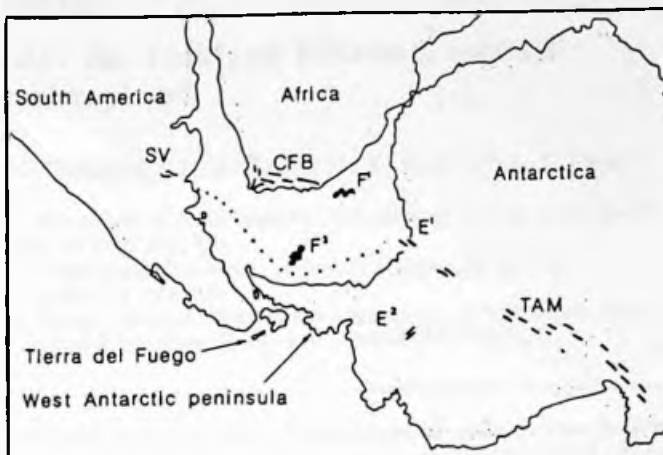
fore be considerably reduced. The alignment of the fold vergences of the Falkland Plateau and the Ellsworth Block with the rest of the Gondwanide orogeny also weakens the argument¹⁴ that large variations in fold vergences are more typical of mobile belts within continental crust than subduction-related orogenies.

Although the rotation of the Falkland microplate solves some problems in south-western Gondwanaland, it raises a whole batch of new questions. How did the Falkland Islands move south-westward and rotate to their

Lower Cretaceous palaeoposition? Was the movement associated with the mid-Jurassic–Cretaceous formation of the Outeniqua Basin that underlies the southern continental margin of South Africa and its apparent continuation in the central basin of the Falkland Plateau¹⁸? Is there some oceanic crust under the central Falkland Plateau¹⁹? In short, how was the Lower Cretaceous Falkland Plateau constituted?

There is evidence that some movement occurred between the South American mainland and Africa shortly before the South Atlantic opened. Pre-mid-Jurassic palaeomagnetic poles¹⁷ suggest that South America occupied a position about 300 km west of its palaeoposition next to Africa, as shown in the figure, a position almost identical to the one it occupied in the mid-Cretaceous after 10–12 Myr of seafloor spreading in the South Atlantic⁹. This suggests that there may have been separation between the two continents followed by closure before the Lower Cretaceous opening of the South Atlantic. Did such movements involve all of South America or was there relative movement between additional microplates within southern South America? Were these movements similar to or even associated with mid-Jurassic–lowermost Cretaceous (pre-Barremian) back-arc basins in Patagonia and Tierra del Fuego¹⁸?

All the microplates in the area have still to be identified and their palaeopositions solved. Moreover the configuration of the Patagonian and West Antarctic subduction zones and their relationship to Gondwanaland break-up is not yet known. The subduction of varied oceanic features could have led to the offset of spreading ridges around southern Africa by long



A new reconstruction of Gondwanaland¹⁹ showing the Lower Jurassic (F') and Lower Cretaceous (F'') palaeopositions of the Falkland Islands. Also shown are the rotated (E') and unrotated (E'') positions of the Ellsworth Block within Antarctica. The dashes represent the Gondwanide Orogeny: SV, Sierra de la Ventana; CFB, Cape Fold Belt; TAM, Trans-Antarctica Mountains. The dotted line represents the southwestern bulge of the Gondwanide craton caused by the Falkland Islands in their Lower Cretaceous (F'') palaeoposition, which is removed if the rotated (F') position is adopted. Note that the West Antarctic peninsula is shown in its present day position.

transform faults, or complicated microplate tectonics and subduction could provide an explanation for the change in vergence between the Cedarberg and southern limbs of the Cape Fold Belt.

Answers may lie in new marine geophysical data from key areas of the southern ocean and in comprehensive palaeomagnetic, petrological, structural and geochronological studies of the various plates. The new work on the Falklands microplate shows that a different approach to an apparently simple reconstruction reveals a more complicated reality. □

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Table 1 Least-squares fit for 160.01-min oscillation

		1983	1984	Combined
$f = 104.16 \mu\text{Hz}$				
amplitude	V	0.4 ± 0.5	1.7 ± 0.8	0.3 ± 0.4
(marcs)	D	0.3 ± 0.5	0.6 ± 0.8	0.3 ± 0.4
Frequency (μHz)	V	103.92 ± 0.02	104.23 ± 0.03	104.235 ± 0.003
	D	104.18 ± 0.01	104.00 ± 0.05	104.171 ± 0.003
Amplitude	V	1.3 ± 1.3	2.1 ± 2.0	1.7 ± 0.8
	D	1.8 ± 1.3	1.3 ± 1.9	1.4 ± 0.8

limb exposures and two colours and binned in half-hour intervals. Under these conditions the 'filling factor' on the evenly spaced half-hour domain increases to 23% in 1983 and somewhat less in 1984. The technique we applied to work around the gaps is described by Kuhn^{16,17}. By choosing a particular set of evenly spaced frequencies the window function effects can be minimized (the 'swap' technique). Unfortunately, numerical experiments on synthetic data with this domain could not be completely 'dealised' and we've concluded that the domain is too sparse for this method (and probably any other). We finally settled on the statistical approach, described below, to search for g-modes.

We take as a null hypothesis that the 1983 and 1984 power spectra (Fig. 1) are the result of random uncorrelated normally distributed noise. If this is correct then the distribution of power from both years should be consistent with the power distribution generated from noise analysed in the same way as the data. Thus we generate fake data sets on the same domain as the actual data. The values are distributed normally from a distribution whose variance is scaled so that the mean fake power and actual power agree. The resulting cumulative power probability distributions are plotted in Fig. 3. The agreement is quite good if the anomalous peak at 1/6 day period in the 1984 data is ignored. The Kolmogorov-Smirnov test yields a useful quantitative description of the probability that both samples came from the same parent distribution. The K-S test is essentially a measure of the largest deviation between the two distributions¹⁸. Applying the test to the 1983 and 1984 data separately yields statistic values of 0.34 and 0.86 respectively, indicating that we should accept the null hypothesis. In short, we find no evidence of solar g-modes in oblateness power spectra of mean noise 0.4 milliarcs².

Further, if the previously detected 160.01-min periodic signal is interpreted as evidence of an $l = 2$ g-mode then its amplitude has decreased from near 1 to 0.1 ms^{-1} since its detection in 1974. Unless a hitherto unknown damping mechanism is postulated this is inconsistent with the expected mode damping time of $\sim 40,000 \text{ yr}$ ¹². We believe it is more likely that the 160.01-min signal is not due to a solar g-mode.

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Are the Falkland Islands a rotated microplate?

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Here we report preliminary palaeomagnetic evidence from dolerite dykes on West Falkland which suggests that the Falkland Islands were rotated through $\sim 120^\circ$ during the early stages of the break-up and dispersal of the southern part of Gondwanaland. The rotation itself, and evidence of palaeolatitude, confirm the proposal made by Adie¹ in 1952 that the islands were formerly situated adjacent to the Transkei area of South Africa, where they formed the south-east corner of the Karoo basin with its adjoining Palaeozoic fold belts. The first stage of continental drift probably took place during the Jurassic, as Antarctica separated from southern Africa, the islands moving as a microplate to a position approximately 500 km south-east of present-day Cape Town. Subsequently, during the opening of the South Atlantic, the islands and the Falklands Plateau have drifted to their present position and undergone a further rotation of $\sim 60^\circ$.

Figure 1 outlines the geology of the Falkland Islands, and the inset shows the position they occupied before the opening of the South Atlantic in the Lower Cretaceous. This position is obtained by closing the South Atlantic by an anticlockwise rotation of the South American plate through 56.40° about a Euler pole at 46.75°N , 32.65°W , keeping the African plate fixed². This is one of the more straightforward plate tectonic reconstructions which is constrained by a wealth of geophysical and bathymetric data, seafloor magnetic anomalies, the orientation of transform faults and the geometrical fit of the opposing continental shelves of South America and Africa^{3,4}.

Table 1 Palaeomagnetic results

Sample code	Dyke	n	R	k	α_{95}	Dec.	Inc.
F30	A	6	5.62	12.2	19.9	16.0	61.0
F29	A	5	4.86	91.6	8.0	335.4	63.4
F38	A	6	5.97	203.5	4.7	323.1	53.8
F23	B	6	5.92	62.9	8.5	332.1	65.8
F32	A	4	3.70	14.4	25.0	21.8	70.7
F24	B	6	5.93	78.6	7.6	300.5	69.3
F36	C	7	6.79	28.6	11.5	336.3	39.0
F25	B	6	5.94	79.1	7.6	349.2	55.9
F41	D	6	5.89	46.2	10.0	159.5	-24.5*
F31	A	5	4.97	128.9	6.8	7.4	8.6*
F46	E	4	3.94	48.2	13.4	174.9	-54.7
F47	E	6	5.13	5.7	30.6	357.8	-81.5*
F45	E	7	6.10	6.8	25.6	246.1	-24.5*
F6	E	4	—	—	—	—	—*
Mean		9	8.73	29.5	9.6	342.8	61.1

Palaeomagnetic South Pole = 5.3°S , 287.2°E . $dp/dm = 11.3/14.8$, where dp and dm are the semi-axes of the oval of 95% confidence about the palaeomagnetic pole. n , The number of specimens; k , Fisher's precision parameter; α_{95} , the radius of the 95% confidence cone about the mean direction; dec. and inc., the declination and inclination, respectively. Positive (negative) inclinations indicate reverse (normal) polarity in the Southern Hemisphere. Samples F45 and F47 are total NRM only. The first 10 samples in the table are from four different north-south dykes designated A-D. The last four samples are baked sediments from the contact of an east-west dyke, E.

* Sample direction not included in the calculation of the mean.

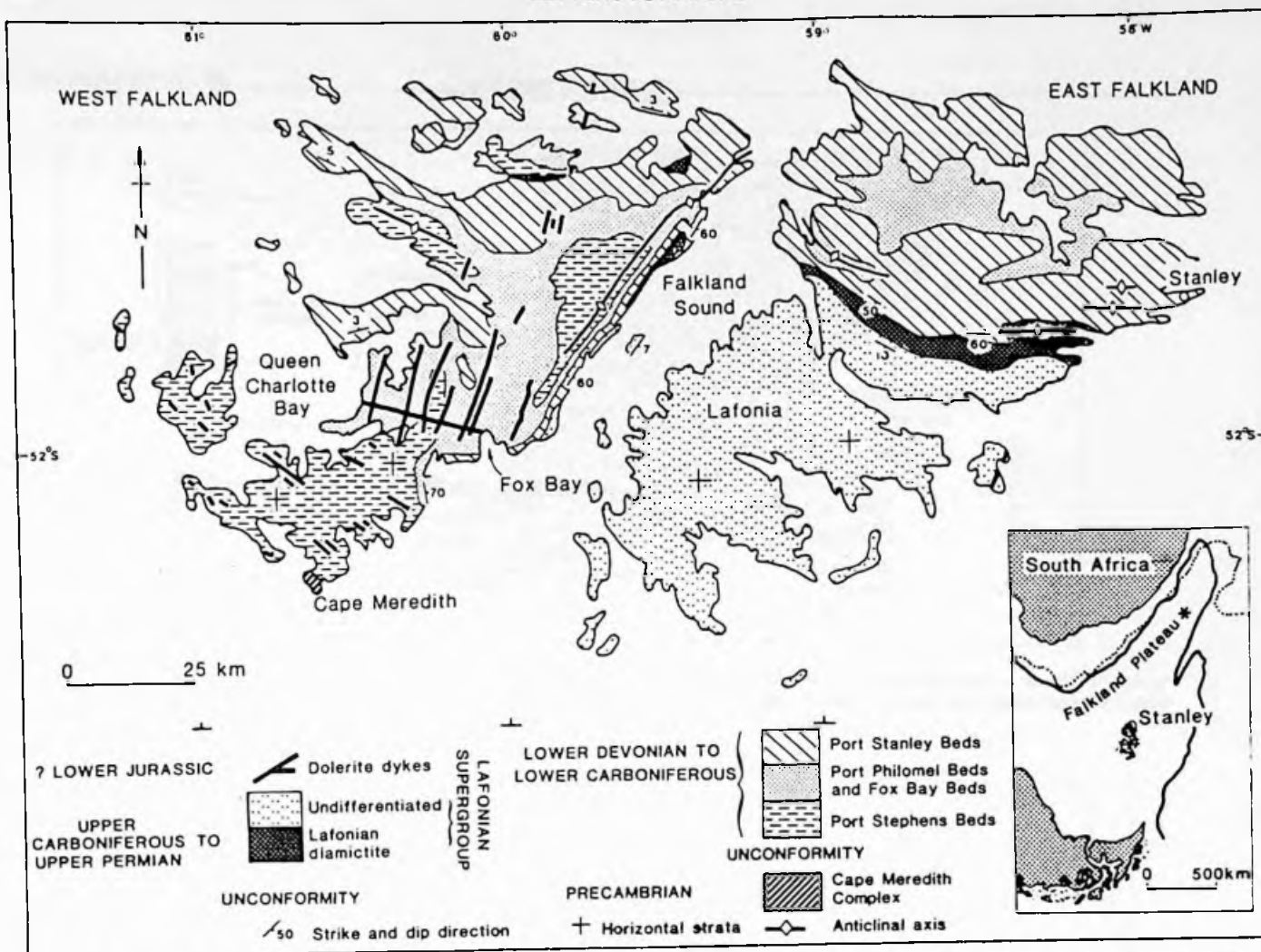


Fig. 1 Geological map of the Falkland Islands, after Greenway¹⁷. For purposes of comparison with South African geology, note that the Lafonian Supergroup correlates broadly with the Karoo, while the Port Stanley Beds, Fox Bay Beds and Port Stephens Beds correlate broadly with the South African units Witteberg, Bokkeveld and Table Mountain sandstone of the Cape Supergroup. Inset, position of the Falkland Islands and Falkland Plateau before the opening of the South Atlantic (Lower Cretaceous) (based mainly on Martin *et al.*²). The solid line marks the edge of the south American continental shelf; the dotted line marks that of South Africa. Asterisk shows the position of DSDP site 330 (ref. 14).

Nevertheless, before the development of plate tectonic theory, geologists sought to position the islands in reconstructions of Gondwanaland so that the main geological features matched those of neighbouring continents. For example, du Toit⁵ placed the islands to the west of Cape Town, in order to achieve continuity of the east-west fold belts of the Cape, Port Stanley and northern West Falkland in the Falklands and of the Sierra de la Ventana in Argentina. Adie's suggestion¹ that the islands had previously been situated at the east end of the Cape fold belt (the Zwartberg fold belt), offshore from present-day Transkei (Fig. 2), provided near-perfect correlation of Falklands and South African geological features by rotating the islands through 180° from north to south; he cited transport directions in the Dwyka and Lafonian diamictites (with movement from south to north in the Falklands) in support of the postulated rotation. Adie's reconstruction juxtaposes the 1,000-Myr-Natal basement⁶ and the Cape Meredith Complex in the Falkland Islands, which is of a similar age⁷; it also removes a problem inherent in the du Toit reconstruction by achieving continuity of the Karoo strata. The Adie reconstruction is much favoured by geological correlations but its validity depends on whether a substantial rotation of the Falkland Islands can be demonstrated.

During a field study in January 1985, C.M. and K.G.C. collected a number of magnetically orientated samples, which comprised 10 hypersthene-bearing dolerites from four different

north-south-trending dykes and four baked shales adjacent to a large olivine-bearing east-west dyke, of which, however, no *in situ* exposures were found. All specimens were collected in the area between Fox Bay and Queen Charlotte Bay in West Falkland (Fig. 1). The dykes have usually been assumed to be of the same age as the Karoo dolerites of South Africa; the one published age-determination⁸, from a dyke near Cape Meredith, yields a typical Karoo age (Lower Jurassic) of 192 ± 10 Myr by the K-Ar method. Each of our specimens provided a minimum of five 9-mm cylindrical samples for measurement, using the automated SQUID magnetometer at Cardiff⁹.

Most samples were demagnetized using alternating fields (AF), but a few were subjected to thermal demagnetization. The results were analysed by means of orthogonal and stereonet plots combined with principal-component analysis¹⁰. All 10 dolerite samples yielded stable coherent within-sample directions, but two samples (F41 and F31) clearly deviate from the mean of the others (Table 1). These two anomalous results may represent either poor orientation of the samples or the genuine recording of an intermediate geomagnetic field direction. The characteristic direction is generally stable in the range 15–70 mT, with randomly directed low-coercivity components removed on treatment to 15–20 mT, except samples F30 and F32 which were relatively unstable to both AF and thermal demagnetization, compared with the other samples. The AF demagnetization

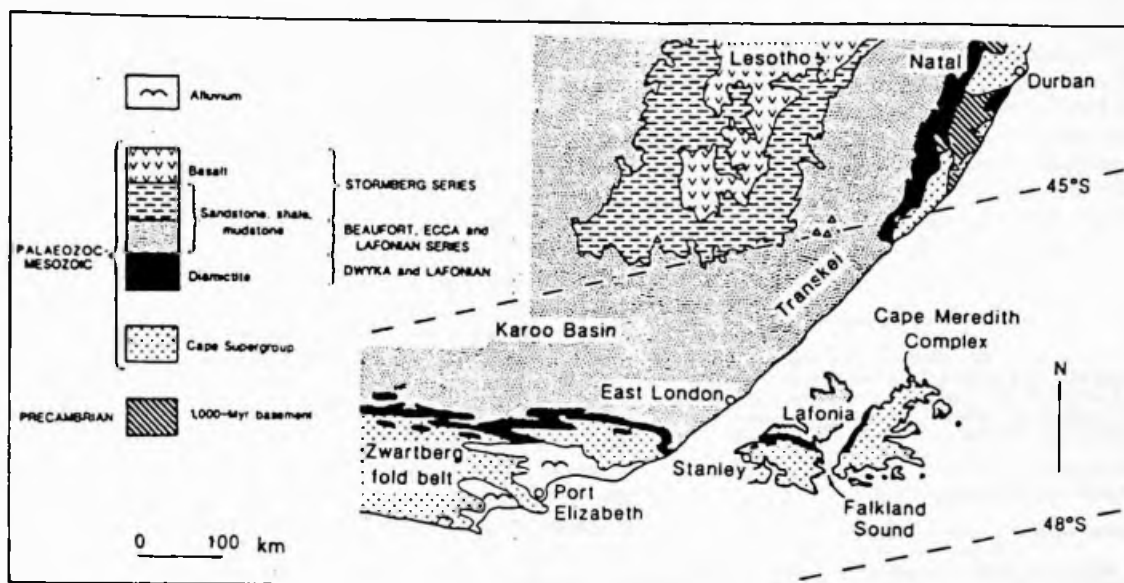
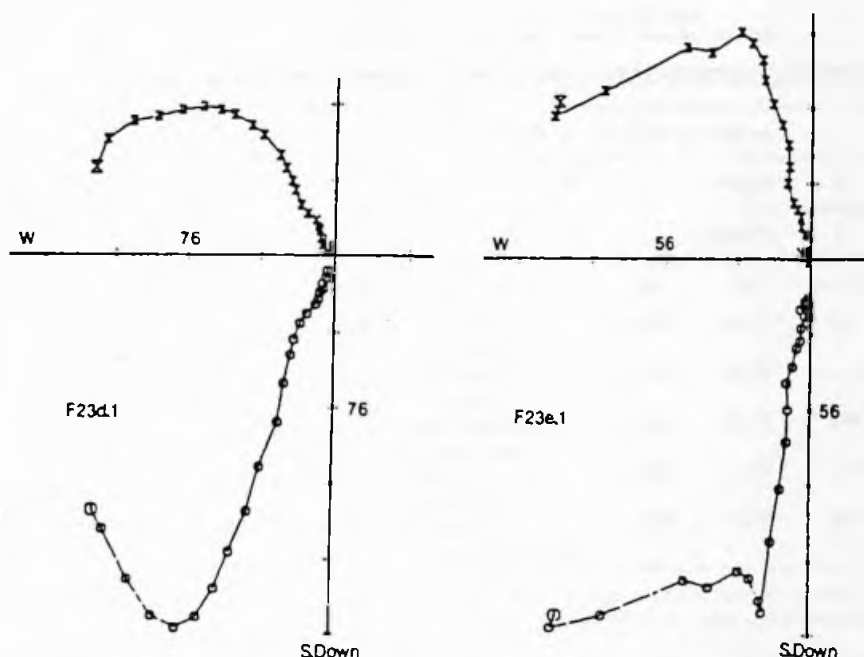


Fig. 2 Proposed reconstruction of the Falkland Islands relative to South Africa in the Lower Jurassic. This reconstruction is essentially similar to that of Aidié (see Fig. 2 of ref. 1). Palaeolatitude lines are based on McElhinny *et al.*¹¹. Δ , Sites from which palaeomagnetic data for Karoo dolerites were obtained.

Fig. 3 Orthogonal demagnetization diagrams for two specimens from sample F23. Units for the axes are 10^{-3} Am^{-1} . \times , Horizontal projection; \circ , Vertical up-down/east-west projection. Demagnetization steps are in 2.5 mT. See text for discussion.



behaviour of two specimens from sample F23, a hypersthene-bearing north-south dyke, is illustrated in Fig. 3. These two specimens demonstrate the normal range of within-sample variability; in specimen F23d.1 there is overlap of the low-coercivity components, typical of most specimens, while in F23e.1 these components are discrete. In both cases the characteristic direction of the high-coercivity component is readily isolated.

Three of the four baked sediment samples have specimen total NRM (natural remanent magnetism) intensities of $<1.5 \times 10^{-9} \text{ A m}^2 \text{ kg}^{-1}$ which are unstable to demagnetization, although samples F47 and F45 do yield poorly defined total NRM directions. Sample F46, however, has specimen total NRM intensities of $2.5 \times 10^{-8} \text{ A m}^2 \text{ kg}^{-1}$ which are stable to AF demagnetization. The AF demagnetization characteristics and thermal stability up to 550–580 °C suggest titanomagnetite as the main magnetic phase present in all samples.

The antiparallel nature of the directions for the dolerites versus the baked sediments (F46, supported by F47 and F45) is indicative of a polarity change between emplacement of the north-south and east-west dykes. The sample mean direction

yields an equatorial pole position, and this is inconsistent with any data from southern Gondwanaland in Jurassic times. A rotation by a total of $180 \pm 10^\circ$ is needed to produce a palaeo-pole in the expected near-polar position. Further, the palaeolatitude derived from the inclination is $42 \pm 6^\circ \text{ S}$, precluding the conventional reconstruction position south of the Cape, which demands a palaeolatitude of $\sim 55^\circ \text{ S}$. On the other hand, palaeolatitudes derived for southern Africa from Karoo dolerites, admittedly from old and limited data¹¹ (Fig. 2), suggest a palaeolatitude for the preferred reconstruction position of the Falklands at $47 \pm 5^\circ \text{ S}$, which is consistent with our results. However, because of the small number of samples involved, our results are of a provisional nature and will require confirmation by more detailed studies of both Falklands and Transkei dolerites.

Perhaps the most obvious problem with our proposed reconstruction is the mechanism by which the islands have travelled to their present location. All reconstructions of southern Gondwanaland are problematical and authors differ widely in their opinions as to the precise fit. Recent studies^{12,13} have indicated that there are several microplates in the area, some

of which have experienced complex movements, for example the Ellsworth Mountains in Antarctica. We tentatively suggest that the Falkland Islands formed one such microplate which was rotated through 180° and moved south and west as Antarctica moved southward and away from Africa during the Jurassic. The islands were then carried to their present location by the opening of the South Atlantic from the Lower Cretaceous onwards. However, drilling at site 330 (see Fig. 1) on the Maurice Ewing Bank¹⁴ shows that the easternmost segment of the Falkland Plateau is composed of continental crust. Furthermore, Tarney¹⁴ thought it likely that the whole of the Falkland Plateau was composed of similar continental crust because of petrographical and geochemical similarities to the Cape Meredith Complex. However, the crust drilled at site 330 yields an age of 535 Myr¹⁵ hence cannot be correlated with the 1,000-Myr-old gneisses of the Cape Meredith Complex. Also, more recent geophysical surveys¹⁶ of the Falkland Plateau revealed that the Falkland Plateau Basin, which separates the Maurice Ewing Bank from the main plateau, is floored by oceanic or highly thinned continental crust. Ludwig¹⁶ aligned Mesozoic magnetic anomalies off South Africa with their equivalents just off the Maurice Ewing Bank and found that the bank probably occupied a position closer to the plateau than it does at present. He went on to suggest that the Falkland Plateau Basin may represent a zone of seafloor spreading or stretching and subsidence of continental crust during early rifting of the continents. Therefore, it now seems unlikely that the Falkland Plateau is a simple extension of the South American and South African continental crust, and we suggest that it may be a collage of microplates. If, as might be expected, all the microplates recognized in this

area experienced complex motions during the break-up and dispersal of southern Gondwanaland, this may explain why reconstructions of southern Gondwanaland are so problematical.

We thank Dr C. W. M. Swithinbank (British Antarctic Survey) for drawing our attention to the existence of the Falklands dolerites. Thanks are also due to Mr and Mrs A. McMullen for their hospitality at Fox Bay West. Field and laboratory work in Oxford were supported by NERC research grant GR3/5350 and by a travel grant from the Royal Society. NERC grant GR3/3901 supported the development of the super conducting magnetometer used for this work at Cardiff.

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Production of ^{10}Be and ^{26}Al by cosmic rays in terrestrial quartz *in situ* and implications for erosion rates

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We present results of determinations of ^{10}Be (half-life = 1.6 Myr) and ^{26}Al (half-life = 0.705 Myr) produced by cosmic rays *in situ* in several terrestrial rock samples exposed at altitudes of 1-4 km. These experiments were designed to determine the feasibility of using quartz extracted from natural surfaces for studying continental weathering/erosion processes¹. Quartz is attractive as a target material for several reasons. Its low aluminium concentration allows measurement of ^{26}Al after exposures as short as 10^3 yr; its integrity minimizes the possibility of contamination by rain with ^{10}Be produced in the atmosphere; and its ubiquity ensures that it is found in a wide variety of geological settings. However, the cosmic-ray production rates of ^{26}Al and ^{10}Be even at mountain altitudes are low^{2,3}, only 10 - 100 atoms $\text{g}^{-1} \text{yr}^{-1}$, with the consequence that earlier attempts^{4,5} to determine *in situ* produced ^{36}Cl and ^{26}Al in rocks were not continued. Recent development of accelerator mass spectrometry (AMS) however, has made the measurement of 10 - 20 g samples feasible. The results presented here demonstrate the feasibility of quantitatively measuring ^{10}Be and ^{26}Al produced *in situ* by cosmic rays in quartz and the possible applications of ^{10}Be and ^{26}Al as a pair for studying continental weathering/erosion processes.

Table 1 Sample description

Sample	Site	Elevation (m)	Weight of quartz analysed (g)	Al content of quartz (p.p.m.)	Be carrier added (mg)
ALH	Allan Hills, Antarctica	2,050	13.09	467	1.49
Q-1	Anza Borrego, California	1,140	20.22	$4.9 \times 10^*$	1.37
Q-L	Anza Borrego, California	1,200	22.18	100	1.50
KKS-1	Leh, Ladakh	4,000	17.29	52*	1.50
KKS-3	Kinnaur, Himachal Pradesh	3,400	16.39	289	1.50

* Intrinsic Al content of the purified quartz grains; an amount equivalent to 0.53 mg Al was added for AMS measurement.

The rock samples analysed are listed in Table 1. Sample ALH, which is quartzite (determined by thin section), was collected at the peak of Allan Hills, Antarctica ($76^\circ 42' \text{S}$, $150^\circ 31' \text{E}$), elevation 2,050 m, by one of us (K.N.) during the 1983-84 field season of Antarctic search for meteorites. Allan Hills are located about 230 km north-west of McMurdo station. The large blue ice area (Allan Hills ice field) is stagnated by the Allan Hills. More than 2,000 meteorites have been found on the ice field and contiguous areas during the past 10 yr. At present, the Allan Hills are not covered with ice because of strong winds which prevent net snow accumulation in winter; in summer there is no precipitation. It would be useful to determine when Allan Hills lost their ice sheets. The sample was collected from the surface of a flat-top area, ~200 m north of the glaciological survey station⁶. The Q-1 and Q-L samples were collected from Anza Borrego, California ($33^\circ 12' \text{N}$, $116^\circ 27' \text{W}$), ~100 km east of San Diego by A. E. Engel and us. The samples were collected from the flat tops of large rocks (~5 m in diameter) located at

Argentines in clashes over U.S. banker

By CRISTINA BONASEGNA
in Buenos Aires

AT least 10 people were seriously injured and 50 arrested as 5,000 demonstrators battled with police in Buenos Aires streets, during protests over the visit of Mr David Rockefeller, the American banker.

A march called by the nationalist group, Malvinas War Veterans, and joined by left-wing political parties, ended in violence outside the American Club, where Mr Rockefeller was reportedly meeting American businessmen.

A car was set on fire and demonstrators hurled stones and eggs.

In the first serious street violence since Argentina returned to democracy two years ago, police dispersed the protestors with tear gas, water cannons and rubber bullets.

'Bloody dictatorship'

Sr Victor Gomez, a Communist party member, underwent emergency surgery after a tear gas grenade exploded next to his chest.

Mr Rockefeller, a former president of the Chase Manhattan Bank, labelled by demonstrators as one of "the supporters of the bloodiest dictatorship" in Latin America, arrived in the capital on Saturday to preside over the opening meeting of the Society of the Americas.

He last visited Argentina in 1980, when he was given an extremely warm reception from the military regime then in power and praised its economic policies.

Debt crisis

Under the regime Argentina's foreign debts grew from £5,500 million in 1976 to about £35,000 million.

Meanwhile, only a few blocks away, Senator Edward Kennedy, who is on a two-day official visit to Argentina ending today, was lecturing on the need for both debtor and creditor countries to work together to find a solution to the debt crisis.

Mr Kennedy, who praised President Raul Alfonsin's human rights and economic policies before an audience of 1,000, proposed that Latin-American countries "should invite the finance ministers of the other industrialised nations of the world . . . to join them for discussions about how to resolve the crisis."

Rockefeller visit sparks Argentine street riots

From Douglas Tweedale
Buenos Aires

A left-wing demonstration against the US banker, Mr David Rockefeller, erupted into the first serious street violence here since Argentina returned to civilian rule two years ago.

More than a dozen people were injured, one seriously, in several brief incidents between youths hurling bottles and stones and riot police who used teargas, water canon and rubber bullets to disperse demonstrators.

The disturbances began when police blocked about 2,500 youths from approaching the American Club in central Buenos Aires on Monday evening, where a reception was being held for Mr Rockefeller on the third day of a visit to Argentina sponsored by the Americas Society, a US-based businessmen's group.

What had been a loud but peaceful demonstration exploded into violence when an unidentified demonstrator set off an incendiary bomb under a parked car.

It was the first time President Alfonsín took office in December, 1983, that police have had to break up a demonstration in this way and photographs of burning cars were displayed across the front pages of yesterday's newspaper's. One youth was reported to be in a serious condition in hospital after being hit in the chest by a



A protester spidee against a Buenos Aires bank window after being detained by police during the demonstration against Mr Rockefeller's visit.

teargas grenade.

Ironically, at the same time that Mr Rockefeller's reception was touching off a riot, Senator Edward Kennedy was being applauded warmly by almost a thousand Argentines during a speech he gave seven blocks away. Senator Kennedy concludes a two-day visit to Argentina today.

● SANTIAGO: Senator Kennedy arrives in Chile today

for a one-day visit to the capital (our Correspondent writes). The visit has stirred controversy since it was announced at the beginning of last week.

In the past 10 days Mr Kennedy has visited Brazil and Argentina, both of which have returned to democratic government after lengthy periods of military rule. Chile's military regime has refused so far to yield to widespread pressure for a return to democracy.

While in Santiago, Mr Kennedy plans to meet representatives of the Roman Catholic Church, human rights organizations and some of the opposition political parties that signed Chile's "national accord for democracy".

The National Union, a political group which supports Chile's 12-year-old military regime, has declared Mr Kennedy *persona non grata*.

Banker sparks Argentine riot

From Jeremy Morgan
in Buenos Aires

The American millionaire, Mr David Rockefeller, returned to Argentina this week for talks with political and economic leaders, and quickly ran into a riot. At least 50 people were arrested.

Mr Rockefeller, a former president of Chase Manhattan bank, one of Argentina's top five commercial creditors, is perhaps the most controversial overseas banker to most Argentines.

He is closely associated with Mr Jose Martinez de Hoz, the landowner who imposed ultra-capitalistic policies as economy minister during the first five years of the military regime after the coup in 1976, and his visits have always sparked noisy protests.

A demonstration by 2,000 left wingers and nationalists, most of them young, quickly turned into a riot after a severe police reaction when an unidentified activist set fire to a car outside the American Club, where the banker was thought to be speaking.

more follows

Riot police used water-cannon and teargas to disperse the crowd but only succeeded in spreading disorder, the most serious scene in Buenos Aires since President Alfonsín took power in late 1983. Protesters set fire to rubbish left on the streets because of a strike by municipal workers, overturned other cars, threw tintacks on to the street to hamper pursuing police cars, and attacked a news agency truck. They later went on to smash the windows at the Sheraton Hotel, where Mr Rockefeller was staying.

Eight people were taken to hospital, one in a serious condition, after he was hit by an exploding teargas grenade. At least eight policemen were injured.

Falklands fish appeal by Cousteau

By PATRICK WATTS
in Port Stanley

M JACQUES COUSTEAU, the 75-year-old French oceanologist, is to seek an urgent meeting with Mrs Thatcher as well as President Alfonsin of Argentina over the pillage of fish around the Falklands.

Addressing a meeting in Port Stanley, he described the fishing vessels operated by Russians, Poles, Bulgarians, Koreans and Japanese as "scavengers" who were destroying Falklands fauna in a way they would not dare do in their own waters.

While filming on the small island of Beauchene, south of East Falklands, which is home to 1,400,000 penguins and 400,000 albatross, he had noted "formidable traffic between the sea and the tiny island to bring in the tons of food necessary for the chicks and adults."

He had filmed the trawl net floats of 200 foreign vessels "cruising near by, emptying the sea of fish and sentencing the birds to famine sooner or later."

Mr Cousteau said that he had sailed around the ships several times while they were fishing to display disapproval.

He said that he had discovered a new species of fish and squid in the Falklands, and he urged the British Government to stop the reckless fishing. Many of the foreign vessels were actually in territorial waters, he insisted.

"I will try to see your Prime Minister and President Alfonsin," he said.

'Cover up' claim over Sara

Keays inquiry

By ANTHONY LOOCH

THERE were shouts of "cover up!" from the Opposition benches, when Sir PATRICK MAYHEW, Solicitor General, told the Commons yesterday that there was no evidence to support a prosecution for alleged breaches of the Official Secrets Act, arising from the Sara Keays affair.

Sir Patrick was replying to a question by Mr Tam Dalyell (Lab., Linlithgow). He had asked for a statement on the progress of the Director of Public Prosecutions' inquiry into alleged breaches of the Official Secrets Act, involving Mr Cecil Parkinson, former Trade and Industry Secretary, and Miss Keays.

Sir PATRICK said the Director had announced last Tuesday that there was no evidence to support such a prosecution.

"In these circumstances, the Director has decided to take no further action and has advised the Metropolitan Police that no further inquiries are required by them," he added.

This brought shouts of protest from the Labour side.

Different matter

Mr DALYELL asked whether the police had had access to the relevant Cabinet papers. Sir PATRICK replied that they had not.

Labour's chief legal spokesman Mr JOHN MORRIS (Aberavon) said that in view of the principle of equality under the law, would Sir Patrick consider prosecuting under the Official Secrets Act those responsible for disclosing the contents of his recent letter to Mr Heseltine, the former Defence Secretary?

Mr BERNARD WEATHERILL, the Speaker, intervened and said this was a totally different matter, and was therefore not relevant.

Mr MORRIS then asked whether the Director of Public Prosecutions had been inhibited in any way in his inquiry into the Keays affair, or into other matters concerning breaches of the Official Secrets Act.

"Can you assure the House that the law will be equally applied to anyone who leaks official documents, even the Press Secretary at No. 10?" he added.

Sir PATRICK replied: "I am happy to give the assurance that the law officers, in the discharge of all their functions, exercise an independent and impartial judgment."

Kennedy praise

Senator Edward Kennedy arrived in Buenos Aires for a two-day official visit as part of his South American tour supporting recently-restored democracy. He described President Raul Alfonsin as "an eloquent and revered champion of democracy and human rights across the world."

YOMP:

The South Atlantic may not boast many *costas del sol*, but tourist interest has been growing since the Falklands War. To satisfy and foster this, Twickers World, a company which has for many years sent people on sailing holidays round the islands, is now starting to offer land-based packages for about £2,500 for 20 days, all-inclusive. For the moment, visitors must stay in Port Stanley or with islanders; from November they will be able to use the new tourist lodges. Main attractions are bird-watching, botany, and of course yomping through the war zones. 01 892 7606.



Argentina faces payment delay

AN International Monetary Fund payment of about \$270m to Argentina due this month is likely to be delayed until February because the Government of President Raul Alfonsín has failed to meet all the fiscal targets agreed last June, Peter Montagnon, Euromarkets Correspondent reports.

The delay is also likely to put back by a few weeks the next disbursement of about \$600m to Argentina by its commercial bank creditors. However, bankers said the problems encountered were regarded as technical and do not signal that Argentina's IMF deal had come off the rails.

AP-DJ reports: Argentine Labour leaders yesterday approved plans for a 24-hour nationwide general strike on January 24 to protest at the Government's austerity measures and to press for "an immediate halt" to debt repayments.

Falklands tours

Escorted 20-day tours to the Falkland Islands are planned by Twickers World towards the end of this year. Flights will be direct to Port Stanley and accommodation will be in newly-built tourist lodges. Visits will be made to important bird-nesting colonies and to other wildlife sites. Expected cost is £2,500. Information: 01-892 7606.

Hong Kong's lesson for the Falklands

Joint declaration of the United Kingdom of Great Britain and Northern Ireland and the Government of the Republic of Argentina on the question of the Falkland Islands/Islands Malvinas

THE Government of the United Kingdom of Great Britain and Northern Ireland and the Government of the Republic of Argentina have reviewed with satisfaction the friendly relations existing between the two Governments and peoples in recent years and agreed that a proper negotiated settlement of the question of the Falkland Islands/Islands Malvinas, which is left over from the past, is conducive to the prosperity and stability of the Falkland Islands and to the further strengthening and development of the relations between the two countries on a new basis. To this end, they have, after talks between the delegations of the two Governments, agreed to declare as follows:

1. The Government of the Republic of Argentina declares that to recover the Falkland Islands is the common aspiration of the entire Argentine people, and that it has decided to resume the exercise of sovereignty over the Falkland Islands with effect from date B. The Islands will become known as "Las Islas Malvinas, Argentina."

2. The Government of the United Kingdom declares that it will restore the Falkland Islands to the Republic of Argentina with effect from [date B].

3. The Government of the

ONE OF the more favoured solutions for the future of the Falkland Islands has revolved around what might be described as a Hong Kong model inspired by the 1984 Peking Agreement — an approach based upon a long leaseback followed by the transfer of sovereignty with specific guarantees for the inhabitants. In practice, it would require a considerable effort on the part of the Alfonsín government in Buenos Aires to satisfy the Argentine people with anything short of the promise of an immediate transfer of sovereignty. Even a leaseback-based scheme would need a determined sales campaign.

The Republic of Argentina declares that the basic policies of the Republic of Argentina regarding the Falkland Islands/Islands Malvinas are as follows:

(i) Upholding national unity and territorial integrity and, taking account of the history of the Falkland Islands and its realities, the Republic of Argentina has decided to establish in accordance with articles 104-110 of the Constitution, a Falkland Islands province history resuming the exercise of sovereignty over the Islands.

(ii) The Falkland Islands province will be directly under the authority of the Federal Government of the Republic of Argentina, and will enjoy a high degree of autonomy, except in foreign affairs and defence which are the responsibilities of the Federal Government.

(iii) The Falkland Islands province will be vested with exclusive, legislative and independent judicial powers.

PETER BECK

Hong Kong developments, along with the Anglo-Spanish negotiations on the future of Gibraltar, have been followed closely in Buenos Aires, and within this context the Argentine government has often articulated its readiness to respect the life style of the Falkland Islanders in any future arrangements, in spite of its denial of the validity of the islanders' case for self determination.

In September 1984 President Alfonsín indicated that "we could accept a Hong Kong type of solution."

The laws currently in force in the Falkland Islands will remain basically unchanged.

(iv) The Government of the Falkland Islands province will be composed of local inhabitants. The chief executive will be appointed by the Federal Government on the basis of the results of elections or consultations held locally. Principal officials will be nominated by the chief executive of the province for appointment by the Federal Government.

(v) The current social and economic systems in the Falkland Islands will remain unchanged, and so will the life style. Rights and freedoms, including those of the person, of speech, of the press, of assembly, of association, of travel, of movement, of strike, and of religious belief will be ensured by law in the Falkland Islands province.

(vi) The Falkland Islands province may establish mutually beneficial economic rela-

while subsequent statements by his foreign minister, Dante Caputo, among others, have mentioned a willingness to grant the islanders a reasonable degree of provincial autonomy in conformity with articles 104-106 of the Argentine constitution.

Although the British government denies any linkage between the Falklands, Gibraltar and Hong Kong, the Argentine authorities have conducted in-depth studies of the Hong Kong settlement to identify possible areas of guidance. The Joint Declaration published here is an example of what an agreement between Britain and Argentina might look like, based on the Hong Kong model.

gentina with the object of maintaining their economic prosperity and social stability, and that the Government of the Republic of Argentina will give its cooperation in this connection. Within the newly-leased territory under the sovereignty of the Government of the Republic of Argentina, the Government of the United Kingdom shall have sole jurisdiction and control of the administration. The territory will use the name of "The Falkland Islands, Argentina."

5. The Government of the United Kingdom and the Government of the Republic of Argentina declare that, in order to ensure a smooth transfer of government in (date B), and with a view to the effective implementation of this Joint Declaration, an Argentine-British Joint Liaison Group will be set up in [date B] and will function in accordance with the provisions of Annex II to this Joint Declaration until the year [date B + 3 years].

6. The Government of the United Kingdom and the Government of Argentina agree to implement the preceding declaration and the Annexes to this Joint Declaration.

6. The Government of the United Kingdom and the Government of Argentina agree to implement the preceding declaration and the Annexes to this Joint Declaration.

7. This Joint Declaration is subject to ratification and shall enter into force on the date of the exchange of instruments of ratification, which shall take place in [location] before [date A]. This Joint Declaration and its Annexes shall be equally binding.

ANNEX I: Elaboration by the Republic of Argentina of its basic policies regarding the Falkland Islands/Islands Malvinas.

ANNEX II: Argentine-British Joint Liaison Group [aim, functions, membership, place of meeting].

In addition, there will be established:

Arrangements for testing the acceptability in the Falkland Islands of the Draft Agreement on the future of the territory: an Assessment Office will be established under the authority of the Governor of the Falkland Islands to provide Her Majesty's Government and Parliament, through the Governor, with an accurate analysis and assessment of opinion in the Falkland Islands on the draft agreement between the Government of the Republic of Argentina and Her Majesty's Government.

Peter Beck is reader in international history at Kingston Polytechnic. His book, *The International Politics Of Antarctica*, will be published later this year by Croom Helm.

NOT JUST BECAUSE IT'S THERE

Is it ever worth it? When news of the loss of Captain Scott and his team reached London, it was the first question asked. He had not got there "first", and he and four others died, one of concussion, the others of "want and exposure". But they had achieved the goal of the South Pole, in furtherance of settling unsolved problems of geography, natural history and other sciences, and tributes to their gallantry and effort quickly pushed the question aside.

It is asked again with the achievement of three British explorers at the South Pole in Captain Scott's footsteps. Fortunately, this time there is no loss of life. But there has been much effort and worry expended on the rescue operation. And even before that occurred, there were questions about the scientific relevance of the whole expedition.

In the event, American assistance at the crucial time prevented a disaster of greater magnitude. The swift (within an hour) arrival of helicopters to take off the stricken crew of the support vessel must have provided an exciting interlude in what is the endlessly heavy-going monotony of Antarctica. It was better than an exercise, and it worked. Success is its own reward.

Achievement is another matter. What did they actually achieve? Should they have gone in the first place? Was it really relevant?

Exploration has always been seen as the purview of a

jealously-guarded inner circle. No major expedition is ever pursued outside that network without criticism from within the club about "amateurs" and "ill-founded, ill-funded or ill-supported" projects. Scientists imply that the unknown is too important, too dangerous and too sophisticated to be left to anyone but themselves, and justify their criticism when things go wrong.

On this occasion, they have had half an opportunity to get in with complaints; (thankfully there was nothing that gave them greater apparent vindication). But this was no mid-blizzard amble across the Black Mountains of Wales by city dwellers wearing shorts, no venture down a pot-hole in the face of floods underground by Boy Scouts carrying bicycle torches, no cross-Channel sponsored row in a bath-tub by armchair sailors. It was carefully researched, planned and supported; the fact that the back-up ship was in touch, and that not a single injury was sustained, is evidence enough of that.

And it was of use. The scientific components were not "completely absent", as was suggested yesterday but were all there. As an integral part of the project, they ranged from testing physical and mental stress to trying out British products in extreme conditions. Could the nub of the matter be that this was not only a "private" expedition, but that it was funded under the patronage of such meaningful names as Scott and

Shackleton by "private enterprise"?

Captain James Cook thought 200 years ago that the "world will derive no benefit" from Antarctica. Yet, even before we get into the real arguments between environmentalists and resource-exploiters on the lines of the greens versus planners row that has just surfaced in the squabble between Mr Jopling and Mr Waldegrave this month, we have to acknowledge that there is a potential enormous benefit in those frozen wastes. Minerals are there, and food (in the shape of krill). The flag-fliers of both hemispheres are thus down there in force maintaining a presence to record an interest in any future exploitation.

That will not begin before 1991, when the 18 countries who are party to the Antarctic Treaty can put up proposals for commercial development. Meanwhile there is a voluntary moratorium even on mineral exploration at the moment, in the absence of an international convention on Antarctic minerals as exists for continental sea resources. The merciful escape of the crew of Southern Quest, coupled with the other good news that their gallant three walkers made the trip successfully, ought to achieve one positive thing, and even the scientists cannot gainsay it. It will focus the world's attention on its most inhospitable corner, and remind us that we have decisions to make in the next five years. And who can say that private enterprise needs to be frozen out?

MR BARRY AIKMAN

Mr Barry T. Aikman, who died in London on January 8, aged 72, was a pioneer and major exponent of flying boat transportation after the Second World War, and a leading figure in the British travel industry. According to Sir Peter Masefield, former Chairman of British European Airways, he was "the last great exponent of the British flying boat."

The son of Tertius Thomson Aikman, he was born in London on March 31, 1913 and educated at Stowe School and Worcester College, Oxford. He developed a life-long interest in aviation at Oxford, where he flew during 1931-1933 with the Oxford University Air Squadron.

Commissioned in 1939 with the R.A.F., during the war he captained Sunderland flying boats with 210 Squadron of Coastal Command and, flying high-speed Mosquitoes, pioneered new routes to the Middle East and India with Transport Command, in which he was Chief Navigation Officer. He was awarded the DFC in 1941 and ended the war with the rank of wing-commander.

In 1948 he founded Aquila Airways, a privately owned, independent airline which the following year began regular services from Southampton to

Lisbon and Madeira. Aquila was the first British private airline after the war to receive permission for regular scheduled services, and for several years it was the only British airline to employ flying boats.

Aquila, also pioneered flying boat passenger service to Genoa, Capri, the Canary Islands and in 1952, even to the Falklands. Shortly after its founding, Aquila was asked by the Foreign Office to participate in the Berlin Airlift, carrying salt from Hamburg to West Berlin's Havel Lake. In recognition of these activities, Aikman received the 1950-1 Brackley Trophy, one of British aviation's highest awards.

In 1956 he resigned from Aquila Airways, which ceased operations a year later, and formed his own company in the travel industry. He served on the council of the Association of British Travel Agents, and in 1976 was elected chairman of the Guild of Business Travel Agents, an association of 93 major travel agencies that accounts for 75 per cent of the British travel trade.

He sold the business in 1977, but remained active in that sphere, and was appointed a Fellow of the Guild for distinguished service.

He leaves a wife and three children.

Message to the new defence secretary: small

Silent knight

SIR ANTONY ACLAND, who is to be our next Ambassador in Washington, combines high professional skill with the courtesy of another age.

As Permanent Under-Secretary at the Foreign Office he was once, at a council of war on the Falklands, the target of the Prime Minister's known distaste for diplomatists.

Throughout her unfair strictures, he held his tongue.

"Why on earth didn't you



Sir Antony Acland:
toujours la politesse

answer her back?" a colleague later asked him.

"Well, you know," Acland replied, "one can't do that to a woman."

The new defence secretary George Younger
and the equipment problem of the Ministry of
defence budget. Discussion of solutions is
under way. Sunday Times defence
editorial analysis some radical options

1985-1986		
	1985-1986	1986-1987
Defence	10,000	10,000
Other	1,000	1,000
Other	1,000	1,000
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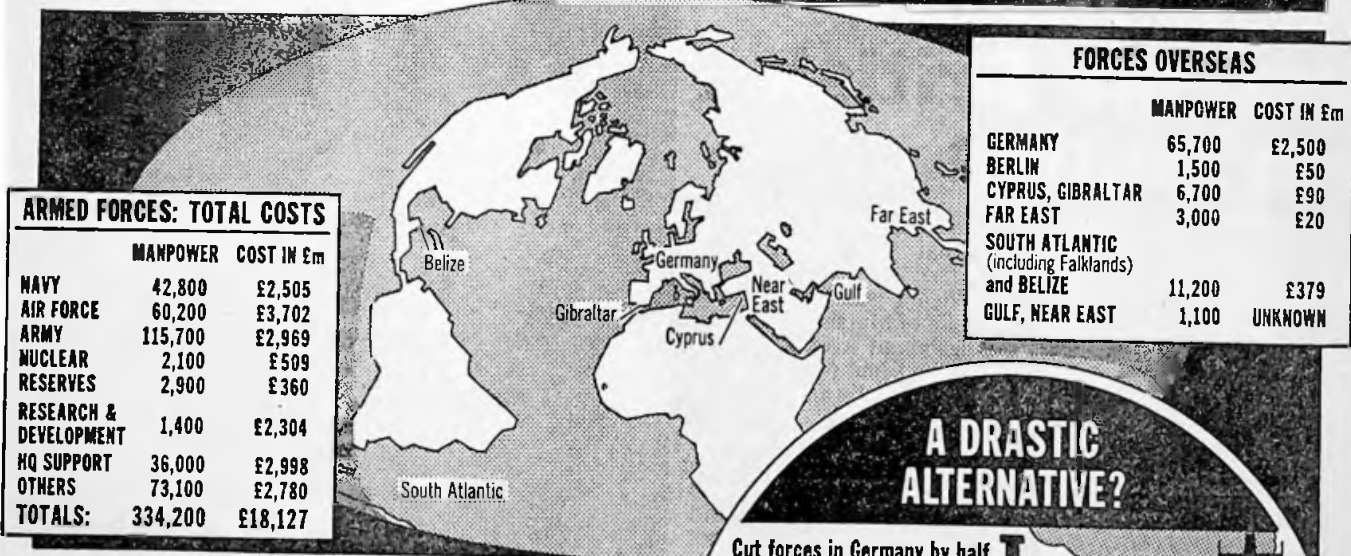


Message to the new defence secretary: think small

- The row over Westland helicopters, as the new defence secretary George Younger will quickly discover, has obscured a more fundamental problem at the Ministry of Defence – the increasing strain on the defence budget. Discussion of solutions is restricted by inter-service rivalry and entrenched thinking. Sunday Times defence specialists JAMES ADAMS and JOHN WITHEROW analyse some radical options

THE IMPERIAL HERITAGE

Geoff Sims

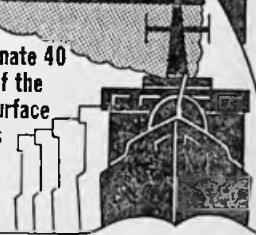


A DRASTIC ALTERNATIVE?

Cut forces in Germany by half



Eliminate 40 out of the 50 surface ships



Abandon Euro-fighter project and invest in unmanned aircraft



Get out of Falklands



Cont..1

TWO WEEKS AGO, right in the middle of the Westland row, the Ministry of Defence announced a £1 billion order for torpedoes and submarines for the Royal Navy. It was a clear signal that business will continue as usual in 1986, when the MoD will spend more than £8 billion on equipment, the largest sum ever. Already a number of large projects have joined the queue for cash.

Last month, the Ministry of Defence gave the go-ahead for the development of a new fighter for the RAF. The fighter, codenamed EFA, is being developed by four of Nato's European members and is the most expensive co-operative project in European history. Full-scale production will begin in the early 1990s and continue into the next century. The total bill is currently estimated at £20 billion.

The EFA will eventually complement the Tornado. But, as the EFA is being phased in during the early 1990s, the MoD will still be buying Tornados at £20m a time, and - even more expensive - it will be entering the period of maximum spending on its £12 billion Trident nuclear programme.

These items alone would strain the defence budget (which in 1985/86 stands at more than £18 billion). But they are, of course, far from alone. Defence planners are also having to allow for a huge modernisation of all three services, at a time when each £1 invested in research and development buys at best only £3 of useable hardware, when each new weapons system costs three to five times more than its predecessor, when the unit cost of weapons is rising 6% to 10% faster than inflation - and when, from next year, the defence budget is, for the first time in five years, decreasing in real terms.

Critics of defence policy say Britain is trying to do far too much - fulfill its huge Nato responsibilities, defend fragments of the imperial past and be prepared to act as trouble-shooter in "out of area" locations such as the Gulf. "They are trying to squeeze a quart of commitments into a pint pot of resources", says one observer. The arithmetic of future spending shows that, unless there is a radical rethink, matters can only get worse.

Sir Frank Cooper, the former permanent under-secretary at the MoD, said recently: "Britain spends as much as it can afford on defence. But what it has in terms of capability and numbers are regarded increasingly as inadequate".

The morale of the soldiers, sailors and airmen is always considered the bellwether by which defence policy can be judged and today many of the troops are voting with their feet.

In the late 1970s the number of men and women leaving the services became so alarming that Britain's ability to fight a war effectively was in danger. The exodus was caused by low pay and poor conditions and became known as "The Black Hole". Since then, the pay of all ranks has increased dramatically so that today a corporal or a captain compares favourably with his counterpart in civvy street. But, today, senior officers are talking with alarm about a new "Black Hole". In the RAF, for example, in 1980/81 only 210 officers left early; the figure for last year was 335. "The indications for this year are bad," said one MoD source. "We expect continuous growth in the number of people leaving early."

This exodus is a direct result of budget constraints that mean fewer people are having to work longer hours with less time spent away from base. For example, in the army a Chieftain tank costs £100 per mile to run and each

live shell costs up to £1,000. Such huge sums obviously make service chiefs think twice about large scale exercises. As most servicemen join for action, these constraints do not improve morale. In one tank regiment in Germany more than twice as many people left early in 1985 as in the previous year.

Those figures are mirrored by the other two services and what is of particular concern is that the men and women leaving are mostly those who are highly trained and difficult to replace.

Changes in the population may also bring recruiting problems in the future. A recent study done by the US government suggested that if the percentage of people joining the services (14 out of every 1,000 males aged between 15 and 19) remains constant, Britain's force levels will fall from 326,000 today to 280,000 by the end of the decade and 242,000 by 1995. So, even if the troops can be persuaded to stay in the services, there still will not be enough people to man the equipment.

Publicly, the MoD insists that things are not as bad as they may seem. "It may look like an Augean stable when you look ahead", says one senior source, "but it is really quite normal."

Privately, however, over the past year many senior officers, civil servants and politicians have expressed concern. Typical is the senior officer who says: "There simply have to be net reductions. There is no question of salami slicing as there is nothing left and, if you are not going to reduce operational effectiveness below its already low level, you have to take some hard decisions about priorities".

But how do you choose the priorities? The composition of the MoD, where all the senior officers and many of the civil servants have known each other for years, tends to militate against radical change. An evolutionary approach to changes in tactics, strategy and equipment does provide continuity and stability, but it can also put off until tomorrow decisions that need to be taken today. And when change is contemplated, it frequently

follows partisan lines - each service considering its two rivals more cuttable.

Further, one of the few perceptions that unites all parties at the MoD is the conviction that, if the ministry achieves any savings on particular programmes, the Treasury will snatch up the money before the MoD can reallocate the funds to more effective defences.

The result is tinkering rather than fundamental rethinking. But sooner or later tough decisions will have to be taken. Mercifully free of the restrictions that hamper the MoD, we have explored some of the more radical ideas that could be incorporated in a future defence policy. They include the following:

Cut British forces in Germany

FORTY MILES from Hanover in the heart of the flat and foggy north German plain lies the little town of Paderborn. Home to a local population of Westphalians, it is apparently no different from dozens of other towns in the area. But on the outskirts, through some large white gates guarded by a British military policeman, lies the local headquarters of the Royal Scots Dragoon Guards. To 600 officers and men plus their families this has been home for the past six years and they have done their best to recreate a corner of little England. There is the local supermarket supplying Kellogg's Cornflakes to the Athlone and Alanbrooke barracks and small housing estates running off tree-lined streets.

It is difficult to remember that this is not some residue of the Last Days of the Raj but, instead, a post-World War II responsibility that is the cornerstone of our defence policy. It is outside the gates of Paderborn and 12 other towns just like it in northern Germany that the first, most bloody and certainly the most important battle of World War III would probably be fought - always assuming, of course, that the Russians oblige western defence plan-

ners by attacking exactly where we expect.

Ninety-five per cent of Britain's defence budget is allocated to Nato and much of that means western Germany. Our commitment is designed to deter the Warsaw Pact from attacking in the central front through Germany. As part of that deterrence, Britain has 56,000 troops based in Germany along with another 10,000 Royal Air Force and support staff, which cost around £2.5 billion a year or more than 15% of the total defence budget.

Aside from housing all the troops and their dependents, the money is spent on 600 Chieftain and Challenger tanks and the 3,000 other assorted armoured vehicles - most of which, as it happens, would be destroyed in the first 48 hours of fighting.

It is an impressive force and there is no doubting the commitment of the officers and men. But, the question is: need it all be based in Germany?

Even with present deployment, BAOR would be heavily reinforced in the days leading up to war in Europe by airlifts of troops and materiel from Britain and the United States. There is a strong argument that BAOR could be cut in half with no real reduction in effectiveness - our main bases in Germany are generally no more than three hours flying time from Britain. No defence planner seriously believes that the Soviets can launch a surprise attack in Europe, so reinforcements would have plenty of time to get on station.

Critics of this proposal say it would save only around £220m from the budget and would do untold damage to the stability of the Nato alliance. But a £220m saving cannot be ignored, and there would be an improvement in the morale of the troops who would be able to spend more time with their families.

Cut the surface fleet

BRITAIN is committed to maintaining a force level of 50 frigates and destroyers. The navy believes such a force is essential if we have to fight a long war, and to protect the US convoys coming across the Atlantic.

However, it is generally accepted that, once the shooting starts, the conventional phase of the war will probably be over very quickly - too quickly, in fact, for sea-borne reinforcements to reach Europe.

As for convoy protection, the modern surface ship is increasingly vulnerable to new sea-skimming missiles and to a growing and powerful Soviet submarine fleet. It might be more effective to protect convoys with land-based aircraft plus a larger fleet of hunter-killer submarines, which would survive longer than destroyers and frigates, retaining just a few surface ships to protect ports.

Get out of the Falklands

AS OUR map shows, although Britain has retreated from many of its overseas commitments since the beginning of this century, we still have a far-flung defence role in countries from Belize to Hong Kong that have nothing to do with Nato.

In the late 1970s there was a general recognition by politicians that Britain should reduce its presence overseas. When in power the Labour party would not even authorise goodwill trips by the navy; and in his 1981 defence review John Nott, the then Tory defence minister, ordered a further reduction in overseas commitments. Then the Falklands war intervened and, instead of our presence overseas being reduced, it has expanded.

The Falklands is our major commitment outside the Nato area. Since the 1982 war, we have put more than £2 billion into building a defence for the islands. This is an enormous drain on our resources. For example, six of the Royal Navy's warships are permanently committed to the Falklands.

The Prime Minister alone remains convinced that Britain should remain in such force in the islands. But if, instead, a negotiated settlement can be reached with Argentina, only a token force need be maintained. If, at the same time, Britain reduced its commitments in Belize, Hong Kong and Gibraltar, it could beef up its "out of area" capability in locations where it has strategic interests, such as the Middle East and Africa. Defence planners now believe that a major world war is increasingly unlikely and that a "small" war in such areas is much more likely.

Cancel the new Euro-fighter

THE RAF have persuaded the government to invest billions in a new European fighter, advancing the argument that Britain could fight a new Battle of Britain and have some hope of winning. Each aircraft will cost more than £20m. Each pilot will cost at least £10m to train and, if he hasn't already left to join British Airways, will survive a maximum of six days in a war.

Cheaper aircraft are already available and more will be developed between now and the deployment of EFA. The alternatives would, as the Pentagon likes to put it, "give you more bangs for your bucks". Also, the technology is available to allow unmanned aircraft to do most, if not all, of the air defence that a more traditional fighter does and at a fraction of the cost.

A combination of these four proposals would go a long way to giving Britain the armed forces it needs, based on the obligation to meet our Nato commitments, match technology with resources and provide a varied career with good pay for all troops.

Several MoD studies are undertaken each year looking at exactly the kind of proposals we have outlined. Obviously those experts have access to classified information that might well influence their conclusions, or it may be that MoD inertia precludes radical decisions. But there seems little doubt that new answers are needed to Britain's defence problems. Unless something is done soon, this country's defence policy will increasingly consist of trying to do the same job with less money, which can only be bad for Britain and Nato.

SERVICES' FEARS ON FRANCE

By DESMOND WETTERN
Naval Correspondent

THE abysmal record of the French in joint deals with Westlands, particularly with naval helicopters, appears to have been overlooked by Mr Heseltine, in supporting the European consortium's bid, it is feared in the Services.

There is little doubt that, as one of the world's largest helicopter manufacturers, the French would dominate the consortium.

They would be very keen to gain access to Westland's market in anti-submarine helicopters, notably in Australia, where they failed to win a major order, Pakistan, Brazil, and five Nato countries.

But Westlands has had no collaborative ventures with the French following its experiences 10 years ago.

In 1968 the French signed an agreement with the company under which they were to take the lion's share of the joint production of the Puma army support helicopter.

Order halved

In return Westlands would take the lead in developing the Lynx anti-submarine and army battlefield tactical helicopter.

But in the early 1970s the French Government almost cut the ground from under Westlands by halving their Lynx order and producing a rival helicopter at a price aimed deliberately to undercut Westland sales.

Some in the Services believe that Mr Heseltine's support of the European consortium is an example of what they regard as his delaying tactics, while Defence Secretary, in ordering new ships, aircraft and equipment.

The tiny trickle of orders for Sea Harrier fighters for the Navy after the Falklands prompted Sir Raymond Lygo, chief executive of British Aerospace, to say more than two years ago that he would have liked to cease production.

Last week's order for three diesel-electric submarines resulted from tenders submitted by shipbuilders in February last year, almost double the average time it took four years ago to place orders.

Argentine strike

ARGENTINA's CGT trade union leadership yesterday called a one-day general strike for January 24 to protest against President Raul Alfonsín's "inhumane economic dictatorship". The stoppage will be the second since the government froze all prices and wages last June.

— Reuter.

NEWS

Labour slams NATO spend

The Labour Party has widened its attack on government spending on publicity to include asking questions on how much taxpayers' money is being spent on pro-NATO organisations and campaigns as well as advertising.

In a series of written answers given to questions by Labour MPs before the recess, the Government was forced to reveal that it had provided funds for pro-NATO organisations and was increasing its grants this year.

The Prime Minister told Labour MP for Sheffield Heeley, Bill Michie, that the Government is to give £49,000 this year to the British Atlantic Committee. This is £2,000

more than last year, which was itself an increase of £2,000 over the previous year.

Thatcher also said that Peace Through Nato is to get a grant of £74,000 this year, up from last year's £71,500, which was up £3,500 on 1983-84.

'Peace through NATO receives a wide range of material issued by the Government on arms control, disarmament and defence issues. The Government do not charge for this material which is freely available on request.

'Others receiving such items include Members of the House, interested individuals and a wide range of non-

governmental organisations,' said Thatcher.

The questions are part of the Labour Party's campaign against the Local Government Bill by which the Government aims to stop Labour councils financing party political propaganda on the rates.

In reply, the Labour party is counter-attacking to show that Government spending of taxpayers' money on publicity is Conservative Party political propaganda.

A main target of Government attack is funds for peace groups and Michie's questions were part of a series aimed at finding out how much and where the government spends on defence issues.

The Ministry of Defence said that it had increased its spending on written publicity from £87,400 in 1983-4 to £121,200 last year.

The bulk of the cost, however, was for apparently legitimate informative and publicity purposes such as leaflets for ships, posters for Beating the Retreat ceremony, a booklet on Exercise Lionheart and the British Army Brochure.

Defence-related material issued by the Central Office of Information actually went down, from £49,067 in 1983-4 to £18,670 in the current year.

Conservative MP for

Dorset West, Jim Spicer, has also asked Ministries for information about campaigns they have organised, apparently with the contrary aim of showing that such spending is legitimate.

Lists of campaigns, expenditure and advertising agents have been given by several ministries, notably Trade and Industry, Energy, Treasury, Environment and Transport.

Meanwhile, written answers to questions on advertising by Government Ministers, put by Islington MP and GLC Chairman, Tony Banks, show big increases in spending by Ministries troubled by industrial disputes.

Publicity by the Department of Employment has increased from £6,670 last year to £18,102 in the current year — up nearly three times.

Education publicity is up from £18,544 to £26,049. Department of Energy expenditure last year was £2,874,000.

Though the miners' strike has ended, the Energy Year PR campaign means publicity spending on press and television has risen to an estimated £3,900,000.

HUGH MOONEY



Banks: Questions on advertising

Jungle, seashore and
frozen Arctic

The sun never sets on RAF Christmas

TROPICAL JUNGLES, sun soaked beaches and the frozen Arctic are just some of the locations where Royal Air Force personnel celebrated Christmas in their own distinctive style.

Operation Teddy Bear took to the skies over the remote island of St Helena, some 700 miles south of the RAF base on Ascension Island in the South Atlantic. Shortly before December 25, presents bought by Servicemen based at Ascension were carefully wrapped, loaded aboard a Hercules tanker and then parachuted into St Helena. They were then distributed to orphaned and handicapped children on the Island.

Still farther south in the Falkland Islands, about 20 hardy members of the Women's Royal Air Force took the plunge into the icy seas off Port Stanley in aid of a local charity. This dip needed a great deal of courage as the water temperature was just a few degrees above freezing. Elsewhere on the Islands, the Commanding Officer and Station Padre were winging their way to the many out-stations by helicopter to spread a little cheer.

VILLAGE

On top of the world, the RAF detachment at Goose Bay in northern Canada spent a traditional Christmas in their snow-covered Arctic base — where temperatures drop as low as minus 60 degrees Celsius. The atmosphere warmed up though when the RAF acted as host to a Christmas party for local deprived children — most of whom are either Eskimo or Indian — from the nearby village of Sheshashee.

Anoraks and snow boots were safely abandoned in Hong Kong where for many Service families Christmas lunch meant sunny

skies and a Bar-B-Q in the garden.

Temperatures were even higher — up to 38 degrees Celsius — at Belize in Central America. The order of the day was sun bathing and swimming from the local cays for those off duty. However, many remained on guard or standby, manning either the Harriers, Puma helicopters or Rapier missiles.

Another base where they were not dreaming of a white Christmas was Gibraltar, where it has never snowed. December 25 is the one day of the year when the airfield is officially closed. Before that happens though, Christmas trees are flown in by Hercules from Britain to be distributed to local hospitals, schools and old peoples' homes.

SAILING

For those fortunate enough to spend Yuletide on Cyprus there was a choice of either a white or sun-bathed Christmas. Those families living at Troodos at a height of 6,400 feet could expect sub-zero temperatures and snow, while RAF shore-based units could anticipate a day water skiing and sailing.

A traditional touch at many units abroad was Christmas dinner served to airmen by the officers.



THANKS TO The Sun newspaper and Granada television it was a merrier Christmas for the men of Byron Heights and the other outstations and units in the Falkland Islands. Seen arriving at Stanley are the videos and televisions sent by The Sun in response to an appeal from the mountain men of Byron Heights. FLT LT Graham Macaulay of 1312 Flt is seen in the photograph unloading one of the televisions from a Hercules into the safe custody of Flight Lieutenant Andy Barker, OC GD Flt.

RAF pilot Sqn Ldr Neil Matheson, has been on exchange service with the Royal Navy, flying Sea Harrier aircraft as the Senior Pilot of 899 Naval Air Squadron, based at RNAS Yeovilton, Somerset. He has now said goodbye to all that, for he has taken up appointment in a staff post on the Falkland Islands.



The Times
8.1.86

SIR JOHN BARLOW

Sir John Denman Barlow, Bt, Conservative Member of Parliament for the Middleton and Prestwich division of Lancashire from 1951 to 1966, died on January 5. He was 87.

The son of Sir John Barlow, first baronet, whom he succeeded in 1932, and the Hon Maria Heywood Denman, sister of the third Baron Denman, he was born on June 15, 1898.

He was a merchant and farmer, a joint partner of Thomas Barlow and Brothers, of Manchester and London, and he had also been a director of Barclay's Bank, Ltd (Manchester Local Board), the Manchester Chamber of Commerce and the Calico Printers' Association. He was chairman of various Malayan rubber companies and during the 1939-45 war was vice-chairman of the Cotton Board.

In his early days Barlow followed the family tradition of Liberalism in politics, his father being Liberal Member of Parliament for Frome for more than 20 years. He fought the Northwich division of Cheshire as a Liberal in 1929 and two years later stood down in favour of the Conservative candidate, in order that the National Government vote should not be split. In 1945 he contested the Eddisbury division of Cheshire as a National Liberal with the full support of the local Conservative Association, and won the seat from Labour by a good majority.

The Eddisbury division was abolished under the Representation of the People Act, 1948, and he unsuccessfully contested Walsall as a National Liberal and Conservative candidate. At the General Election of 1951 he had joined the Conservative Party, and was returned for Middleton and Prestwich in a three-cornered fight.

In the Commons he served on several committees, and was

chairman of his party's trade and industry committee.

In March, 1968 a Falklands Islands emergency committee was set up in London under the chairmanship of Barlow who was a director of The Falklands Islands Company. The committee included Labour and Conservative MPs.

In July, 1982 Barlow released a letter written in 1968 by Mr Denis Healey, then Secretary of State for Defence, in which he stated that the Royal Marine detachment on the islands, working with their defence force, "would be adequate to meet any contingency that we can foresee at present".

Barlow released the letter because of the publicity which had been given to a letter from Mrs Thatcher to a Conservative supporter in February, 1982 saying that the Government thought that the RM garrison at Port Stanley was enough to deter aggression.

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

After Barlow had released the letter Mr Healey told *The Times* that Mrs Thatcher, in her letter, had been trying to justify the withdrawal of a naval vessel which he had informed Barlow in his letter would be staying. His letter had referred to contingencies then foreseen. He was not saying that in all circumstances would the forces have been adequate. He had been a member of the group of Labour ministers which agreed to send other vessels to the Falklands in 1977 to deter possible aggression.

He was a Justice of the Peace for Cheshire.

In 1928 Barlow married the Hon. Diana Helen Kemp, younger daughter of the first Baron Rochdale. There were three sons and one daughter of the marriage.

Argentina promotes officers named in conspiracy case

From Jeremy Morgan
in Buenos Aires

Two army intelligence officers named when the Argentinian Government declared a state of siege last October have been promoted, apparently with the approval of President Alfonsín.

The promotions coincided with the release from custody of Mr Raul Guglielminetti, a former member of the security services and an alleged rightwing terrorist, who was extradited from Spain on Christmas Eve to stand trial in connection with the murder of a businessman two years ago.

Major Jorge Granada and Captain Leopoldo Cao, who now become lieutenant colonel and major respectively, were among a dozen men linked by the Government to a wave of

bomb attacks on the eve of congressional elections on November 3.

They and three other officers on active service were accused of belonging to a rightwing conspiracy behind the bomb attacks, and were placed under arrest when the state of siege went into force a week before the election.

The state of siege granting the Government emergency powers of arrest and detention was invoked for 60 days, but lifted shortly before President Alfonsín's second anniversary in office on December 10.

Since then, all 12 men, including some who exercised their constitutional right to leave Argentina under state of siege rules, have been at liberty, ostensibly while legal action was prepared against them.

The promotion of the two officers is said to have been cleared by the Defence Minister, Mr Roque Carranza, and approved in a presidential decree. The move is seen here as a sign that the Government has little or no proof against the suspects, and would like to see the entire incident closed as quickly as possible.

But it does nothing to remove suspicions that the state of siege was little more than a poorly planned ploy to bolster faltering support for the ruling Radical Party at the polls — a manoeuvre that went badly wrong for President Alfonsín.

Much the same criticism is also being levelled over the Guglielminetti case. The judge freed him for lack of proof little more than a week after his enforced return.

DPP GETS REPORT ON KEAYS

By IAN HENRY
Crime Correspondent

REPORTS that Mr Cecil Parkinson has been cleared by police of giving "pillow talk" Falklands secrets to his mistress, Sara Keays, brought a reaction yesterday from Mr TAM DALYELL, the Labour MP.

He is to question the Attorney-General, Sir Michael Havers.

Mr Dalyell recalled that the former civil servant Clive Ponting faced Official Secrets Act charges for leaking Falklands documents, and is asking if there is a single system of justice or double standards.

In fact a Scotland Yard spokesman could not confirm that a report by the Serious Crimes Branch to the Director of Public Prosecutions recommended no further action in relation to Miss Keays's allegations in her book "A Question of Judgement."

The question of whether to prosecute is now with the DPP, said the spokesman, but there are no plans by police to re-interview Miss Keays.

Co-operation ends

She said yesterday from her Wiltshire home that she would no longer co-operate with the inquiry by Det. Chief Supt John Bates into her claim.

Last month she refused to sign the statement taken from her by police because she said it was doctored.

"I acted in good faith when I agreed to be interviewed and was not told I would have to sign any statements," she said yesterday.

"I have said certain things in my book and I think it stands for itself, and I am not prepared for anyone to make it look as though I am altering or retracting what I have said there."

Dalyell steps in as police clear Parkinson in state secrets row

By Richard Norton Taylor

The Official Secrets Act was at the centre of a new controversy yesterday following reports that police have said there are no grounds for prosecuting the former Cabinet minister, Mr Cecil Parkinson.

A report in yesterday's Sunday Times said that Scotland Yard's Serious Crimes Squad had found no evidence that Mr Parkinson revealed details of Inner Cabinet discussions to his former mistress, Miss Sara Keays, during the Falklands conflict.

The Labour MP Mr Tam Dalyell, yesterday wrote to the Attorney-General, Sir Michael Havers, asking for clarification about the whole affair. In a reference to the secrets charges brought against the former Ministry of Defence official, Mr Clive Ponting, he said the Government appeared to be operating double standards. Either that, or Miss Keays had made up the passage in her book he said.

Miss Keays yesterday stood by what she had written in her book, *A Question of Judgement*, where she said that Mr Parkinson had talked in detail about Cabinet discussions while the Task Force was sailing to the Falklands.

Referring to her refusal to sign a police statement after she had been interviewed by them last November, she said: "I deplore the way the whole thing has been conducted. I feel I have been used. I considered the errors in the draft statement so gross, they had to be by design, an attempt to put words in my mouth that I did not utter."

Miss Keays said that the police clearly wanted her to say that she never received any information of an officially secret nature. It was not for her to say whether the Official Secrets Act had been broken or not and she had never commented on that issue.

The key passage in the book relates to events in April 1982. "For all the public discussion of settlement proposals," she wrote, "it was clear from what Cecil told me that the Inner Cabinet, like most of the population, privately believed that war was unavoidable."

"On Sunday 18 April, Cecil came to see me very late and rather angry. It was the only time I heard him make a serious criticism of the Prime Minister... he was infuriated by an exchange he had had with her at a meeting of the Inner Cabinet with the Chiefs of Staff."

"When he had expressed his concern about the risks attendant on a particular course of action, one of several under consideration she had rounded on him with words to the effect that there was no room for fainthearts in the Inner Cabinet." Miss Keays wrote.

She said yesterday she had chosen her words very carefully and was in no way prepared to retract them.

Scotland Yard yesterday refused to comment on the Sunday Times report but confirmed that the file on the case had been sent to the Director of Public Prosecutions.



Cecil Parkinson — 'details of Falklands discussion'

MP's query on 'clearing' Parkinson

By Our Political
Correspondent

Mr Tam Dalyell, Labour MP for Linlithgow, yesterday wrote to Sir Michael Havers, the Attorney General, to ask whether there were two standards of justice over the Official Secrets Act.

The letter came after Scotland Yard detectives reported that they have found no evidence that Mr Cecil Parkinson, the former Cabinet minister, breached the Act.

In *A Question of Judgement* Miss Sara Keays wrote on the 1982 Falklands crisis that Mr Parkinson had gone to see her and had criticized the Prime Minister.

Recalling that Mr Clive Ponting had been charged with leaking information which was two years old, Mr Dalyell asked Sir Michael whether he proposed to do nothing about "discussions of the war cabinet given to an unauthorized person within hours of their taking place."

Parkinson clearance may spark row

Financial Times Reporter

A PARLIAMENTARY row seems inevitable following a report that Mr Cecil Parkinson, a former cabinet minister, has been cleared of any breaches of the Official Secrets Act during his period as a member of the inner cabinet in the Falklands War.

Scotland Yard detectives have investigated whether Mr Parkinson might have given classified information to Miss Sara Keays, who was his mistress, following the Argentine invasion of the Falklands.

The report that no further action is being recommended provoked an MP yesterday to write to Sir Michael Havers, the Attorney General, asking if Britain operated a single system of justice or double standards.

He recalled that Mr Clive Ponting, a former civil servant, had been charged under the Official Secrets Act at the Old Bailey for leaking to an MP unclassified information two years old.

Mr Tam Dalyell, Labour MP, before the Commons rose for the Christmas recess, tabled a question to the Attorney General for when the Commons returns in just over a week, asking for the details of Scotland Yard's investigation.

In a letter to the Attorney General yesterday, Mr Dalyell asked when the Scotland Yard announcement was made clearing Mr Parkinson, or if there had been another leak in this incident.

In his letter, Mr Dalyell quoted extracts from a book written by Miss Keays of her affair with Mr Parkinson.

He asked what action the Government proposed to take over the disclosures in Miss Keays's book, adding: "How do the police know that there was no breach of the Official Secrets Act? Did they have access to the relevant Cabinet papers? How much do the police know about the background to military decision-making during the Falklands War?"

*Parkinson: staying silent*

Secrets breach: minister cleared

by Barrie Penrose and
Simon Freeman

THE POLICE have cleared Cecil Parkinson of any breach of the Official Secrets Act. Scotland Yard has found no evidence that Parkinson revealed details of cabinet discussions during the Falklands War to his mistress, Sara Keays. A report by the Yard's serious crimes squad recommends that no further action should be taken.

The inquiry was ordered by the director of public prosecutions, Sir Thomas Hetherington, after extracts from Keays's book, *A Question of Judgement*, had been serialised in *The Mirror* newspaper. The sections of the book which particularly interested Hetherington concerned Parkinson's alleged discussions with Keays during April 1982. She said that Parkinson had talked in detail to her about cabinet debates while the task force was sailing to the Falklands.

Last night Parkinson, 54, on holiday in the West Country, said: "I have no comment to make." Keays, 38, said: "I stand by everything that I wrote in my book. I have never said whether the Official Secrets Act was or was not broken. If people conclude that it wasn't then that is a matter for the authorities."

The chapter that deals with the Falklands crisis in April 1982 includes a paragraph describing an alleged row between Parkinson and Mrs Thatcher. Keays wrote: "When he had expressed his concern about the risks attendant on a particular course of action, one of several under consideration, she had rounded on him with words to the effect that there was no room for faint-hearts in the inner cabinet." Keays wrote, too, of how "the inner cabinet . . . privately believed that war was inevitable".

When police interviewed Keays in November she refused to elaborate on what she had written. She said yesterday that she had also refused to sign a statement sent to her by the police a week later. "There were whole sentences in it which I had not uttered. I consider an attempt was made to put words into my mouth. For example, the police wanted me to agree that I had said: 'Mr Parkinson never made me privy to any information to which I was not entitled during the ordinary course of my work for him as private secretary'.

"If I had signed the form of words provided by the police it would have been tantamount to retracting what I had written. I was not prepared to do that."

*Keays: no retraction*

Observer knit kit offer



**Falkland Island
tweed knit
from £12.95 inc p&p**

This attractive knit for men and women is in the latest polo shirt style, and has been knitted up in colour flecked Falkland wool which comes in a choice of Roan (a rich brown) or Pewter (grey/brown). The tweedy flecks picked out against these muted backgrounds are yellow, bottle green, orange, maroon, navy and cream.

□ The sweater, designed by Bennett & Moon especially for Observer readers, is intended to be knitted up quickly and easily. The body is in a plain stocking stitch, the sleeves (that have deep 'raglan' type shoulders) are in moss stitch. It has a front buttoned fastening, and the collar and welts are in a 2 x 2 rib.

□ The pack includes easy-to-follow pattern and pure Falkland Island Tweed wool for the following sizes: Ladies 32" & 34" at £12.95, Ladies 36" & 38" at £13.95, Ladies 40" & Men's 38" at £14.95, Men's 40" at £15.95 and Men's 42" & 44" at £16.95. Prices include postage and packing. If you are not completely satisfied return within 7 days for refund.

PLEASE CUT

Please indicate size and colour required

	Ladies					Men's				
	32"	34"	36"	38"	40"	38"	40"	42"	44"	46"
Roan										
Pewter										

☐ Tick if you will accept 2nd colour choice

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Terrorism 'being financed by drug dealers' profits'

WIDESPREAD drug abuse remains a concern in most parts of the world and in some regions the narcotics trade finances gun running, terrorism and other criminal activities, says an annual United Nations report.

"The abuse of a variety of drugs remains at a high level," the annual report of the International Narcotics Control Board says.

"An ominous development is the apparent close connection between drug trafficking and the financing of other major criminal activities."

It cites other U.N. findings linking drug dealing in unspecified parts of Latin America to "illegal traffic in firearms, subversion, international terrorism and other criminal activities."

The report noted a growth in the United States of the use of "designer drugs," legal derivatives of illegal substances that are often more deadly than the original.

It speaks positively of drug-control efforts by several Latin American countries, and suggests that the percentage of young abusers may be decreasing in the United States and Western Europe.

No powers

The 13-member panel of non-governmental experts co-operates closely with the World Health Organisation and other U.N. organisations in the prevention of drug abuse.

The 1961 Convention on Narcotic Drugs is formally accepted by more than 110 countries, and the 1971 Convention on Psychotropic Substances by more than 75 nations. The board can submit drug control recommendations to States party to the two documents, but has no enforcement powers.

The 50-page report examines developments according to region. It suggests that drug dealers in parts of Latin America are among the most powerful in the world. "Trafficking" syndicates are highly organised, and their operations are often linked to the smuggling of weapons and the spreading of violence and terrorism," it says.

In the Middle East and parts of Asia, heroin abuse was "escalating throughout the region" and there was extensive poppy cultivation for illicit opium manufacture, it said.

While drug abuse was relatively minor in Eastern Europe, it remained serious in Western Europe. Heroin abuse had declined somewhat in Western Europe and the number of seizures had dropped in 1984, but more countries have experienced a growing consumption of cocaine.

In the United States cannabis remains the most abused drug, but its use has decreased by about three per cent in the past

year "primarily because of a decline in drug use by young people." On the other hand "cocaine abuse is estimated to have increased by about 11 per cent."

The recent estimate from 1981 indicates that nearly 500,000 Americans use heroin. Consumption of that drug appears to have decreased slightly, although heroin related deaths gave increased by 51 per cent.

The report describes "designer drugs" as a U.S. "phenomenon which poses a serious challenge to drug control."

Some chemically produced analogues of heroin produce effects similar to heroin but are 10 to 250 times as potent and as a consequence entail "a substantial risk of fatal overdose."

MPPP, an analogue of the narcotic meperidine, induce "an irreversible syndrome resembling Parkinson's disease" in some users it says.

Some progress

However, the report says some progress has been made in fighting drug abuse. Several States are destroying illicit cultivation of cannabis, opium poppy and cocoa bush, which others are imposing tighter controls on chemicals used in the illicit manufacture of narcotic drugs, particularly heroin and cocaine.

The report says drug abuse causes such great damage to individuals and to a country's social fabric that "determined counter-action must be regarded as an absolute necessity."

The problem of narcotic designer drugs appears to be located mainly in California, the report says.

In Western Europe, cocaine abuse is rising. "Availability of and trafficking of cocaine have increased sharply in recent years, indicating the determined efforts of traffickers to expand the illicit market."

Most of these cocaine supplies come from South America, it says, though 80 per cent. of the opiates smuggled to Western Europe originated in the Near and Middle East and South Asia, while 20 per cent. come from Southeast Asia.—Reuter, A.P.

Ex-general faces trial

Ramon Camps, 50, a retired general and former police chief in Buenos Aires under Argentina's military regime, is to be tried in a civilian court for mass human rights violations in the 1970s. He has publicly admitted that thousands of people who disappeared during the regime's "dirty war" are all dead.

HASHISH SEIZED

Three tonnes of hashish said to be worth about £970,000 have been found by Indian Customs officials amid chemicals due to be exported to West Germany. The discovery followed the seizure by Bombay police in a shanty town of hashish and heroin valued at about £570,000.—Reuter.

SKULL DRUGGERY

Cocaine containing powdered human skulls is being sold in Egypt, a Cairo parliamentary committee studying drug abuse has been told.—Reuter.

Civil trial for junta general

From Jeremy Morgan
in Buenos Aires

THE Argentine Supreme Court has ruled that General Ramon Camps, one of the least repentant figures from the former regime's dirty war, was liable for prosecution in a civil court.

Last month the Federal Appeals Court convicted some of the former military rulers for ordering and overseeing the repression.

General Camps was chief of police in Buenos Aires province for several years after the 1976 coup and specific allegations have been levelled against him.

Mr Alfredo Bravo, a senior official at the Education Ministry, Mr Ramon Miralles, a former provincial minister, and Mr Jacobo Timernan, a well-known journalist, have accused the general of personal involvement in their kidnapping and torture under the old regime.

Unofficial estimates suggest that up to 5,000 people vanished in Buenos Aires province during the early years of the military regime when General Camps commanded the police.

Today, General Camps still defiantly defends the regime's record, claiming that the dirty war was necessary to defeat Marxist subversives intent on destroying the country.

More recently, he is alleged to have told a Spanish journalist that when the military returns to power "my hand will not tremble when it comes to signing Alfonsin's execution order."

Conflict on Falklands 'very unlikely'

The year was one of continuing tension between Britain and Argentina over the Falkland Islands and Argentine claims on Antarctica. In secret appreciation, the British military attaché in Buenos Aires, Brigadier C D T Wynn-Pope, said he thought that the Argentine military was the best in South

America, with the possible exception of the Brazilian, although Argentines had not been involved in a war since 1872.

"It would appear that the army can be keyed up to produce good results by European standards on special occasions; but it is doubtful

whether these could be reproduced in an armed conflict with Great Britain over the Falkland Islands.

"Nevertheless the national spirit and a belief in the rightness of their cause could quite possibly make any army units concerned a force to be reckoned with

From Cabinet Papers released under the 30 year ruling from 1955

Chile the worst violator, says Latin America research group

Grenadians criticised for human rights abuse

From Michael White
in Washington

Human rights in the US-installed regime in Grenada are being harshly criticised in the English-speaking Caribbean, a Washington-based monitoring group claims.

"Reliable accounts are circulating of prisoners being beaten, denied medical attention and confined for long periods without being able to see lawyers. The country's new US-trained police force has acquired a reputation for brutality, arbitrary arrest and abuse of authority," the group said.

Specifically, the Council on Hemispheric Affairs (Coha) cites the continued detention of a prominent trade unionist, now on hunger strike, and the closure of an offending all-music radio station when the elected Prime Minister, Mr Herbert Blaize, was out of the country. The State Department, sensitive to charges of double standards in Latin America, has rejected the charges, as will Whitehall which judged the situation normal enough two years after the 1983 "rescue" invasion to allow the Queen to pay a visit in October.

Coha's annual survey of human rights abuses south of the Rio Grande, which normally singles out the former British colonies of the West Indies, also warns that Jamaica is heading for trouble as the Government's grip slips but praises Belize's continued "high standards" despite problems with drug trafficking, refugees and migrants.

Like other Latin American research groups here, Cocha is in the business of challenging the optimistic accounts of human rights progress among US allies emanating from the Administration.

This year, Cocha, which the Administration describes as leftwing, notes again that Cuba's disregard for human

rights "remains absolute." The group insists that the most murderous abuses continue to occur in El Salvador under the "weak" civilian government of President Duarte and in Guatemala where a "whitewashing" UN report on military atrocities produced by Lord Colville is excoriated.

In its most direct snub to the White House, the group regrets the suspension of civil liberties in Nicaragua because of its civil war, but notes that it is still "relatively unrepulsive" by regional standards. By contrast the US-backed contra rebels are described as the bloodiest insurgents, along with the Peruvian Marxists, Shining Path.

Contra killings, Cocha claims, rose to 500 last year, compared with 300 in 1984 and 600 in 1983.

In South America, Chile remains "the worst violator" but 1985 saw Colombia's situation "turn from hopeful to bleak" as abuses on both sides of the M-19 insurgency slide towards what Cocha says may be civil war.

On the credit side, Argentina's prosecution of its generals for human rights abuses in the 1970 "stand out as a beacon-like precedent for other popularly elected leaders attempting to bring their nations out of the darkness of authoritarianism". Despite considerable progress, Brazil and Uruguay's restored civilian regimes have not followed suit.

In Grenada, Washington is accused of seeking to extradite the imprisoned union leader, Chester Humphrey, on gun-smuggling charges dating from before the New Jewel takeover from the late Maurice Bishop whose murder prompted the US invasion.

Potentially more significant in the long term is Cocha's charge that US-trained counter-insurgency forces are eroding civil rights in Grenada.

Paris bomb link sought in Argentina

From Diana Geddes
Paris

French counter-espionage agents are still holding three men, two Portuguese and an Egyptian, who were arrested as they were about to plant a bomb in the Jewish synagogue in the Rue Copernic, in the fashionable 16th *arrondissement* of Paris.

The men, caught red-handed with bomb-making material and maps in their hotel room here on Sunday night, claim to have been paid 100,000 pesetas (about £450) by a mysterious Palestinian organization advocating "the Christian revolution against the Jewish enemy".

Hijacker's trial to open next week

A Maltese magistrates' court will begin to hear evidence on Monday in the case brought by the police against Omar Muhammad Ali Rezaq, the only survivor of the group who hijacked an Egyptian airliner to Malta last November (Austin Sammut writes). The trial will be held at Fort St Elmo, a former British garrison in Valletta, currently occupied by the Maltese armed forces, for security reasons.

Three letters claiming responsibility for the planned attack were also found, signed by a "Commando Llamado de Jesus Christo" (Call of Jesus Christ Commando) and by a "Commando San Pedro los Resistants" (*sic* St Peter Resistance Commando), in which reference was made to the "Christian struggle for the liberation of their holy place", and to the need "to clear Israel of all the Jews".

The two Portuguese said that a man in Madrid by the name of "Paul" had put them in touch with the Egyptian who, in his turn, said that he had been recruited by a certain "Rabah" of Lebanese origin in Madrid.

They include (above) a marble tomb of King Sancho of the Bath, with a statue by Clascio Fontana. Sancho was killed by the Moors in 1158, and his body was found in a cave after the Battle of Navarre. There is a tradition that his body was found in a cave and was buried in the church of Sancho.

(Photograph: Sarah Zarwala)



Miranda Worsley of Sotheby's showing exhibits from the Rule Britannia marine exhibition in aid of the Royal National Lifeboat Institution which opened yesterday at its New Bond Street, London, premises and runs until January 29. The exhibits have been borrowed from various museums, galleries and private collections to depict the near 400 years from the Armada of 1588 to the Falklands conflict of 1982.

They include (above) a marble bust of Nelson, his Order of the Bath and a painting by Clarkson Stanfield, RA, of HMS Victory being towed into harbour at Gibraltar with the body of Nelson on board a week after the Battle of Trafalgar. There is no admission charge but visitors are asked to make a donation to the RNLI

(Photograph: Suresh Karadia).

Peterborough Standard

2nd January 1986

FOUR local men are in the New Year's honours list. They are two businessmen, a retired railwayman with years of service to his village and the only British pilot to be taken prisoner in the Falklands war.

Fl Lt Jeffrey Glover, a 31-year-old Harrier pilot at RAF Wittering, received the Queen's Commendation for Valuable Service in the air.

He was a prisoner-of-war of the Argentinians for 50 days during the Falklands War, after his jet was shot down.

FAO official sent to London**Assault on Falklands fish causes alarm****By Nicholas Ashford, Diplomatic Correspondent**

An official from the Food and Agriculture Organization is due in London shortly for urgent talks on what has been described as one of the biggest assaults on wildlife since the massacre of the American buffalo.

The "assault" is taking place in the waters off the Falkland islands, one of the last unregulated fishing regions in the world, where a growing armada of foreign fishing vessels is destroying the waters' stock of blue whiting, hake and squid.

According to some estimates the huge fishing grounds of the South Atlantic could be virtually finished within three years unless urgent action is taken.

The Falkland Islanders have urged Britain to declare an exclusive 200-mile fisheries zone around the Falklands and South Georgia. They maintain that such a move would not only conserve fish stocks within the immediate area of the islands but would also provide them some revenue through licence fees.

At present the islands earn virtually nothing from the £50 million worth of fish which is being taken from the South Atlantic fishing grounds each season.

Britain has resisted such an idea, however, on the ground that it would be almost impossible for the Royal Navy to police effectively at 8,000 miles range a unilateral fisheries limit that was constantly being challenged by Argentina and the nations fishing most heavily in those waters - the Soviet Union, Poland, Spain, Bulgaria, Japan and Korea.

A survey commissioned from Dr John Beddington of Imperial College London has also persuaded the Government that while the increasingly heavy fishing around the islands gives cause for concern, it is not as critical as the islanders and

some other fisheries experts make out.

Instead Britain has been pressing for the negotiation of a multilateral fisheries accord through the FAO.

Negotiations are being complicated by Britain and Argentina's rival claims to sovereignty over the Falklands and the surrounding waters.

After months of behind-the-scene diplomacy, Britain and Argentina have both told the FAO they are prepared to "freeze" the sovereignty issue so that progress can be made on what both countries recognize to be an urgent problem.

However, because of the delicacy of the political issues at stake, the FAO is having to proceed with extreme caution. The organization's first task is to produce a technical study of the current fishing activities in the South Atlantic and assess the extent to which fish stocks are being over-exploited.

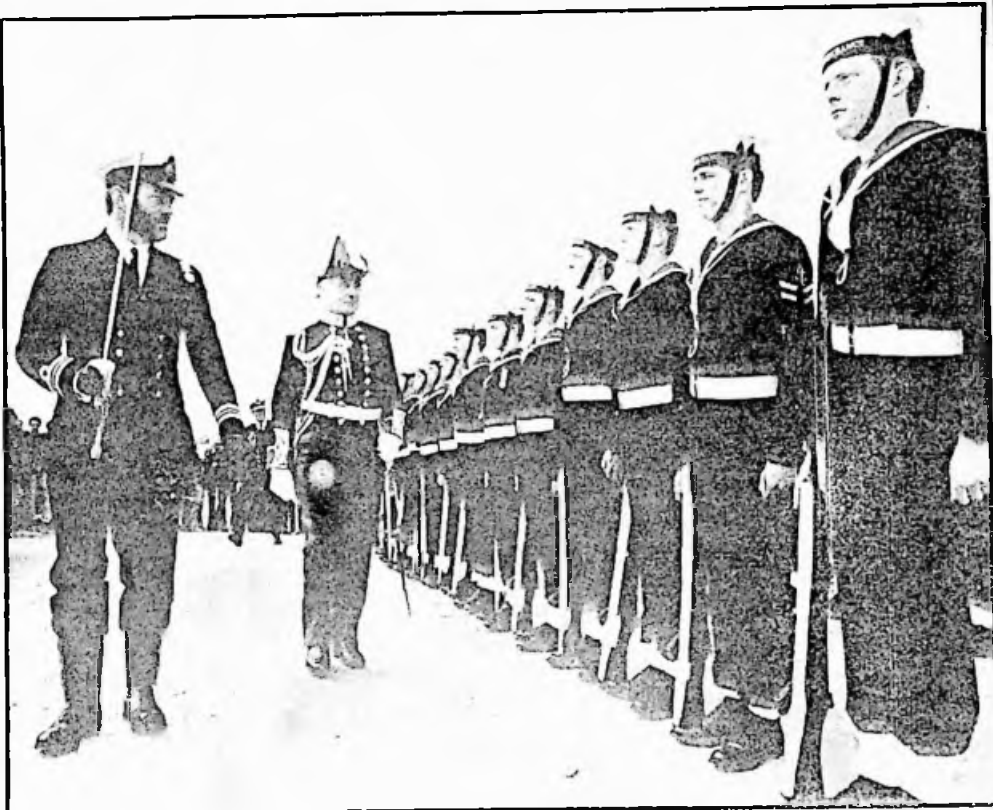
This will not be completed at least until late spring, by which time the present fishing season will be at its peak. Only then will the FAO be in a position to consider what kind of multilateral approach could be adopted.

The FAO has been instrumental in the past in setting up fisheries management conventions in other parts of the world which could serve as models for the South Atlantic.

"But there are unresolved political considerations in this case," a senior FAO official said. "We hope our study will at least lead to a recognition by all of the countries involved of the need to get together to solve this problem without first resolving the political issues arising from the Falklands dispute."

But by that time another fishing season will be over and thousands of tons of whiting, hake and squid will have been scooped from the South Atlantic waters.

BATTLE DAY GUARD



THE GOVERNOR of the Falkland Islands, Mr. Gordon Jewkes, inspects the naval guard from HM ships Achilles, Scylla and Endurance mounted for the Battle Day commemoration ceremony at Port Stanley.

The annual ceremony at the Battle Memorial above Stanley harbour marks Vice-Admiral Sir Charles Sturdee's famous victory over Vice-Admiral Graf

von Spee's German squadron off East Falkland in December 1914.

Among the VIPs at the ceremony was the First Sea Lord, Admiral Sir William Staveley, a grandson of Admiral Sturdee.

The Royal Marines guard and a guard from the Falkland Islands Defence Force also took part and there was a flypast of Royal Navy helicopters from the Scylla and the Achilles.

Amazon enjoys water sports

CANOEING and boardsailing were among the water sports enjoyed by members of HMS Amazon's ship's company in the Falklands when they took advantage of the facilities at the adventure training centre at Hill Cove.

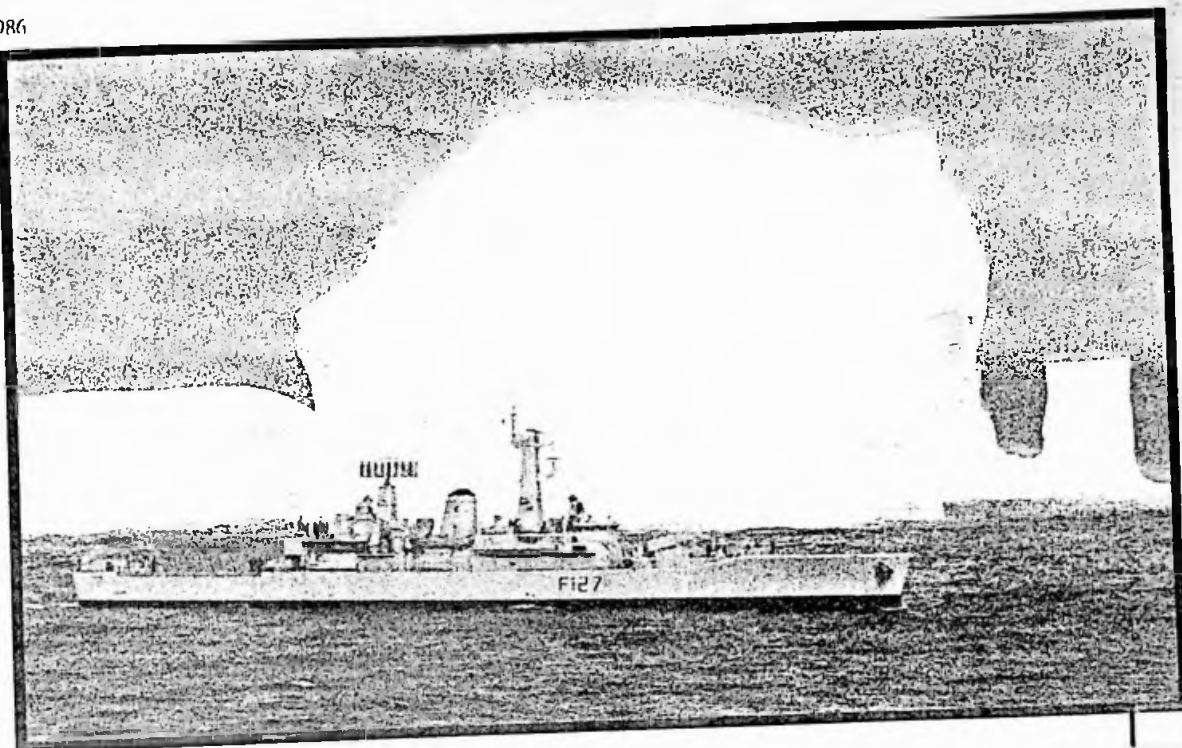
During their deployment, sailors from the ship also built a dry stone wall to protect the ships' badges displayed at the Type 21 memorial at Campito.

Penny's big freeze

WINTER came early for HMS Penelope when she discovered a 400-ft high iceberg among the splendours of South Georgia.

Later it was back to the UK for more winter — and Christmas — but not before a spot of warmer weather in the West Indies en route.

In the South Georgia break during Falklands deployment, the ship's company enjoyed the area's magnificent scenery and abundant wildlife.



PEBBLE ISLAND HOMAGE

Those who lost their lives in HMS Coventry were remembered at a ceremony at the Type 42 destroyer's own memorial on Pebble Island, close to where she was sunk on May 25, 1982. This dramatic picture was taken moments after the Forces Chaplain in the Falklands, the Rev Basil Pratt, had laid a wreath. MOD picture by James Gallagher.





'Heliops' i

Introduction

THE Falklands war proved beyond any doubt — if indeed proof was needed after Vietnam — that helicopters are one of the most vital assets of the fighting forces; so much so, that without them the war would have been extended by a considerable period (and might even have been lost), judging by the reported effect of the loss of all but one of the Chinooks on *Atlantic Conveyor*.

Nowhere more than in the Falklands could the value of helicopters be more evident, with much of the terrain virtually impassable to any form of surface transport; over which a journey from, say, Stanley to Goose Green (approximately 50 miles) can take many hours even in the best of weather, by horse, four-wheel drive vehicle, or perhaps on the scrambler-type motorcycles which have become mildly popular over the past three years. Other means of transport are boats, and the FIGAS Islander which runs a regular schedule round the islands' numerous grass airstrips; but these, too, are often hampered by bad weather, and are in any case totally inadequate for military use. The only expeditious way to either travel or shift loads quickly and flexibly is by helicopter, which can get a whole lot of things done very quickly.



Above: RAF Sea King ZA105 of 1564 Flight takes its turn at lifting drums of diesel oil for generators at dispersed Rapier sites. The operation is being watched by airmen of No 63 Squadron RAF Regiment at RAF Stanley. Photo: Tony Goulding

Left: Sea King over Stanley Harbour. ZA105 (an HAR3) of 1564 Flight RAF, on approach to RAF Stanley and overhead the bulk of *Lady Elizabeth* — a well-known landmark — and one of the *Coastals*, floating living quarters. Photo: Brian Goulding

in the Falklands

Before the advent of Mount Pleasant Airfield, which was opened in May 1985, RAF Stanley was the hub not only of fixed wing operations, but also of the helicopter units operating throughout the islands. While only one such unit has actually been based at Stanley (Bristow's S61s), the airfield houses the main engineering and maintenance base for the RAF's helicopters. Helicopter Servicing Flight (HSF), with its own CO, a rubber hangar, and crewroom/admin block alongside the apron. The Royal Navy also uses the facilities occasionally. Some line servicing is carried out at the dispersed locations of the various helicopter units, and the Royal Navy's helicopters, of course, receive their normal on-ship servicing, whilst the Army Air Corps has its own base, including line servicing facilities nearby (see later). Stanley, at the time of the author's visit, was a hive of helicopter activity. Within the space of 15min one mid-morning it included a RN Sea King hovering on air test following an engine change, two Chinooks lifting large containers; Army Air Corps Gazelle on staff movements; Prince Andrew landing in his Lynx off HMS *Brazen*; an RAF Sea King landing to refuel; two Bristow S61 movements, all this in addition to the almost

constant fixed-wing activity!

Because of the helicopters' flexibility, and them being the only way of moving things quickly, they are always in very great demand. The demand so exceeds supply, that operations have to be very closely controlled and co-ordinated. All operations, military and civil: movements, request for seats, freight space etc. are through 'Helios', which is manned virtually round the clock, by helicopter crews. Seats are at an absolute premium, and there is rarely any spare capacity, passenger or freight. Quite what the services would do without helicopters in the Falklands type of environment is difficult to visualise and nowhere can the helicopter have come more into its own: neither can there be many better examples of inter-service flexibility and co-operation than that of the helicopter operations in the Falklands.

Bristows

If one was to be asked to award the title 'Workhorses of the Islands', it would have to be to the Bristow S61s, and their crews. The three S61N Mk 2s, with General Electric CT58-140 engines, have been at RAF Stanley since the latter half of 1983, working under contract to MoD. Still

bearing civil colour scheme and registrations G-BBHM, G-BCLD, G-BFMY, they are universally known as the 'Eric's' (after the world darts champ). On the journey from the UK to Stanley, the author was fortunate enough to meet up with two of Bristow's aircrew — one, Capt Clive Knowles, returning after home leave, the other, crewman David Rhodes on his way to the Falklands for the first time — and was to fly with both of them later.

Bristow air and groundcrew can sign up for a minimum three-month tour, or a year (doing three months down there, one month home), or longer. They are drawn from all Bristow's spheres of operations both in the UK (Redhill, Aberdeen, Great Yarmouth) and abroad. David Rhodes, for example, a former RN missile aimer and sonar 'op' is Great Yarmouth-based, on oil/gas rig work. Clive Knowles, on the other hand, had worked for Bristows in many countries, and is into his third year in the Falklands. He has nearly 6,000 hours on S61s and claims to be the first UK-based pilot to have been licensed on the type.

Bristows has its own operations centre and line handling/maintenance/engineering base on the apron at RAF Stanley;

Right:
Bristow S-61, G-BFMY, moves a Rapier kit
from Stanley to a dispersed site.
Photo: Tony Goulding

Below right:
Refuelling stop at Fox Bay for an 'Eric',
G-BBHM. The landing pad is little wider than
the helicopter itself and comprises steel
planking laid over canvas.
Photo: Brian Goulding

grandiose names, really, for a small complex of Portakabins and huts painted in the company's red, white and blue, and providing the only splash of colour on the whole airfield (and, according to resident personnel making it a prime target in event of attack). There is no hangarage, though for major servicing the RAF allows use of a 'rub' if available. Most work is done in the open, and eventually the base will probably be moved to MPA. Being civil aircraft the S61s are subject to C of As, for which CAA inspectors fly down from the UK. All three machines have a truly work-worn appearance, and interiors are dusty and somewhat battered; nevertheless, rate of serviceability is outstandingly high. They carry two pilots and a crewman (commonly known as 'loadie'). The junior pilots and loadies also take turns on the base radio, which maintains the links with Heliopts and the aircraft. Groundcrew comprises two shifts of five men, plus a chief engineer. The crews live in the military accommodation, but are undecided as to whether they are para-military, or para-civvies. They work a tough schedule of six-day cycles, with one Sunday and one Thursday off in each two weeks. Working hours are usually dawn to dusk, though groundcrew will work as long as it takes to rectify non-flyable faults, as there are no spare aircraft. Aircrew can notch up 8-9 hours' flying per day during summer months, 50 hours per week on occasions, all of it VFR, sometimes in marginal weather. Occasion-

ally it is difficult to stay within the mandatory 100 hours per month. Bristows fly what has become a scheduled freight, passenger and mail service, each aircraft's itinerary being tasked by 'Heliopts'. A typical morning sortie of 4-4½ hours will include up to 14 sectors, 102 passengers (pax), 6,800lb of assorted baggage, 5,000lb of freight; and most days at least one of the landings will be on an RN ship with fleet mail. Every part of the islands is covered. The signboard on the Bristow ops hut bears the title 'Wells Fargo of the Falklands'. The aircraft are contracted to fly 360 hours p.m.

My trip in G-BBHM was, as usual, a matter of luck, and just being in the right place at the right time. I had called in at the 'Ericdet' ops to see the set-up — 'Hotel Mike' was due in from its 4½-hour morning round for which its crew had reported-in at dawn (06.00hrs), and taken off at 07.30hrs. Clive Knowles happened to be the captain. I waited. No spare seats or space for the afternoon trip (as usual), but Clive readily authorised installation of the jump seat, a small flat piece of metal whose

ends slotted into the stanchions slightly behind the two pilots. The three crew, which included First Officer Richard Svendsen and David Rhodes as 'loadie', were able to snatch a quick coffee and sandwich in between supervising loading of freight by army personnel, refuelling, checking the schedule, etc. The helicopter would have been off within less than an hour of landing but for a problem with one of the engines — filter trouble, which took over an hour to sort out, followed by an engine run. The aircraft has only recently had a 'major', of which aircrew are naturally suspicious, as it inevitably disturbs something which has hitherto been working perfectly. It was an idyllic summer's afternoon as engines were started amid an alarmingly strong smell of paraffin. The jump seat, though extremely cramped, gave a really close-up view of everything on the flightdeck on which the captain occupies the right-hand seat, co-pilot on the left. It was the latter's turn to do the flying. The S61 was, as always, fully laden with boxes of freight and the handbaggage of 12 pax netted down behind

in the forward section of the cabin. Another 'Eric' was coming in with an underslung load; a Hercules was landing with its refuelling drogue still deployed owing to a malfunction of the winding gear; and the FIGAS Islander was downwind as '42 Delta' warmed up. Eventually we taxi the 150 yards to the runway, turn into wind, and lift off heading westwards, clouds of white dust everywhere; along Stanley Harbour, past the capital's red and green-roofed buildings and the Upland Goose Hotel; the Governor's residence; and the huge white Cable & Wireless Co dish. We arrive at a tiny pad of steel planking besides the remains of the Beaver hangar destroyed by the 'Argies'. The helipad is known simply as 'Red Zero Eight'. David Rhodes, leaning out of the large side sliding door, talks us down. Landings are done from the hover, during which there is considerable vibration and shaking of the whole aircraft which assumes a steep nose-up attitude. Rotors are kept running during all stops. Flight time — 5min. We set down four pax, pick up four, and we are airborne again in



under 2min westwards over Moody Brook, keeping below the mandatory 300ft until after Mount Kent. The loadie briefs the pax over the speaker on emergency procedures. There is not a cloud in the sky, temperature is plus 14°C, and visibility is limitless.

Mount Longdon is to the right, the Two Sisters peaks is above and to the left (1,070ft). A lone scrambler motorcyclist bounding along the muddy track below looks up as we whistle by at 105kt. Rising ground ahead with Mount Kent (1,504ft) coming up to the left. Abeam it, the helicopter passes over the burned-out remains of two Argentine helicopters destroyed during the conflict, a Puma and Chinook, rotor blades still intact; past Estancia House from where the final assault on Stanley was launched. Creeks and water holes by the hundred; huge grey stone runs stretching miles down from the hills. Clear to climb now to 2,000ft. We are well north of the main east-west mountain range. Mount Usborn, highest peak on East Falkland (2,300ft) stands clearly on the horizon. The pilots know the route in every detail from regular use, and flight planning is a formality. A relatively long sector this, 30min before touch down on the grass alongside the Port San Carlos military complex, with its collection of single-storey huts. Three figures appear as we go into the hover-and-shake for landing. A quick exchange of baggage and pax as we refuel with engines running, taking on 1,200lb to maintain 1½ hour's duration. Consumption is 1,200lb/hr. Dave is busy on the ground supervising refuelling and loading. He's in and out of the aircraft at every stop — a busy man with few spare moments throughout.

No time is wasted at any stop. At an operating cost of some £2,000 per hour, seconds mean money and the crew fly the straightest possible lines. Within 7min we lift off, heading southwest over the sea,

with Falkland Sound ahead, left round the point along the edge of San Carlos Water, where HMS *Reliant* and *Brazen* are anchored, past the San Carlos War Cemetery, to Kelly's Garden which overlooks the sea. This is home of the Chinooks of 1310 Flight, parked on steel pads laid on the only few acres of flat land for miles around. There is the usual collection of Portakabins, huts, and steel containers, plus a couple of 'rubs', and which constitute an RAF station. Flight time, 6min. It takes another two minutes to complete the unloading/loading. Dave jumps aboard, and the S61 is off again, westwards, out over Ajax Bay, across the perfectly calm Falkland Sound, to West Falkland. A4 alley runs to the left into the far distance as the hardworked loadie, Dave, somehow finds time to pass forward cups of coffee to the flightdeck. This is a relatively long leg, too, 33min to Hill Cove, where there is an 'R&R' (rest and recuperation) centre for the services, with adventure training and horseriding available. There is actually a small tree plantation, too, the only trees to be seen on the islands. The 'Eric' picks up supplies and exchanges three pax before doing a 2min hop to the other side of the cove to the fuelling point where it takes on 900lb. As the helicopter is about to lift-off, a message is received about an additional pick up at the next stop, Saunders: can we accommodate a compassionate case? Five minutes across Byron Sound to Saunders, the first British settlement (1766). Two ladies and a black dog have turned out to watch us land in the middle of a cluster of a dozen or so tidy little houses all with red painted corrugated iron roofs, and white fences. A large Union Jack indicates a brisk wind despite the still brilliant sunshine. Six pax and some freight taken on. The additional 'bod' is fitted in without having to deny anyone else a seat. All the new pax are servicemen from another rest

centre nearby. A local ducks under the whirling blades and hands Dave a box: 'four piglets for collection at Stanley please'. The crew are allowed certain discretions, and oblige.

We lift off after 5min, out over an inlet whose shores are littered with the carcasses of many dead whales, reputedly going back a hundred years or more. Next stop is to be a mountain-top radar site. The approach into wind is uphill, with sun starting to set directly ahead. There is some thin cloud on the summit, too, making things tricky for the pilot to say the least. We go into hover in intermittent cloud and brilliant sunshine. A small group of RAF men below in parkas help guide us down to the tiny landing pad which is little more than the width of the S61. It is said to be the wildest, windiest spot on earth. Richard is having to hold the bucking, shaking aircraft very firmly down, with the ASI reading 50kt (indicated speeds of 70kt not uncommon), as the exchange of cargo and pax was accomplished extra-quickly. The 'guzzomies' who came aboard were clearly relieved to be leaving. The S61 rears like a horse as she lifts-off and moves forward over a sheer cliff with a drop of 1,000ft or so, just like the edge of the world, and a breathtaking sensation as we hit the updraught. Several more sectors to Fox Bay, where we again took on fuel. From Fox Bay, back over the other end of A4 Alley, and out across the Sound, still very blue and dead calm. Ahead, in a small inlet amongst the Tyssen Islands is a red fishing vessel which is a stranger to the helicopter crew. Clive takes over and drops down to mast height to investigate. There are several men in the wheelhouse as we do two very tight low-level orbits, only just missing a large sea bird on one of them — an ever-present hazard round the islands. The name *Penelope* and the boat's position is noted and radioed back to Control. The incident typified the high degree of vigilance which all aircrew maintain to prevent unfriendly elements creeping in. *Penelope* proved to be perfectly friendly. Next to Goose Green, with an Argentine gunboat still lying half submerged in the small harbour. We again refuel, and pick up more pax, one of them an army chief surgeon, another a dolphin. I ask for an explanation of the latter, and was told it was a lady service person, even included in the manifest as such. After several months in the Falklands it is reputed that servicemen forget what women look like, and often mistake dolphins for women and vice-versa. I expected Goose Green to be much bigger than it actually is. (It is no longer on the schedule, the base having closed down.) Next stop, Mount Pleasant Airfield, before following the new road back to Stanley alongside the mountain range, passing between the Two Sisters and Tumbledown, touching down after



Left:
Sea King ZA105 overhead Stanley Harbour,
with Stanley and Tumbledown in the
background and the ship *Sir Percivale* below.
Photo: Brian Goulding

15min flying at the Canache, where most of the passengers leave for the Coastels or nearby army billets. One final hop of half a mile or so back to the Eric's base at Stanley Airport, landing just as the sun was finally setting. A total of 13 sectors completed, in 4¼ hour of the most fascinating flying I have experienced; yet to the crew it was just another routine sortie, their second of the day.

Sea Kings: 1564 Flt (RAF)

To reach Navy Point, the Sea Kings' base, it was necessary to catch one of the RN launches which run a regular scheduled service between various landing stages round Stanley Harbour for service personnel and civilians. It is known as The Kiwi Bus Service, and operates in winds up to 30kt, or when directed by the harbourmaster. 1564 Flight is a unit of RAF Stanley, which itself comes under Strike Command. Its aircraft are Sea King HAR3s, and the crews present were drawn on detachment from No 202 Squadron at Brawdy, Lossiemouth, and Boulmer. The Squadron's Sea Kings were heavily involved in the conflict itself, mainly in the unloading role, but on cessation of hostilities, 'C Flight' from Coltishall moved down to the Falklands en masse.

Prime role is Search and Rescue (SAR) but the Flight undertakes any role 'appropriate to the theatre', as called upon by HQ British Forces Falkland Islands (always referred to as 'Biffi'). SAR forms only a small percentage of total flying, and tasks can include casevac, medevac, troop carrying (13 fully armed), ground support and attack (for which GPMGs can be fitted), reconnaissance (sea and land), etc: 'You name it, we'll do it', claimed the Flight Commander, Flt Lt Ted Mustard, who had done the helicopter course at the Test Pilots' School, Boscombe Down. Even fighter affiliation is undertaken, as the Sea Kings are frequently 'jumped' by fantoms and Harriers. Provided the fighters can be spotted first, the Sea King will give them a run for their money, though the Harriers are difficult to reckon with.

A crew of four is the norm: pilot, copilot, air electronics op (Ae/op)/navigator, and winchman/loadmaster. Sometimes the Ae/op will undertake all the rear cabin duties, depending on the task. The

Ae/op/nav job is usually done by an actual Ae/op who could be ex-Nimrods or Shackletons, though some navigators are also seconded for this role to maintain numbers. A crew will operate together for a month, then remuster to absorb new arrivals. A three-day shift system is worked, which comprises: a day on QRA for SAR, which can involve four/five hours' flying; day two — general flying duties (up to 10 hours); day three — 'admin'. Average flying hours is 80/100 per month, which in the four-month detachment can exceed a normal year's UK total. The key to this achievement is the very high degree of serviceability of a superb aircraft, which in turn is a great tribute to the groundcrews. There are no spare aircraft or crews.

The Flight's accommodation at Navy Point must be among the best on the islands, with a rather less exposed complex of Portakabins and 'rub', and a quite luxurious (by Falklands standards) mess and dining hall. There are walkways throughout the site made from wooden pallets, and the base nestles in the lee of Wireless Ridge, along which Argentine dugouts are still exactly as vacated in June 1982. I was privileged to fly on a Saturday afternoon sortie with Flt Lt Ted Mustard and his crew which comprised Flt Lt Jim Goodbourne (copilot), and Master Ae/op Mike Cornes. It was a tactical formation

exercise involving three Sea Kings. Ted had several tours behind him, whereas the pilots of Nos 2 and 3 in Grey Section, Flt Lts John Leech and Doug Scott, were both first tour men. John was due to take over as flight commander on Ted's impending return to the UK.

The three Sea Kings formed up immediately after lift-off, alternating line astern, echelon and 'vic', the aim being to maintain two blade lengths' separation, with breaks and rejoins, the shadows of the three aircraft on the ground being used to check the formation accuracy on occasions. Our rear crewman, Ae/op Mike Cornes had me hanging out of the open rear starboard door on a strop to take pictures — a most unnerving experience. The formation was flying to the northwest of Stanley, along the lower slopes of Mount Longdon, over some of the bleakest, most inhospitable country imaginable; miles of featureless rock and peat land. There was a minor emergency when one of the side windows came loose and fell a couple of hundred feet to the ground below. No problem — a bit of low-level manoeuvring to look for it, with Mike sitting on the step and we merely dropped down for Mike to hop out and recover it undamaged, while Nos 2 and 3 did a tactical hover just over the nearest horizon for protection, keeping a close watch for marauding 'enemy' troops, helicopters, or fighters. With the window safely refixed, it was on to Port Louis, the original Argentine settlement on the islands,* this time landing to recover not a window, but a Group Captain.

The sortie finished with a low-level 'vic' back to Stanley, along the harbour, over the airfield in perfect formation, to break



Above:
1564 Flight Sea King, ZA105, lifting off from Navy Point at the start of a morning patrol.
Photo: Brian Goulding



Left:
Sea King HAR3, XZ597, on dispersal at Navy Point — note the wooden pallet walkways.
Photo: Brian Goulding



Above: Landings are almost a daily task for AAC pilots — here a Scout is seen just prior to touchdown on RFA *Diligence*, near San Carlos.

Below: Each AAC detachment to date has tried to get some personnel away to South Georgia for extra experience, as well as a break from tasking in the main islands group. This picture shows Capt Steve Welch, No 656 Squadron AAC, on the flight deck of HMS *Liverpool* prior to take-off near South Georgia for a visit to the British Antarctic Survey team on Bird Island. The Lynx is named 'Scouse'.
Photo via Capt Welch

Bottom: AAC Gazelle on Wireless Ridge, across the harbour from Stanley. Photo: Tony Goulding



over Pembroke Point lighthouse, green water, white sands. A landing at Stanley to refuel with engines running, then the short hop back to Navy Point for debriefing and a very welcome cup of tea.

Army Air Corp: Various Squadrons Rotate

The AAC base is at Murray Heights, adjacent to the road from Stanley Airport to the town. The 'Heights' denotes only a modest rise above sea level. The base consists of landing pads, a 'rub', and a cluster of Portakabins, huts, and containers which, known as Look Out Camp, is where the AAC live and work. The living quarters are not exactly luxurious: eight to a cabin is the norm for NCOs and below, three or four for officers. Without exception, a move to MPA will be welcomed.

Hitherto, the AAC has been posted to Stanley on a squadron basis, the Falklands element being known as (eg) No 656 Squadron Main, the remainder left in the UK as No 656 Squadron Rear. No 656 was the AAC unit which operated during the war itself and has since done two further tours at Stanley. It claims to be the first actual squadron to have flown out by British Airways 747. Its recent successor in the Falklands, sister unit No 658 Squadron (also from Netheravon) could well be the last roulement squadron if, as seems likely, a trickle posting system similar to that of the RAF is adopted. If this takes place then presumably the AAC unit on the islands will be allocated a flight/squadron number of its own.

The resident aircraft — Scouts and Gazelles — have been handed on with each change of squadron, being scheduled to return to the UK every two years or so for 'majors'. First and second line servicing is carried out at Murray Heights by REME personnel, mainly in the open. Rate of serviceability is excellent, and usage intensive, with crews averaging 250 hours' flying in a four-month tour which, as with the RAF's Chinook and Sea Kings, equates to one year's normal UK quota. Previously the Lynx had formed part of the AAC's hardware, but was withdrawn back to the UK, having suffered some serviceability problems.

All flying is VFR, and pilots and crewmen learn a lot about aircraft handling

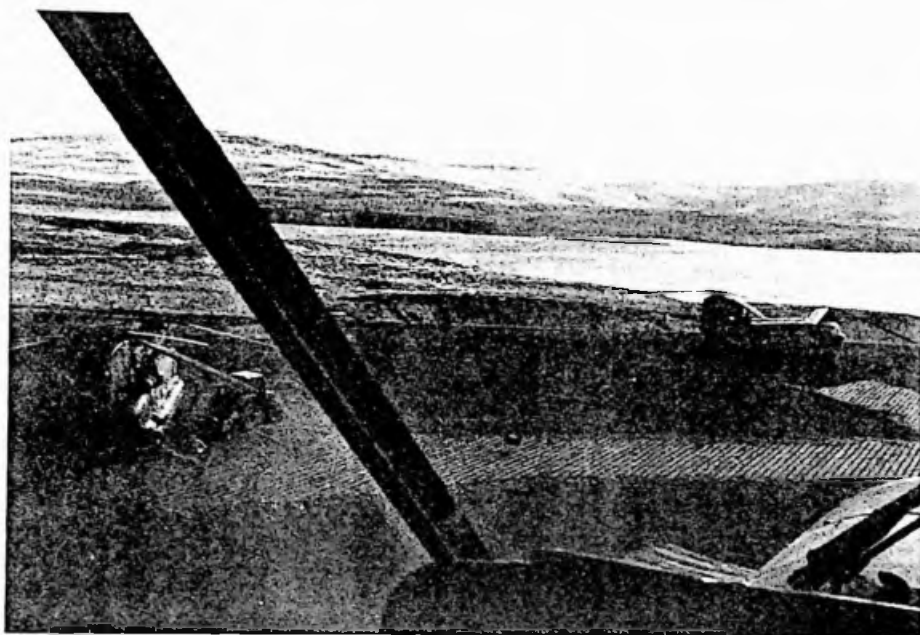
during a tour in the Falklands. Cloud, wind, and turbulence, particularly on the mountain tops, are constant hazards. The saying 'you can experience all four seasons in one day in the Falklands' is fully endorsed by the helicopter crews, who are obviously fired by great determination to keep going in the knowledge that some poor fellows on the ground may need help. The aircraft have virtually nothing in the way of radio nav aids, other than mini-doppler in the odd one, and navigation is by the most basic method — eyeball — using DR when it is necessary to fly above cloud. The crews work a regular six-days-on, one-off cycle, crews sticking together during the whole detachment as far as possible. Normal complement is pilot and air gunner/crewman (Scout) and pilot and observer/crewman (Gazelle). Several of the pilots will be sergeants and warrant officers, and air gunners or observers will include corporals and lance corporals. One day a week is set aside for maintenance and training, and on which everyone of all ranks mucks-in as necessary. Days off frequently go by the board.

Whereas in the UK the Gazelles would belong to Recce Flight, and the Scouts to Anti-Tank Flight within the squadrons, there is a much wider overlap of duties and flexibility of use of the two types in the Falklands. The Gazelles have acquitted themselves well. Their prime 'European' function is as the eyes and ears of the armoured vehicle elements, but in the virtual absence of these in the islands owing to the terrain, the Gazelle has become primarily a light transport/liaison/recce/direct support aircraft; also a load lifter when needed, able to carry reasonably large underslung cargoes.

The Scout, with its SSII anti-tank missile capability, is an excellent light utility machine used in a variety of roles and is often to be seen lifting drums of oil in underslung nets for the dispersed Rapier sites — 'Black Eagle task' as it is known. The Scout crews will usually get the chance of a live missile firing during their tour.

All AAC flying is co-ordinated through 'Heliops', one of whose duty crew is an AAC SNCO pilot. Jobs include coastal recces ('looking for anything that moves or is different'), direct support for the ground forces, participation in many types of exercise, a lot of which are on West Falkland, services to the local community (eg ferrying nurses and medical supplies to outlying settlements in urgent cases). Deck landings feature in the tasks almost daily (personnel, mail, supplies etc), and all pilots are deck landing qualified.

There is no doubt that the Falklands are a perfect training ground for the AAC, and all aircrew take full advantage of the opportunities. They — and everyone else for that matter — are very much 'on their own' while down there, largely self-sufficient, both operationally and administratively, subject, of course, to overall control of BFFI, but able to do many things which would not normally be possible in the UK.



Chinooks: 1310 Flt (RAF)

The 'Chindet' as it is known, is one of the largest RAF units on the islands after the Phantoms. It undertakes every sort of heavy lift task in whatever configuration, in addition to the more routine jobs such as troop deployment and support. As is now well written into the history books, the lone Chinook to survive the sinking of the *Atlantic Conveyor* during the conflict, performed miracles, and it goes without saying that the 'Wockers' are a truly invaluable asset on the islands.

Regrettably, I did not get to fly with the Chinook unit, owing partly to communication and timing problems, but also to the difficulties in getting from Stanley to Kelly's Garden, which proved insurmountable other than on the brief stop there with Bristow. Pity, as the hospitality at Kelly's Garden was reputed to be particularly good. It was interesting to learn

also that Kelly's Garden had been laid down originally as a Harrier base. It certainly commands excellent scenic as well as strategic views out over the San Carlos area. Will it, too, become a ghost camp with the advent of MPA, and merely pass into military history like the one at Goose Green?

Chinooks are a familiar sight over Stanley, usually to be seen with huge underslung loads swinging along. To give some idea of the intensity of usage, their crews can amass 240 hours' flying on a four-month detachment which is good going by any flying branch. Both air and groundcrews are drawn from Chinook squadrons in Germany and the UK, and some have done four tours in the Falklands in the past three years; the record is thought to be held by Flt Lt Rick Hill, currently a pilot with No 7 Squadron, who has completed five tours.



Above left: Kelly's Garden, home of 1310 Flight as seen from an 'Eric'. The dispersals and taxi track are made from steel planking, their size and layout being larger than normal helipads, dating back to when the base was used by Harriers. Photo: Brian Goulding

Above: When the Bristow S-61s arrived at Stanley (circa Sept 83) they were 'gift wrapped' to protect them during the 8,100-mile sea journey. They were offloaded from the RN supply vessel in Stanley Harbour by Chinooks as illustrated. Photo: M. Hill

Below left: A Chinook of 1310 Flight RAF at work in the area of Mount Kent. The scenery is typical Falklands terrain. Photo: D. Minshall

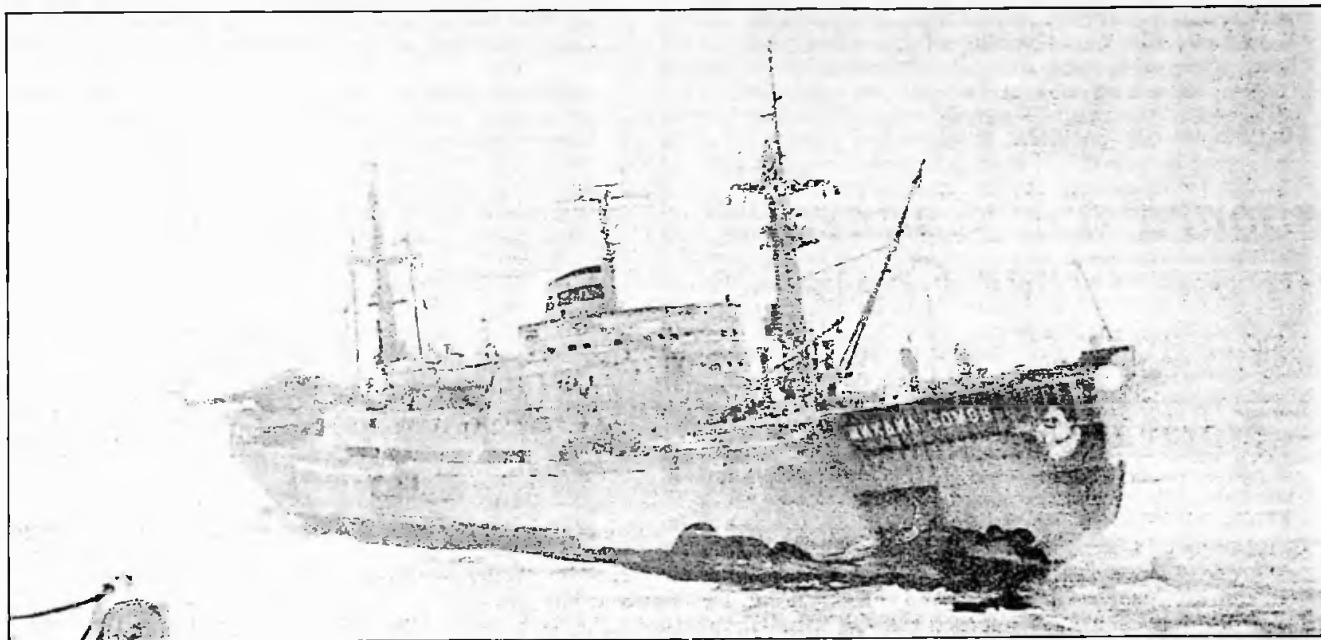
Acknowledgements: My thanks to the directorate and staff of MoD for permitting the visit to RAF Stanley and MPA; to the captains and crews of the aircraft which got me safely there and back; and those I visited and flew with at Stanley (some of whose names appear in the three articles); to the CO of RAF Stanley at the time, Grp Capt M. J. Gibson and his staff, who ensured I was given every facility and courtesy during my 10-day stay, in particular Wg Cdr Roger Smith, Sqn Ldr Peter Danks, and Flt Lt Roy Bookham. I was also very well looked-after by 63 Sqn, RAF Regiment. A special thank you to Maurice Channing of PSA, one of the original survey party, and leader of 'the pioneers' who have worked the miracle of MPA, and to Sqn Ldr Mike Cawsey for photographs of the new airfield. For the Army Air Corps coverage, I am grateful to No 656 Squadron, including Maj Arthur Gibson, Capt Steve Welch, and Sgt Clive Wadsworth. For the not inconsiderable task of typing, thanks also to Geraldine Childs.

Footnote: It was a pleasure to read in *RAF News* No 633 (October 1985) that the Hercules crew with whom the author flew twice from Stanley had been awarded the Arthur Barratt Memorial Prize, presented annually to the RAF crew selected as having shown, to the greatest degree, outstanding skill and proficiency in performing its duty during the previous year. The No 30 Squadron crew, captained by Flt Lt Bill Akister, landed their Hercules at Ascension during the most difficult and turbulent storm in memory. The aircraft landed on its third approach, very low on fuel, and with passengers being prepared for a ditching. To Bill Akister, Paul Oborn, Ian Shields, Dave Dodd, Sam McDonagh — well done.

Erratum. In the first instalment, November issue, page 523, the AUW of the Phantom was incorrectly quoted as 5,500lb. It should, of course, have read 55,000lb.

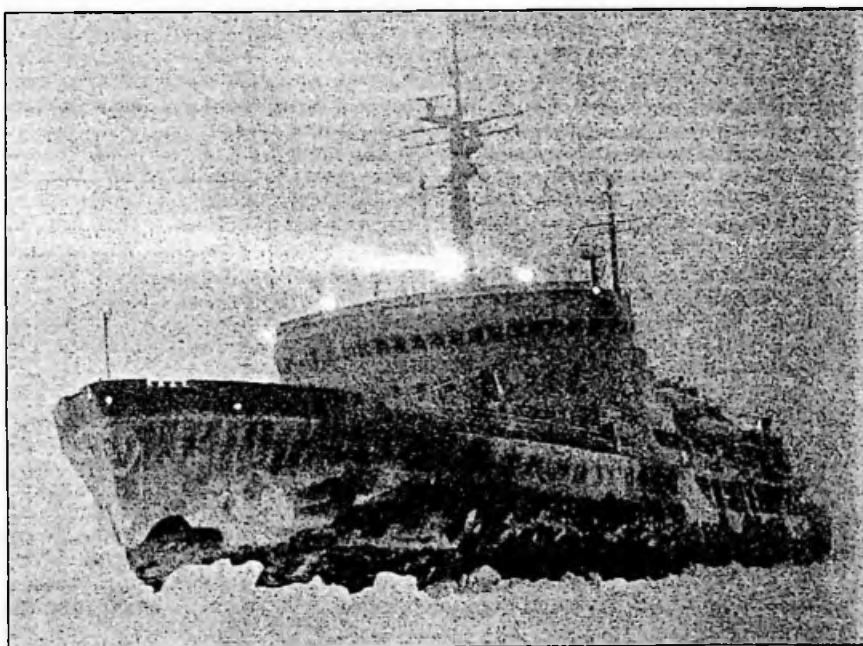
* Port Louis, said to have been established by the French (1764) and taken over by the Argentinians (1826).





Antarctic Rescue!

An account of the rescue of the Soviet scientific expeditionary vessel *Mikhail Somov* from the Antarctic ice in July last year, by A. Chilingarov, head of the rescue expedition and USSR State Prize winner — courtesy of the Novosti Press Agency.



It was on 9th March that the Soviet scientific expeditionary vessel *Mikhail Somov* reached the Russkaya Station in the Antarctic with a cargo of building materials. Helicopters at once began taking panels and structures to the winterers. But heavy wind and poor visibility allowed only eight trips to be made in three days.

On 12th March, the wind velocity increased to 30 metres a second and to 50 metres in gusts. In an effort to pass the most dangerous zone (Aristov Bank), where icebergs and ice were accumulating, the ship started to break its way north-east, but, on 26th March, its progress was blocked by fields of broken coastal ice. By that day all freight had been delivered to the station and the wintering complement renewed.

All attempts to free the ship of the ice grip proved of no avail. Hydrometeorological and ice conditions off the Antarc-

tic coast, especially in the area of the Russkaya Station, change quickly. The surrounding region is little studied and it is practically impossible to make predictions even for a short time ahead.

After analysing the situation, the top men of the USSR State Committee of Hydrometeorology decided to allow the ship to drift and organise scientific observations in conditions of winter Antarctica. Of the 130 members of the crew and expedition 77 were evacuated from the vessel and brought home. Specialists gave their recommendations on how to strengthen the hull of the *Somov*. The ship, taken up by the ice of the Pacific massif, began to drift in a south-westerly direction. The pack ice of many years was regularly squeezed, but there was still hope that the wind would blow to form clear patches of water and the *Somov* would reach the ice-free

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Opposite — The Mikhail Somov in the Antarctic ice, July, 1985. Photo taken during the rescue operation from the ice-breaker Vladivostok.

Opposite below — The Vladivostok breaking through the thick Antarctic ice.

Right — The Mikhail Somov arriving to a warm welcome at Wellington, New Zealand on 19th August. (Photographs — V. H. Young)



ocean. But the massif was not letting the vessel out. On 25-26th May the Antarctic gave it such a squeeze that both the rudder and the screw were jammed and the hull developed a leak.

Experts were unanimous: under the prevailing conditions there was no guarantee of a happy end to the drifting and the safety of the 53 people on board. The inter-departmental group under the well-known polar explorer E. Tolstikov, which was set up early in April, found it advisable to dispatch an ice-breaker to the aid of the ice-bound *Mikhail Somov*. The Ministry of the Merchant Marine assigned the *Vladivostok* for that purpose.

To provide life-support services for the *Mikhail Somov*, a rescue expedition was set up, consisting of the ice-breaker *Vladivostok* and motor ship *Pavel Korchagin* of the Northern Steamship Line, which was 60 miles from the ice edge. Three MI-8 helicopters of the Ministry of Civil Aviation and a group of experts from the Arctic and Antarctic Research Institute led by its director Doctor of Science B. Krutskikh were sent.

The ice-breaker *Vladivostok*, its engines developing 26,000hp, sailed off on 12th June and on 1st July was in Wellington, New Zealand. It reached the ice edge on 15th July, having passed through the tropics, the roaring forties and the fifties.

The *Vladivostok*, while under way, picked up facsimile maps of weather analysis and forecast from Moscow, Leningrad, Melbourne, Canberra, Wellington and from the Antarctic station of Molodezhnaya. Specially for the expedition, the artificial Earth satellite Cosmos-1500 made observations of the ice situation, using radar. To provide stable and reliable communication between the expedition and its home country and the Antarctic, the ice-breaker was equipped with a shipboard station capable of operating through the artificial Earth satellite INMARSAT.

After meeting the *Pavel Korchagin*, from which we took another helicopter and fuel near 150° western longitude, we entered the winter ice of the Antarctic. There was more than 700 miles to go to the *Somov*. Calculations showed that without taking the squeeze into account we could reach our target in 170 hours. Only one-eighth of the day, when there was a grey glimmer of light, was set aside for sailing. But there was no certainty that the ice-breaker's speed, customary for the Arctic ice, would remain the same in the latitudes unusual for the *Vladivostok*.

During the first two days, we travelled 308 miles but, in the next three, only 230 miles. In the first half of 21st July the ice-breaker moved in the general direction by 19 miles, and in the second by just five. In the subsequent two days we covered only ten miles, and not more than one in the direction of the vessel.

At about 90 miles from the *Mikhail Somov* the ice shield took the form of gigantic hummocky fields which made advance virtually impossible. We were to change our tactics of ice sailing. Any head-on movement was out of the question.

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By that time, however, the MI-8 helicopter crew led by B. Lyalin, began making night flights. First they reconnoitered the ice, then flew towards the *Somov*. It took them two trips to deliver everything necessary for the support of the ship's crew.

On 24th July, we obtained satellite data which clearly showed zones of fractures between ice conglomerations. Guided by ice-breaker hydrologist A. Moskalev who was aboard the helicopter, we sailed 60 miles in just over seven hours. Of that amount forty was in the general direction of the ship. It marked a turning point in the mood of the expedition members. Now everybody believed that we would reach the *Somov*.

Along that section of the way we made successful use of the ice-sailing tactics tested in the Arctic, from one clear patch or fissure to another through intervening ice. Such ice the ice-breaker can crush. Of course, it was all done only when there was some faint light, under helicopter control. It was also from the helicopter that the next leg was charted for the coming day — if three hours of twilight could be called a day.

On 26th July, the ice-breaker, using a narrow crack, approached within half an mile of the *Mikhail Somov*. The breaking of ice which gripped the vessel took almost 2½ hours. True, we had set aside 27 hours for the operation, but the crack helped. At 19.49 hours, at the point 74 degrees 23 minutes south and 153 degrees 02 minutes and 34 seconds west, the freeing of the *Somov* of the encrusted ice was completed. Loud cheers rose from both ships.

In 40° of frost, under biting wind, the crews of the two vessels gathered on deck for a meeting. It was a short one but there was no bounds to the joy of the people. Everybody felt inspired by a radiogramme received from General Secretary of the CPSU Central Committee, Mikhail Gorbachyov.

Although there were many pressing things to do — to transfer fuel to the *Mikhail Somov*, which had little left of its own, to send divers to inspect the rudder and screw complexes, and do much else — we still decided to leave the dangerous area as soon as possible. At 20.20 hours we began the conducting of the scientific expeditionary vessel. In the ice we were to sail some 900 miles. We were glad that the two ships were together. Should anything untoward happen, we could help each other.

Using satellite and helicopter data on fissures and clear patches, we charted our general direction of movement. While sailing in, the ice-breaker was caught in the ice 15 times and took sometimes up to 10-20 hours to get free. During the sailing out we were gripped on only three occasions.

The voyage, unprecedented in the history of Antarctic exploration, was over. It is now possible to state that the winter sailing of ships guided by ice-breakers is possible. The tactics of sailing along clear patches during light under helicopter guidance proved the most effective. That way we saved fuel and kept the ice-breaker out of emergencies. Satellite data provided good information in forecasting weather. They helped to identify zones of ice fissures, their directions and to pinpoint concentrations of old ice and icebergs.

Latin America support grows for border force

BY JIMMY BURNS IN PUNTA DEL ESTE

LATIN AMERICAN foreign ministers meeting in Punta del Este, Uruguay, for talks on Central America and debt were yesterday discussing the setting up of a multinational monitoring force on the Nicaraguan-Costa Rican border in a renewed attempt to secure peace in the region.

The proposal for such a force has been publicly aired on several occasions over the last year. But it is now understood to be gathering support after being formally agreed by Nicaragua and Costa Rica at a little publicised meeting in Managua on Monday.

The meeting, which was also

attended by the deputy foreign ministers of Colombia, Mexico, Panama and Venezuela—the four founding members of the Contadora Group seeking peace in Central America—recommended that the talks should concentrate on discussing the effective means of implementing the monitoring force.

The Contadora Group has been joined by a support group of Argentina, Brazil, Peru and Uruguay.

According to Mexican officials, Nicaragua and Costa Rica have asked that the force be drawn from some or all of the Latin American countries and simply supervise the area without intervening militarily.

SIR MILES CLIFFORD

Sir Miles Clifford, who has died aged 88, was Governor of the Falkland Islands from 1946 to 1954 and Colonial Secretary, Gibraltar, from 1942 to 1944. He entered the colonial administrative service in Nigeria in 1921.

Later he was a champion of the rights of peoples of both the Falklands and Gibraltar to continued British sovereignty. One proposal of his was that both territories should become Nato bases.

He served in the 1914-18 War in France and Flanders with the Seventh London Regt and with the Royal Marine Light Infantry in the Army of the Rhine. In Nigeria he was principal assistant secretary from 1938 to 1941 and was commandant of the Nigerian Defence Force from 1938 to 1940. He was appointed an OBE in 1939, a CMG in 1944 and a KBE in 1949.

Tuesday 25th February
Daily Telegraph

CLIFFORD. - On Feb. 21, 1986, peacefully in hospital, (Geoffrey) MURRAY, in his 90th year, dearly beloved husband of Mary Turner, greatly loved by all the family. Funeral service at All Saints Church, Brenchley, Kent on Friday, Feb. 28, at 3 p.m., followed by interment. Flowers to J. W. Pope, 61, St. John's Road, Tunbridge Wells, or, if desired, donations to Cancer Equipment Fund, c/o Dr G. Thomas, Pembury Hospital, Kent TN2 4QJ. A memorial service will be held in London later.

SIR MILES CLIFFORD

Sir Miles Clifford, KBE, CMG, a distinguished colonial administrator, who was from 1946 to 1954 Governor and Commander-in-Chief of the Falklands, died on February 21, aged 88.

Geoffrey Miles Clifford was born in 1897, the son of Maurice Clifford. He was educated privately and at University College, London, where he gained a diploma in anthropology.

After serving in France and Flanders during the First World War and later with the army of occupation on the Rhine, he was appointed in 1921 to the administration service in Nigeria.

Clifford was posted to the Northern Provinces and became acting resident in 1934. Four years later he was transferred to Lagos as a principal assistant secretary. During the early part of the Second World War he commanded the Lagos Defence Force.

In 1942 he was seconded for special duty, and served for two years as Colonial Secre-

tary of Gibraltar before returning to the Nigerian service as senior resident in 1944.

In the following year Clifford was seconded as Chairman of the Salaries Commission for Cyprus and in 1946, after an interlude at the Colonial Office in London, he was appointed Governor and Commander-in-Chief of the Falkland Islands.

His responsibility covered not only the islands themselves but their Antarctic Dependencies, which were by then becoming the object of much international interest.

Indeed on one occasion when a party from the exploration ship, John Biscoe, had put ashore on Graham Land, only to be forced back on board at gunpoint by a group of Argentine soldiers, Clifford called up a British frigate, deliberately sending his message in clear, not code, so that it should be understood when monitored by the aggressors. This achieved its effect and the intruders were gone in 24 hours.

This was characteristic of the vigour and enthusiasm with which Clifford carried out his duties, and he made several journeys into Antarctica.

It was said of Clifford that he would always be remembered as the governor who had dragged the islands, kicking and screaming, into the twentieth century.

On his retirement in 1954, he returned to London and served for three years as Chief Civil Defence Warden for Westminster. From 1955 to 1958 he was a member of the London County Council.

Among his other activities he was a vice-president of the Royal Geographical Society, director of the Leverhulme Trust, honorary organizer of the Mental Health Research Fund, and a member of the Overseas Migration Board, the Conservative Commonwealth Council and the committee of management of the Trans-Antarctic Expedition.

Marr to fish the Falklands

Falklands should be sold

From Mr R. W. Broad

Sir,—Malcolm Rutherford (February 21) quotes the Foreign Office estimate that since 1982 the Falklands Islands have cost the taxpayer some £2.6bn, which is also the value, I believe, of the public investment in BL.

Does this not point to a solution to the Falklands problem: privatisation by sale to the highest (or the Government's favourite) bidder, with appropriate redundancy terms for any of the 1,922 local workforce who might not wish to stay on under the new management?"

Alternatively, the islanders might like to arrange their own buy-out.

R. W. Broad,
43 Northumberland Place, W2.

Marr to fish the Falklands

A BRITISH fishing company is starting operations off the Falklands — with Japanese ships!

This will be Britain's first major attempt to exploit the Falklands waters now being heavily fished by many of the world's big catching nations.

J. Marr and Son of Hull and its subsidiary company, J. Marr (Seafoods) Ltd., have chartered ten vessels from Japan which are now on their way to the Falklands area to fish for squid.

Last week, Marr sent operations director Charles Drever, a former skipper, to the Falklands along with the seafood company's Nick Bowen, who normally oversees klondyking operations.

Yesterday (Thursday) three skippers were leaving for the Falklands. They are Len Whur (ex-BUT), Steve Kilvington (Marr), both of Hull, and Frank Wilson (Marr) of Fleetwood. Also from this port, trawler officer Frank Gordon is heading south to join the ships.

They will have the dual role of representing the charterers on the boats and learning the catching and handling techniques. Quality control will be one of the main tasks for them to learn.

Marr says that the first squid is to be caught soon and up to 20 Marr employees could eventually be directly

involved in the Falklands fishery.

The deal, signed by Marr last week with the Kanagawa Squid Jiggers' Corporation, an association of skipper-owners operating from the port of Misaki, south of Tokyo, could eventually lead to British vessels tackling the fishery.

As reported in *Fishing News* last week, J. Marr is actively considering incorporating facilities for squid-jigging into the two new middle-water stern trawlers it is in the process of ordering.

A spokesman for the Marr

companies said: "Through our international fish trading operations we have a very good knowledge of the activities of all nations in Falklands waters.

"It is now one of the world's biggest fisheries and, rather than being an intermediate trader, we want the UK to have a bigger slice of the fishing activities in what we consider to be UK sovereign waters.

"We have vast knowledge and experience of catching most pelagic and demersal species of fish. However, our knowledge of squid is not complete. The marketing of this species is no problem to us, but catching and handling techniques are new.

"The method known as jigging is one of the most conservation-effective methods of taking squid.

"We will also be able to observe the high standards achieved at sea by the Japanese for their most ex-

acting market demands."

The company is particularly anxious to obtain information as quickly as possible so that it can incorporate the technology in its newbuilding programme.

The ten squid jigging vessels will operate as Marr ships in a mother ship operation under British control and will carry experienced British trawler skippers and officers.

Initially the plan is to serve only the Japanese market as it is the area of biggest demand and the most profitable outlet. However, Marr (Seafoods) could supply other countries if the opportunity arises.

Arrangements for the venture were initiated in Tokyo over 15 months ago by Marr's representative office in Japan. Transpac Fisheries Ltd. of Tokyo.

The names of the chartered vessels, all around 100ft. long, are: *Yukoh Maru No 8* and *38*, *Yoshi 1*, *Sumiyoshi*, *Shosei*, *Chohkyu*, *Sasano*, *Sumiei*, *Fuki* and *Sohoh*.

COMMENT

AT LAST a British company is getting a stake in catching off the Falklands (see page one).

Our efforts in Falklands waters so far have involved Marr in selling fish worth tens of millions of pounds taken in the area by foreign catchers and the tiny inshore project on crabs with *Coastal Pioneer*, which is now moving ahead to the starting of a pilot processing project. While this inshore venture is excellent, it would only succeed in earning the small change of the Falklands fishery even if it was wildly successful.

The real money is in the big boat fisheries such as squid and Marr has been making hay selling Falklands squid to Japan and the Mediterranean countries for some time.

Marr pleaded to keep a freezer in the Falklands after handing ships over to the Navy for the Falklands task force. In the stonewall style of today's government, it received no encouragement at all and it is now going ahead in the best way it knows how — chartering ships from the experienced Japanese.

Marr will gain a wealth of knowledge from this venture which could lead to British vessels taking part in the fishery. It is understood, for instance, that squid is separated into 20 different grades for the Japanese market and no venture for British vessels would be successful without the full knowledge Marr's team of observer-learners will gain from their trips.

Britain is a late entry into fishing in the area, but warning bells are sounding loud that the massive fishing effort now going on in this area could lead to the stocks being stripped bare. This week the Foreign Office announced it had made voluntary agreements with the Japanese and South Koreans to restrain their fishing effort to the same number of vessels as last year. These two countries agreed, according to the FO, not to fish in the Falklands exclusion zone — a 150-mile radius from the middle of Falkland Sound — until March 1.

The FO claims to have had a "favourable reaction" from other fishing nations it has been talking to on conservation and it says there will be a means of identifying vessels by notification to the Falkland Islands.

Bearing in mind the policing shambles leading up to the Common Fisheries Policy, the FO's Falklands agreement will have as many loopholes as there are squid lures dangling in the sea! There's no substitute for an exclusive 200-mile limit.

Latin American ministers meet

By Jimmy Burns in Buenos Aires

LATIN AMERICAN ministers meet today in the Uruguayan seaside resort of Punta del Este to begin three days of talks which are expected to culminate in a key meeting on foreign debt on Friday.

Preliminary talks will involve the foreign ministers of Colombia, Mexico, Panama, Venezuela, Argentina, Brazil, Peru, and Uruguay. Together these countries co-ordinate the Contadora initiative for peace in Central America.

The meeting on Friday will be attended by the foreign and economy ministers of Argentina, Mexico, Venezuela, Colombia, Uruguay and Brazil. This "monitoring group" of the Cartagena group of debtor nations will concentrate on the debt issue in the light of recent developments in Mexico and the fall in international oil prices.

Jimmy Burns reports on why Political storm

economic rationalisation may be harder than it sounds over Argentine privatisation

"THE BEST guarantee of stopping something from getting done in Argentina," the late General Juan Peron once said, "is to form a commission."

Last week the Argentine Government of President Raul Alfonsin announced that it was forming an inter-ministerial commission to discuss the implementation of the privatisation programme launched on February 6 by Mr Juan Sourrouille, the Economy Minister.

Simultaneously, it announced that a draft law on privatisation was being prepared and would soon be sent before a special parliamentary committee for further discussion.

Officials close to the Minister say the two initiatives are aimed at co-ordinating positions and speeding up the partial or total sale of the Government's holdings in a range of companies.

Those initially singled out by Mr Sourrouille for privatisation are: the steel giant Somisa, the petrochemical companies Bahia Blanca, General Mosconi and Rio Tercero, and the chemicals group Atanor.

Argentina's private sector remains to be convinced that investment in the companies up for sale makes economic sense at a time of falling world demand for both petrochemicals and steel.

But Mr Sourrouille sees privatisation as an essentially psychological move. His determination to push ahead with major structural reforms of the

the World Bank for its privatisation plans, both for support in job creation schemes and for infrastructure development credits. Government officials hope that World Bank support, together with the budget savings implicit in a gradual reduction of subsidies to the companies up for sale will make privatisation a more profitable exercise than would otherwise be imagined.

Mr Sourrouille says privatisation is a *sine qua non* for modernisation and economic growth. But although he has studiously avoided talking about denationalisation and stated boldly his intention of making state resources available where they are most needed, he has not managed to persuade the nation that his way is right. On the contrary: he has provoked a political storm.

The main parliamentary opposition grouping the Peronist Party has predictably been the first to throw itself into the ring. Anxious to recover the political initiative from the trade union movement, it has used the privatisation issue as a useful way of activating the party's traditional constituents: the working class, the military and sectors of business which have maintained strong links with the state.

General Juan Peron took advantage of a fall in world demand for Argentina's agricultural products and the absence of a strong industrial private sector after the Second World

War to promote military and state-backed industrialisation.

The Argentine public sector has been growing ever since, and many Argentines still think back on the Peron years as bright with job opportunities and prosperity.

The Peronists and other left-wing groups have influence at local government level in an area of the country where some of the major privatisation candidates like Somisa, are located.

Local officials have been quick to rally support for protests against the plan.

The modernisation contemplated by the Government is a password for mass lay-offs similar to those applied in Europe, its opponents claim. Somisa has a workforce of 12,500—a figure which according to some analysts would have to be reduced by half if the company were to be made cost effective.

Other vested interests are expected to join battle shortly. Both the state and the private sector are involved in a complex structure of management and shareholdings in all the companies to be privatised. Government responsibility for the steel and petrochemicals sectors is theoretically shared by the Ministries of Defence, Economy and Public Works.

The Ministry of Defence's shares are channelled through the military industrial holdings, Fabricaciones Militares, which has interests spanning a range

of sectors from shipbuilding to explosives.

The Ministry of the Economy considers it has overall responsibility for the finances of the state companies, although President Alfonsin recently created two new sub-secretariats answerable to him—one in charge of "growth and promotion," and the other of state company audits.

The Ministry of Public Works has important shareholdings in the petrochemical companies through Gas del Estado, the gas utility, and YPF, the state oil concern.

The Ministry of Defence has to be careful not to provoke the military by being seen to hand over strategic sectors of the economy too readily. Even greater resistance has come from Mr Conrado Storani, the Energy Secretary and President of the state companies involved.

Even if the Government manages to sort out the current tug of war—and officials at the Economy Ministry say that Mr Alfonsin wants them to proceed as planned, even at the risk of a major parliamentary debate—there are complex technical problems that will need to be overcome.

Not least of these is the difficulty of calculating the real worth of a company in a country such as Argentina. Following years of high inflation, not to speak of tax evasion and financial window-dressing, most company accounts are virtually meaningless.

economy coincides with the kind of effort requested from Latin American countries by Mr James Baker the US Treasury Secretary as part of his ideas for solving the regional debt problem.

Evidence of privatisation plans, it is hoped in Buenos Aires, may bring greater flexibility from Argentina's creditors, at a time when the country is seeking to extend its current agreement with the International Monetary Fund.

Argentina is understood to be seeking the co-operation of

Buenos Aires Herald
26 February 1986

Gass: Bigger success than World Cup

Storani bullish on British trip

SENATOR Adolfo Gass (Radical) and deputies Federico Storani (Radical) and José Bordón (Justicialist) returned yesterday from London after a "very favourable" mission concerning the Malvinas islands.

Storani denied having offered self-determination to the Malvinas islanders. He pointed out that he was misinterpreted when he spoke of "autonomy" in the context of presenting Argentina's "historical position" of annexing the Malvinas to a province. "Since our provinces are autonomous, I stated that the inhabitants of the Malvinas would gain autonomy", he explained.

Storani said that the British Parliament had given a "favourable" response to the United Nations resolution that calls for negotiations on all aspects of the future of the islands, including the sovereignty issue. He added "this is not what Prime Minister Margaret Thatcher want, and this explains her manoeuvre - because they (the British) are masters and have many years of experience - to appear in the eyes of the world as if their position is flexible and we are intransigent".

According to Storani, this would be the reason for the alleged invitation by the British Foreign Office that was never made (to meet with Office secretary Tim Eggar) but was leaked to the British press.

"Anyhow, the meeting would have served no purpose since we were informed that the agenda would not include the issue of sovereignty", he added.

In reference to a meeting the congressmen held with a Kelper representative, Storani pointed out that the meeting was important

because it allowed them to present the Argentine position, "since one of the strongest arguments used against us is that we do not consider the interests of the islanders".

He went on to say that the Kelper representative did not accept the Argentine position and stated that the islanders desired to remain British citizens, and he answered that it was not up to the Kelpers to decide since they are British citizens and hence party to the discussion.

He added that the Kelper they met was a "faithful exponent of the economic interests that represent an élite among the islanders, because the majority shows a great indifference towards the question, and a great fear since the Malvinas population is culturally backward because they were abandoned by Great Britain many years ago".

Storani's statements were made in Ezeiza airport upon his arrival, and in the same press conference Justicialist Bordón denied knowing if his trip had caused problems within his party. He explained that he travelled with the parliamentary mission as a congressman and not as a representative of his party.

Questioned about the possibility of being sanctioned by a Justicialist disciplinary council, he said he would accept it provided that the council were elected by direct popular vote, "so that future Justicialists taken before the council will know that the organism that is judging their conduct expresses the will of the people of the nation".

The Peronist added that he had received a letter from La Rioja Governor Carlos Menem stating that "it doesn't matter where or with whom we meet, as long as we

defend the permanent interests of our country".

Gass said that the delegation's most important achievement was the fact that "during five days the British media covered the Argentine delegation and their proposals. We received more attention than when Argentina won the Soccer World Cup".

The legislators also mentioned the importance of the meetings they held with Labour party leader Neil Kinnock, Social Democrat leader and former Foreign Minister David Owen and Liberal Party leader David Steel.

The fourth member of the Argentine delegation, Popular Conservative Senator Julio Amoedo, travelled on to Paris, France, and is scheduled to return next Saturday. (DYN-NA)

Falkland islanders' plea to save fish

Port Stanley (AP) — Falkland Islanders urged Britain to impose a fishing zone around the archipelago when they welcomed Lady Young, Minister of State at the Foreign Office, at the start of a five-day visit here.

A zone would help to control fishing in the South Atlantic where stocks are threatened by fish-factory ships and fleets of trawlers from several foreign countries.

The demonstration was organized by legislative councillors, who held up placards reading: "Penguins need their squid quota, too" and "Save our wildlife — save our future."

The signs reflect the islanders' fears that overfishing may cause the great variety of sea birds and mammals living in the Falklands to disappear by the loss of their natural food supply.

The islands' development agency hopes to stimulate increasing visits by tourists, for whom the wildlife is the chief attraction.

A petition signed by most civilians expressed strong doubts that an attempt to establish a "multilateral" fishing zone, with the co-operation of all the countries now fishing here, could succeed in time to prevent serious damage to fish stocks.

Standard
24th February 1986

PORT STANLEY: Falkland Islanders appealed to Britain to impose a fishing zone around the archipelago when they welcomed Baroness Young, Foreign Office Minister of State, at the start of her five-day visit yesterday.

Buenos Aires Herald
23 February 1986

QUOTES

"WE KNOW that discrimination still persists in our society and that women are much affected by this, but the government is pledged to continue with its present policies and overcome the problems that arise."
President Raúl Alfonsín.

"THE POLITICAL parties that fawn on the CGT are not only trying to hide the fact that they are political orphans or their inability to win adherents but they also deform the national political system by granting the workers' organization a party political role it should not have." BA Province Radical leader Juan Manuel Casella.

"UNDER THE military régime we tried to win back the Malvinas by force of arms. We failed. Now it is the turn of negotiations, of contacts, of finding new ways to make... the national flag fly over the Malvinas again."
Radical Senator Adolfo Gass before setting out for London.

"ALVARO ALSOGARAY is a member of the Holy Inquisition which defends the dogma of Thou shalt not issue (currency)". Peronist deputy Antonio Cafiero.

Good will mission to Britain a success

POLITICS & LABOUR

The main obstacle preventing the government from ordering an overall wage increase is, it need hardly be said, the pitiful state of the economy. But whenever it feels tempted to forget this and let things rip in a wild attempt to leave the crisis behind, it receives a sharp rap on the knuckles from the international banking community which is keeping a very close eye on the evolution of the available indicators. The IMF's annoyingly pedantic habit of insisting that the figures make sense and refusing to be fobbed off by optimistic rhetoric held up the initialling of an agreement that would release another 265-million-dollar instalment of the stand-by loan signed last July, but on Thursday virtually all the differences were finally removed and Argentina found itself in the IMF's good books again. Troubles with the creditors and their auditors are by no means over, however, and the debt problem seems certain to harm relations with the US administration as well as the IMF and the banks. This is not simply idle speculation. Last week Foreign Minister Dante Caputo announced that Argentine-US relations were about to enter a "third stage" which would be "more delicate than the previous two" because of the debt question. His somewhat

professorial penchant for dividing relations with a foreign country into "stages" would be harmless if he referred only to the past, but projecting it into the future is, well, innovative, and no doubt the world's foreign affairs experts are now doing their best to fathom what Caputo has in mind for the "fourth" and, who knows, "fifth stages".

The most important foreign policy initiatives last week had little to do with the foreign ministry, however.

The mission to the United Kingdom of four parliamentarians, Radical Senator Adolfo Gass, Peronist (more or less) Senator Julio Amodeo, Radical deputy Federico Storani and Peronist deputy José Bordón, was the most serious Argentine attempt to date to help restore Argentine-British relations to a civilized basis, and notwithstanding the inevitable criticism it has run into and the occasional misunderstanding, it seems to have been decidedly successful. The worst moment came when it was reported that the four would meet a Foreign Office representative, Tim Eggar.

The significance of this was exaggerated in a variety of ways. First the word went out that the British were caving in and would start talking about sovereignty, and the pro-government *La Razón* (afternoon version) went on the streets with huge

headlines announcing that the British were prepared to speak. Then second thoughts rushed in, and the next morning's *La Razón* told its readers that the Argentine government refused to be fooled by the dirty British trick. The idea that the infinitely cunning British had tried to trap the innocent Argentine parliamentarians had a natural attraction to local conspiracy theorists, and there was a lot of talk about the way the international news agencies, especially *Reuters*, were cooperating in a vast and sinister plot, but the incident really had very little importance, and if the legislators had met a Foreign Office spokesman the diplomatic implications would have been nil. As it happens, the four parliamentarian envoys, well aware of the need to watch their step, steered clear of government officials and spend their time with politicians, academics, and journalists. The British, a few Tory jingos apart, gave a very warm welcome to parliamentarians from a country that is still supposed to be in a state of hostilities with them, and the visitors met leaders from all major parties although, not surprisingly, they avoided top Conservatives who are also members of the government. British political opinion is, of course, divided many ways about the future of the Malvinas, not just because it is a tricky problem but because in Great Britain, a long-established

democracy, it is not considered treason to disagree about territorial questions even when they have cost the lives of many of your compatriots.

Foreign ministry "sources" kept up a curious running commentary about the visit. At first, they said it was a good thing. Then, when evidence of British perfidy — the meeting with the Foreign Office man caper — became evident they let it be known that they had disapproved all along. And, no doubt, they were disconcerted when it was reported that Storani told the press that Argentina would be willing to offer autonomy for the islands, would respect not just language and — as though this were a problem — religion, but even the local police force as part of a deal transferring sovereignty to Argentina. The delegation leader, Senator Gass, tried to placate people back home who objected to this by saying that Storani had been maliciously misinterpreted, but all he was doing was repeating some suggestions made by a Radical group in a policy paper last year and he distaste for the visit in heated terms while a local veterans' organization of leftwing bent beat yet another tattoo on the familiar nationalist drum.

But despite such efforts to make political capital out of the visit the opposition was surprisingly quiet about it, perhaps because its political leaders realise that a majority of Argentines prefers peaceful and friendly talk to belligerent ranting.

Editor's chair for Max Hastings



Max Hastings: Falklands
reporter

By Maggie Brown

New editors for the Daily and Sunday Telegraph were appointed yesterday, by their new owner, Mr Conrad Black, in an effort to revive the group's flagging fortunes and readership.

Mr Max Hastings, aged 40, the war correspondent, writer, and broadcaster, becomes editor of the 1.2 million-selling Daily Telegraph. He has been with the Sunday Times as a feature writer for the last six months.

Mr William Deedes, the 72-year-old editor of the daily is to retire on March 10. He has edited the newspaper, Britain's largest circulation quality paper, for the past 11 years. He is a former Conservative MP for Ashford, Kent.

Mr Peregrine Worsthorpe, aged 62, becomes editor of the Sunday Telegraph, replacing Mr John Thompson, who also retires, aged 65. Mr Thompson has been editor of the Sunday Telegraph which sells 695,000 copies, for nine years.

Mr Worsthorpe, an associate editor of the Sunday Telegraph, has written a weekly political column in the paper for more than 20 years.

In 1973 he was suspended briefly by the then proprietor, Lord Hartwell after saying "fuck" on television.

Mr Hastings made himself a household name during his coverage of the Falklands War, when he walked into Port Stanley ahead of the British troops. He later wrote a book *Battle for the Falklands*.

The appointments were made after a board meeting following the conclusion on Thursday of a rescue rights issue for the group.

NEW EDITORS NAMED

THE Daily Telegraph and Sunday Telegraph are to have new editors from next month. Mr Max Hastings is to edit the Daily Telegraph and Mr Peregrine Worsthorne the Sunday Telegraph.

Both editors will be responsible for all editorial aspects of their newspapers.

Mr William Deedes and Mr John Thompson have each expressed the wish to retire from their editorships, having com-

Daily Telegraph



Mr Max Hastings

pleted 11 years and 10 years respectively as editors of the Daily Telegraph and Sunday Telegraph.

The new appointments, made by the board, will take effect from March 10.

Mr Hastings, 40, has worked for the Sunday Times since last year following a six-year stint with The Standard. In 1982 he

SUNDAY TELEGRAPH



Mr Peregrine Worsthorne

won awards both as Journalist of the Year and Reporter of the Year for his coverage of the Falklands war.

Educated at Charterhouse and University College, Oxford, he first joined the Evening Standard as a diarist in 1965.

He has contributed to BBC television, the Daily Express, the Spectator and the Washington Post among others and has written several books. He is married with two sons and a daughter.

Mr Worsthorne, 62, became assistant editor of the Sunday Telegraph in 1961 and associate editor in 1976. He has contributed a political column since the paper's inception.

He has contributed to Encounter, the New York Times, Washington Post and the Spectator among other publications and makes frequent appearances on current affairs programmes on radio and television.

He is married with one daughter.

Argentine delegation disappointed

Thatcher blamed for icy relations over Falklands

By Nicholas Ashford, Diplomatic Correspondent

It is all Mrs Thatcher's fault that relations between Britain and Argentina remain icy four years after the Falklands war, said Senator Julio Amoedo, a member of the delegation of Argentine parliamentarians at the end of their week-long visit to Britain.

He said that Mr Neil Kinnock, Mr David Steel and Dr David Owen had all told the Argentines they were prepared to adhere to the UN General Assembly resolution calling on Britain and Argentina to negotiate on all subjects in dispute between them, including the sovereignty of the Falkland Islands.

Even some Conservative MPs they had met were in favour of the "global talks" proposed by the UN and approved last November by 107 votes to four, he said in an interview.

However, Mrs Thatcher's intransigence on the sovereignty issue and her determination to build up the garrison on "fortress Falklands" were the main obstacles preventing a resumption of diplomatic relations between two traditional friends.

Senator Amoedo, a member of the opposition Peronists and vice-president of the Senate committee on foreign affairs, sought to present Argentina's case as being reasonable and fair.

Argentina, he said, would consider almost any kind of compromise so long as it included Argentina's claim to sovereignty over the islands. He cited two transitional options which Argentina was prepared to accept and which he thought would satisfy British anxieties.

One was for a Hongkong-

style "leaseback" of the islands by Britain and the other was shared sovereignty between Britain, Argentina and a third party, probably the US, acting as a sort of umpire.

In both cases, the islanders would enjoy full autonomy which Argentina would "respect totally." They would be free to maintain their present way of life, religion, language and educational system.

Senator Amoedo likes to use historical references to support Argentina's case. He rejected the charge that the present diplomatic impasse was due to Argentina's decision to attack the Falklands in 1982 by pointing out that Britain had invaded Argentina three times in the past — in 1806, 1807 and 1837 — but this had not stopped the two countries from being friends.

Falklands costs

Defence spending in the Falklands from April 1982 to the end of the present financial year was estimated to be £2,603 million plus £31.8 million on rehabilitation and development aid for the islanders, Mr Timothy Eggar, Under Secretary of State for Foreign and Commonwealth Affairs said in a written Commons reply.

Read the facts, in the most
comprehensive book
published so far

Falklands demo plan to save wildlife

By PATRICK WATTS in Port Stanley

FALKLAND ISLANDERS will vent their anger over Britain's reluctance to declare a 200-mile fisheries exclusion zone around the islands when Baroness Young, the Foreign Office Minister, begins a five-day visit tomorrow in Port Stanley.

During her last visit two years ago, the controversial subject was mentioned politely but consistently.

This time Mrs Norma Edwards, the first woman to be elected to the legislature in 20 years has organised a petition which contains the signatures of almost every adult islander.

In addition, she has called on the Falklands population to support her peaceful demonstration at the steps of Government House when Lady Young arrives.

Banners and placards depicting the damage to the islands' wild life which uncontrolled fishing is causing will be very much in evidence.

At a recent public meeting several hot-heads wanted support for a local volunteer corps to arm themselves and drive off foreign fishing boats.



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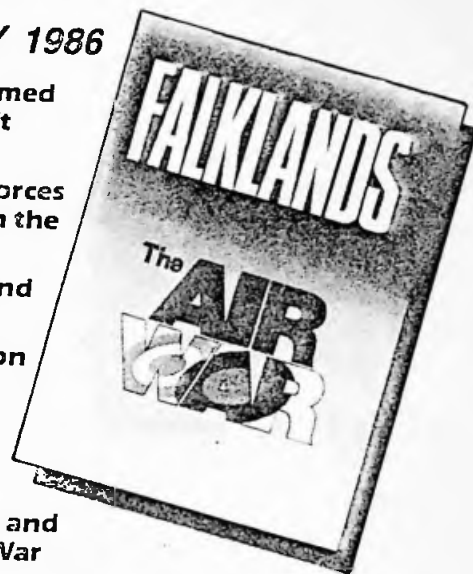
Jeffrey wins Queen's Award

Squadron Leader Jeffrey Glover of Wittering has been awarded the Queen's Commendation for Valuable Services in the Air. The award is in recognition of his contribution to No 1 Squadron after overcoming injuries received in the Falklands Campaign. He ejected from his Harrier after it had been hit by enemy fire during a raid on Port Howard. Badly injured, he was captured and flown to Argentina where he was held for seven weeks as the only prisoner-of-war of the conflict. After seven months of intensive physiotherapy he regained his flying category and went on to become the squadron QFI. He is now a QFI on No 233 OCU at Wittering.

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**A MUST FOR THE ENTHUSIAST, HISTORIAN
OR PERSONS INTERESTED IN THE FACTS.**

Falklands autonomy 'would be respected'

By Robert Mauthner,
Diplomatic Correspondent

A GROUP of Argentinian parliamentarians who have been visiting Britain for informal discussions on the Falkland Islands with British MPs, said yesterday that Argentina would accept a large measure of autonomy for the islands following a formal transfer of sovereignty from London to Buenos Aires.

"We are prepared totally to respect an autonomous government for the islanders' way of life, religion, language, educational system and police and would respect their private property," Mr Federico Storani, chairman of the Foreign Affairs Committee of the Argentine Chamber of Deputies, said.

Asked under what conditions Argentina would be prepared to resume diplomatic relations with Britain, Mr Julio Bordon, a Peronist member of the Chamber of Deputies, said that the Buenos Aires Government adhered strictly to the last United Nations General Assembly resolution.

This resolution urged Britain and Argentina to have negotiations on all subjects in dispute between the two countries. Argentina had made a concession by agreeing to a text which did not specifically mention the question of sovereignty, though that did not mean that it would not be raised.

If Britain agreed to such "global talks," during which any subject in dispute could be raised by either side, Argentina would be prepared to renew diplomatic and commercial relations with London, Mr Bordon said.

The delegation of four parliamentarians led by Mr Adolfo Gass, chairman of the Senate Foreign Affairs Committee, and a member of the ruling Radical Party, maintained their refusal to the end to accept the offer of a meeting with a junior Foreign Office Minister.

A statement issued by the delegation said that it had never been their intention to meet a government official, not as a discourtesy to the British Government, but because of the absence of diplomatic relations.

Sir Geoffrey Howe, the Foreign Secretary, issued a statement after the delegation's press conference expressing disappointment that they had turned down "an opportunity for a direct exchange of views."

Why did Latin America fare so much worse in the early 1980s than East Asia? A recent study* by Professor Jeffrey Sachs of Harvard University refutes some popular answers, and offers a not-so-obvious one instead

Mr Sachs looks at several plausible-seeming reasons, and finds them suspect:

Take Brazil. Mainly because of the rise in the price of oil, its import prices rose much faster than its export prices after 1979. So in 1979-83, its terms of trade were on average 29% lower than in 1975-78. Translated into loss of income, the annual cost was 2.3% of GDP. Brazil also had to pay much higher interest on its debts: this additional drain was equivalent to another 2.7% of GDP a year. Altogether, then, external shocks cut Brazil's potential annual income by 5% of GDP after 1979.

the shock, and Thailand of 3.3%, yet both still grew rapidly.

● **Taxes.** When governments over-tax, growth can suffer; that much is uncontroversial. The figures in column 3, however, suggest that in 1982 Latin American countries were no more highly taxed than their East Asian counterparts. Latin America's average share of taxes in GDP was 22.2%, compared with 20.6% in East Asia. Argentina, Brazil, Mexico and Peru all had lower tax shares than Malaysia.

● **Government spending:** The fourth column shows the share of government spending in GDP in 1982. Again the average is higher for Latin America than for East Asia, but not much. Government spending in Malaysia was higher than in any of the Latin American countries. In Peru, it was lower than in any of the East Asian countries. Bits and pieces of other evidence also suggest that Latin America's governments are no more economically intrusive than Asia's—and perhaps less so. Consider these (patchy) figures for public investment as a proportion of total investment: 25% in South Korea in 1974-77, 32% in Taiwan in 1978-80, 13% in Chile in 1978-80, 15% in

Columns 5 and 6 show the biggest difference between the two regions. In Latin American countries, the share of exports in GDP increased from 11% in 1965 to 15% in 1983; in East Asia, the increase was from 13% to 32%. In relation to total output, Latin America had not borrowed much more than Asia, and higher interest rates cost both regions roughly the same, but when the crunch came, Latin America had far less foreign exchange to use for repayment. Column 7 shows that its ratio of debt service to exports averaged 153.8% between 1980 and 1983, compared with 61.7% in East Asia. To find that foreign exchange, the region had to slash imports—and in doing so brought on the recessions of the early 1980s.

In the short term, currency devaluation in poor countries usually helps rural workers and hurts urban workers: farmers get more (in local-currency terms) for the crops they export, but imported goods (which urban workers consume in greater amounts) become more expensive. Mr Sachs notes that in 1980, 72% of the people in our six Latin American countries lived in towns; the figure for East Asia was only 32%. The strength of rural interests in East Asia may deserve much of the credit for the region's triumph as an exporter of manufactures.

% change in GDP			1	2	3	4	5	6	7	8
Average	Average		External	Debt/GDP	Taxes as	Government	Exports as		Debt	Urban
1970-81	1981-84	%	economic	ratio, 1981	% of GDP	spending in	% of GDP		service	poppn.
			shocks*			GDP 1982			ratio**	ratio, 1980
8 %					1982		1965	1983		
7		South Korea	- 3.8	27.6	19.1	19.5	9	37	90.1	55
6		Malaysia	- 4.8	27.8	29.2	41.0	44	54	16.9	29
5		Thailand	- 3.3	25.7	13.9	19.9	18	22	58.1	14
4		Indonesia	6.2	24.1	22.2	23.5	5	25	na	20
3										
2		Brazil	- 5.0	26.1	26.1	21.8	8	18	132.6	68
1		Argentina	1.6	31.6	16.5	21.6	8	20	214.9	82
0 +		Mexico	1.2	30.9	17.0	31.7	9	20	161.8	67
1 -		Venezuela	16.2	42.1	29.3	29.6	31	26	177.8	83
2 -		Peru	- 4.2	44.7	16.8	18.0	16	21	122.2	67
3 -		Chile	- 6.2	47.6	32.0	37.6	14	24	153.3	80
		Weighted averages								
7.8	5.8	East Asia	1.1	25.9	20.6	23.7	13	32	61.7	32
5.6	-0.4	Latin America	- 0.1	31.3	22.2	25.8	11	15	153.8	72

* Average annual change in income as a % of GDP, comparing 1976-78 with 1979-83

Source: Brookings Institution

By our Diplomatic
Correspondent

THE visit to Britain by four leading Argentine politicians has achieved nothing to ease relations between Argentina and the Thatcher Government.

However, the Argentine group leaves London today convinced that relations between the two countries would radically improve under a Labour or Alliance government.

At a press conference they spoke warmly of their meetings with Mr Neil Kinnock

and Mr David Steel, and said they had no doubt that the restoration of diplomatic relations — simultaneously putting the Falklands issue on the table — could easily be agreed, with opposition parties.

But the Argentinians spoke bitterly in explaining their decision to reject the government offer of talks with a junior Foreign Office minister, Mr Timothy Eggar. They claimed that the invitation had only come after they arrived, and that the Foreign Office had ruled out discussion of the Argentine

claim of sovereignty over the Falklands.

Mr Federico Storani, chairman of the House foreign affairs committee, declared, with his colleagues nodding in agreement: "If I am invited to a home I cannot be expected to arrive naked."

Their refusal to meet Mr Eggar, and their justification, prodded the Foreign Secretary, Sir Geoffrey Howe, who is with the Queen in Nepal, to send a message speaking of his disappointment that the Argentinian group had not taken

up the opportunity for a direct exchange of views.

Far from precluding discussion of the Falkland issue, the meeting would have enabled both sides to state their positions, he said. "It is imperative that our policy should be fully understood. It is for this reason that we acceded to the request from the South Atlantic Council to a meeting."

Oddly, the Argentinians said they felt fully justified in meeting Mr Alastair Cameron, the Falklands representative in London, even though he had been told to say that the islanders considered sovereignty to be non-negotiable.

They assured him that, while Argentina considered their claim fully justified, it would always respect the islanders' autonomy, language, religion, and education.

They also said they were ready for a gradual transition without a fixed date for transfer of sovereignty.

Their only condition for reestablishing diplomatic relations with Britain was British acceptance to put the Falklands issue on an agenda that would include all the other outstanding matters.

Labour and the Alliance had recognised the "realism" of such an approach. This was surely much better than the vast expense involved in developing "Fortress Falklands," and the tension this generated in the South Atlantic, they said.

The four Argentinians disclosed that the International Red Cross had been asked to organise a visit by families to Argentine war graves in the Falklands. It now seemed possible that such a visit could be arranged "without political overtones."

Argentiniains' visit fails to heal Falkland breach

A GROUP of politicians from Argentina has been in London this week for the first time since the Falklands conflict. They do not seem to have got very far and demurred at the chance of a meeting with Mr Tim Eggar, the Minister at the Foreign Office who looks after Britain's relations with Latin America.

Mrs Thatcher was rather scathing about them in the House of Commons on Tuesday. "I understand," she said, "that Argentine members of parliament are in this country. We have done our best as a Government to restore commercial relations with the Argentine to a normal basis but our efforts have not met with reciprocation from the Argentine. I wish to make it absolutely clear that the sovereignty of the Falklands is not negotiable and that the wishes of the Falkland islanders are, and will remain, paramount."

The Argentine visitors were not very flexible either. One told me that when Argentina regains sovereignty over the Falklands, the islanders will be allowed to go on speaking English if they want to.

So we are still at the same old impasse, only more so. Argentina demands sovereignty. The British refuse to talk about it and are militarily strong enough to prevent the islands being taken by force. Argentina has done nothing whatsoever to endear itself to the Falklanders. But, for Britain, the long term commitment to defend the island is very expensive and is an extraordinary anomaly.

There were on the last count 1,922 inhabitants—up from 1,113 in 1982. According to Sir x Hunt, the former Civil Commissioner, in a recent lecture, there might be a few more if it were not for a housing shortage. The islands are 8,000 miles away from Britain. An estimate supplied by the Foreign Office says that the British Government has spent £2.6bn on them since the Argentine invasion.

There must be some question of proportion. Does Britain really want to spend that amount of money to defend less than 2,000 people? Or is there one law for foreign policy in the South Atlantic and a quite different one for economic policy at home?

Is there a rational solution? The answer is only "possibly yes" and would involve concessions by both sides: Britain and Argentina.

Since the Falklands war, Argentina's fortunes have changed for the better. The country has returned to democracy under President Alfonsín. The evidence is that it wants to stay that way and join the mature democracies of the western world, which is where it should have been years ago.

Economic problems of inflation and debt are being tackled and there is a new insistence on human rights and redressing some of the abuses of the past.

Foreign policy has also moved on. At the General Assembly of the United Nations last November a resolution calling for "negotiations on all aspects of the future of the Falklands" was approved by a majority of 107 to 4, with 41 abstentions.

The motion was put by non-aligned countries, not previously friendly to Argentina. Only Oman, Belize and the Solomon Islands voted with Britain. France, Italy, Greece and the US voted against.

Mrs Thatcher commented in the House of Commons on November 28, 1985: "Anyone who thinks that a motion that contains the phrase 'negotiations on all aspects of the future of the Falklands' does not contain sovereignty must be absolutely bonkers."

"Bonkers" perhaps, but the prospect of Britain being year after year effectively in a minority of one at the UN on the Falklands is not entirely pleasing. There is the Irish precedent to fall back on if Mrs Thatcher wants to get out of the corner. She did, after all, agree to talk to Dublin

about Ulster while firmly denying that she was giving away anything on sovereignty. There is a lot to be said for an open-ended agenda.

The British Government has to face some awkward questions about the Falklands in the fairly near future. Militarily, they have become impregnable, at least to any attack likely to be mounted: namely, by Argentina.

What has happened since the Falklands war is that the British have built a huge airport and military complex on the islands at Mount Pleasant. That is where the money has gone—at an annual rate of about £600m over the past three years. The complex should be complete in the next few months.

There are questions, however, about what to do then. Some of them are posed by Major General de la Billiere, the former Military Commissioner and Commander British Forces Falklands Islands, in an article to be published in the Journal of the Royal United Services Institute in March.

He has no doubt that the islands can be defended. The new airport can take anything that flies. The base can accommodate over 3,000 people. Port facilities are being developed

and there is an all-weather road to Port Stanley. The only qualification is that it is essential to have Ascension Island, some 4,300 miles to the north, as a staging post: that seems safe enough.

Major General de la Billiere says that there are three options once the Mount Pleasant complex is fully operational:

① A balanced military force in and around the islands capable of denying any threat that Argentina is capable of posing. That includes defence of the South Sandwich Islands, 1,500 miles to the south, south-east, and the British dependency of South Georgia which is, by any standards, the gateway to Antarctica. South Georgia has ice-free ports all year round and is regularly used by foreign ships.

This option would require a military strength well in excess of 3,000 servicemen and the maintenance of a sizeable naval capability. It would place, the General says, "substantial claims on defence resources."

② Stronghold Mount Pleasant. That means maintaining sufficient forces—well under 3,000—to deny the complex to any aggressor, because anyone who controls Mount Pleasant controls the entire area. It also means maintaining a superb in-

telligence service that would give advance warning of any threats such as Britain did not have before. It might not prevent pinprick raids on the outer islands.

③ The care and maintenance option. That could be done by less than 100 men who would look after equipment and stores until, in the event of aggression, reinforcements arrived. As de la Billiere points out, it is a very high risk strategy.

These are military, political and economic decisions that have yet to be made, but they cannot be deferred indefinitely and presumably not beyond the end of 1986.

There is yet another problem that de la Billiere introduces only to shy away from because of its horrendous implications. It is fishing and fishery protection. The British have been through this before in a smaller way in the cod wars with Iceland, more as an aggressor than a defender. Even then it was difficult. Around the Falklands patrol must be practically impossible.

Apart from the vast size of the area, it is difficult to proclaim a 200-mile limit if British sovereignty is disputed. Even if the limit were declared, it would not be possible to police it effectively.

There are some 200 foreign

fishing vessels around the waters at any one time. Most of them are Spanish, Japanese, Soviet and East European. Only Japan has reached an agreement with Britain on some sort of voluntary restraint. Continued overfishing will destroy the wildlife that is one of the area's main distinctions because the birds will be deprived of sustenance.

A study of the fish resources in the South Atlantic is under way through the United Nations Agency, the Food and Agriculture Organisation in Rome. Argentina has agreed to participate. But it is only a study and will not produce policy recommendations. The report is due before the end of the year.

Maybe there is a way of ending the deadlock between Britain and Argentina. The full resources of the South Atlantic have yet to be realised. Antarctica is still very largely undiscovered, and certainly unexploited. Britain and Argentina are, for historical and geographical reasons, in it together. They should talk to each other.

That is the case for an open agenda on the Falklands question. Argentina is seeking the un-giveable by demanding sovereignty over the islands from the present British Government; it is not self-evident that successor British Governments would be any more compliant.

Yet Britain has difficulties of its own: the cost, the length of the lines of communication, the anomaly of doing so much for so few Falkland islanders.

The British Foreign Office is, on the whole, frightened of the House of Commons and, above all, it is intimidated by Mrs Thatcher. But its *raison d'être* is to seek diplomatic solutions. It should get back to them.

Not the least plausible solution is that of lease-back, whereby sovereignty would be granted to Argentina and the islands would continue to be administered by Britain. The only question is for how long. That was the proposal put forward before the 1982 conflict by Mr Nicholas Ridley, then a junior minister at the Foreign Office, now Secretary of State for Transport and a Thatcherite of impeccable credentials.

It was pooh-poohed by the House of Commons. One wonders if it would be now. If the Argentines were clever, they would show some signs of compromise themselves and go for an interim solution. They might just find that they are knocking at an open door. At the moment, it is a case of *raison d'être*, British and Argentine, refusing to understand each other. If the British are clever, they will realise that it is their turn to move.

Confusion on Argentine refusal to talk

By DAVID ADAMSON, Diplomatic Correspondent

THE reason why the four Foreign Office Ministers, came on Monday, the day after the delegation arrived. It was not entirely clear until yesterday that the offer had been refused.

A statement they issued regretted that the media and the Foreign Office had tried to create "great expectations" about the visit and said that neither before nor during their stay had they considered a meeting with British officials.

The first reason for the refusal was "the absence of diplomatic relations between our two countries." A decision to initiate contacts was a matter for the government in Buenos Aires.

Secondly, talks with the Foreign Office had been precluded, said Señor Federico Storani, chairman of the Argentine parliament's foreign affairs committee, because the fundamental issue of sovereignty had been ruled out as a topic.

Neither reason explained why, in that case, the delegation had been prepared to talk to Mr Alistair Cameron, an official employed in London by the Falkland Islands government.

He had been given well-publicised instructions before Wednesday's meeting not to discuss sovereignty.

The offer of talks with Mr Timothy Eggar, the Junior For-

"I must tell you that we have always considered the British as a people who play fair," said Senator Adolfo Gass, the most senior member of the group.

"It was through the Press that we learned we were going to be invited to a meeting which would exclude the question of sovereignty."

Opposition sympathy

The official Argentine position rests on a refusal to hold talks on normalising relations until Britain agrees to negotiate on all aspects of the islands' future, including sovereignty.

The delegation seems to have decided that a meeting with Mr Eggar might be adversely interpreted in Buenos Aires.

The Argentines—two members of the ruling Radical party and two Opposition Peronistas—found Mr Kinnock and Mr Steel more sympathetic towards their views than the Government.

Argentina was ready to offer generous terms, including local autonomy, in an attempt to break the diplomatic deadlock with Britain over the Falkland Islands, said Señor Storani yesterday in London.

THE TIMES, Friday 21 February 1986.

Daily Mail

Argentines reject talks offer

The visiting delegation of Argentine parliamentarians announced that they had rejected an invitation to hold talks with Mr Timothy Eggar, a junior minister at the Foreign Office. A government statement expressed disappointment.

Don't copy out.
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Daily Mail
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Argentine MPs won't talk

FOUR Argentine politicians visiting Britain will not accept an invitation to meet junior Foreign Office Minister Timothy Eggar, as they have no mandate to see him, said the visit's organiser, Tory MP Cyril Townsend.

Argentines reject invitation to talks

By Nicholas Ashford
Diplomatic Correspondent

The visiting delegation of Argentine parliamentarians yesterday formally announced that it had turned down an invitation to hold talks with Mr Timothy Eggar, a junior minister at the Foreign Office.

The four delegates made it clear at a press conference yesterday they felt the British Government had been guilty of "unfair play" by springing the invitation on them after they had arrived for their talks

with parliamentarians, academics and church leaders.

What particularly upset them was that the Foreign Office had said in announcing the invitation, that Mr Eggar would not be prepared to discuss the issue of the sovereignty of the Falkland Islands with the group.

This point was rubbed in by Mrs Thatcher on Tuesday when she told the House of Commons that the question of sovereignty was not for negotiation. This was tantamount to inviting someone to your

house and then telling them to arrive naked, observed Señor Federico Storani, chairman of the foreign affairs committee of the Argentine House of Deputies.

"What is the point of having a meeting if we cannot talk about what is of fundamental importance to us?" he asked.

The Argentines were also upset that the Foreign Office should have waited until their arrival in Britain to announce that Lady Young, Minister of State at the Foreign Office, is to visit the Falkland Islands

next week.

The Foreign Office said last night that it was disappointed the Argentines had decided against the meeting.

Senator Adolfo Gass, the delegation leader, said Argentina had shown considerable flexibility on the sovereignty question since President Alfonsín came to power. The Alfonsín Government was now prepared to discuss all aspects of Anglo-Argentine relations so long as the sovereignty issue was included.

Latin Americans aim for debt concession

BY JIMMY BURNS IN BUENOS AIRES

LATIN AMERICAN debtor nations are expected to press for interest rates below the market rate on the region's \$370bn (£264bn) foreign debt when they meet in the Uruguayan resort of Punta del Este next Wednesday.

But senior economy ministry officials in Buenos Aires said yesterday that there is no agreement yet as to whether the 11 members of the Cartagena group

should jointly spell out a specific rate CAP unilaterally or opt for a vaguely phrased proposal, without specific figures, as a basis for future negotiations between individual countries and commercial banks.

Mexico is reportedly considering seeking an interest rate ceiling of 6 per cent compared to the London inter bank Libor rate of just over 8 per cent, and is likely to attempt to secure support for this at next

week's meeting, according to officials in Buenos Aires.

Argentina however, is being more cautious. In an interview published yesterday in the daily La Nacion, Mr Juan Sourrouille, Economy Minister, said only that he was broadly in favour of the position already taken publicly by the Cartagena group at its meeting in Montevideo in December.

He said that a distinction should be made between old and

new debt, with preferential interest rates being charged on the former. New debts would refer only to loans yet to be negotiated.

Economy Ministry officials yesterday denied that Argentina had decided to spearhead a move to fix interest rates at 2.5 percentage points below Libor as some reports had claimed earlier this week. "We have not yet fixed our position," said one official.

Blow for Buenos Aires visitors

By Hella Pick,
Diplomatic Correspondent

THE visit of the four Argentine MPs to London, at the invitation of the South Atlantic Council, is rapidly turning into a diplomatic imbroglio.

Expectations have already been dashed that their exchanges here might open doors to restoring diplomatic relations between Argentina and Britain — technically they are still in a state of hostility.

Comments by the four MPs, as well as Mrs Thatcher's declarations in the Commons on Tuesday, have all served to underline that the fundamental difference over Falkland's sovereignty continues to preclude a rational approach to normalisation.

The announcement that Lady Young, the Foreign Office Minister responsible for the Falklands, is to visit the islands next week, has had the effect on the Argentine visitors of pouring oil on to troubled waters.

Lady Young's trip, her first to the Falklands, had been decided before Christmas, before it was known that the four congressmen — Senator Adolfo Gass, Senator Julio Amodeo, Senator Federico Storani, and Senator Julio Borden, would be in Britain now.

But the delay in announcing it until the Argentinians were here is being interpreted as a pointed reassurance to Falklanders that Mrs Thatcher's commitment to them remains unswerving.

Lady Young's trip also appears to have compounded the difficulty facing the Argentine envoys in making up their mind whether to accept the British Government's offer to make a junior Foreign Minister, Mr Timothy Eggar, available to them tomorrow in his room at the Commons.

The Government, after some agonising between the Foreign Office and the Prime Minister, thought that the gesture of ministerial contact would be welcomed.

But to the disappointment of their sponsors — the South Atlantic Council pro-Argentine lobby — the visiting congressmen are disgruntled, feeling that Mr Eggar is an unsuitable substitute for Lady Young, the only Foreign Office minister other than Sir Geoffrey Howe to have any standing on the policies at stake.

While the South Atlantic Council is still trying to persuade them to see Mr Eggar, the Argentines are saying for public consumption that they have no authority from President Raul Alfonsín to meet British representatives.

Absence of such authority, however, did not prevent them from calling yesterday on the London representative of the Falkland Islands Government, Mr Alistair Cameron. The meeting appears to have been cordial, but both sides limited themselves to stating irreconcilable positions on sovereignty.

Arthur Cawson, page 21

The old claim remains

THE ARGENTINE parliamentary group visiting Britain says that the military build-up in the Falklands imperils the security of all Latin America and threatens to introduce East-West tensions into the area.

The four-man mission also maintains that during the 1982 conflict Britain brought nuclear weapons, including missiles, into region, despite the fact that it has been declared a nuclear-free zone.

"Evidence of this is known to the Argentine public," Senator Julio Amodeo said, "and Britain has implicitly acknowledged this to be so by sending a technical mission to locate any such weapons which may still be on the seabed."

Amodeo, who belongs to the opposition Peronists, seemed to be alluding to the area where HMS Sheffield went down. Britain has denied the deployment of such weapons in 1982.

Senator Adolfo Cass, one of President Raul Alfonsín's ruling Radicals, says "We respectfully hope to dissuade the British Government from pouring more funds into 'Fortress Falklands.' Argentina's peaceful intentions have been confirmed by significant reductions in our military spending made possible by the settlement of the Beagle Channel dispute with Chile."

Alfonsín's military budget has been cut back to 3 per cent of the gross domestic product from the 6 per cent being spent during the military era.

Deputy Federico Storani, also a Radical, says that the Organisation of American States in mid-1985 condemned Britain's policy of fortifying the Falklands, with support from some Commonwealth states in the Caribbean. The United States abstained.

The question-and-answers interview with the first Argentine parliamentary team to visit Britain since 1961 ranged over most of the difficulties still dividing the countries nearly four years after the conflict.

These difficulties relate to the circumstances in which Argentina would formally end the state of hostilities that still exists; to Argentine insistence that any negotiating agenda must deal with the disputed future of the Falklands, which Argentina still claims; and to the way any compromise on the sovereignty could be internationally guaranteed.

As their round of consultations began, Mrs Thatcher stressed in the Commons on Tuesday that "the sovereignty of the Falklands is not negotiable." Parliament was told that Minister of State for Foreign Affairs, Baroness Young, will visit the Falklands, presumably to reassure the islanders that no British policy change is contemplated.

Timothy Eggar, a junior Foreign Office minister, was authorised by Mrs Thatcher to receive the group tomorrow.

The problem facing Britain and Argentina is how to get inter-governmental negotiations on their differences started. Britain says it is ready for talks, but wants Argentina to end hostilities. Until that happens Britain cannot use Latin American territories or supplies to supply and sustain the Falklanders.

Storani said Argentina last year offered to end hostilities and normalise relations "if sovereignty is brought in at some point on to an open negotiating agenda." He said the British were told in a note that Argentina would act first if Britain promised to agree an open agenda 60 days later. "We have had no response," he said.

Members of the group were asked if they had any ideas for breaking the stalemate. Deputy Bordon, a Peronist, suggested that "To avoid the mistakes of the past we should both recognise the 1982 conflict came about because of the intransigence and opportunism of both governments. These attitudes must be discarded."

Storani says: "We would be willing to guarantee the lifestyle of the islanders, their language, religion, their traditions, and educational system. We would accept a high degree of autonomy for their institutions. We could contemplate the concept of shared sovereignty for a time, although we would rather not discuss how long because this would depend on the integration process. Or else we could consider a leaseback solution, or any other, that envisaged an international treaty embodying guarantees by third countries or parties."

Does Argentina's claim to the Falklands also embrace the South Sandwich islands, The South Orkneys, and South Georgia? "Our country always has regarded these islands as part of a whole," Bordon says. "It would be rational to include in any agenda all the issues which divide us."

Members of the group were emphatic that Argentine democracy is here to stay. But, Bordon observed, it would be reinforced if President Alfonsín could deliver "reasonable negotiations" on these matters.

Offer to Argentines still open

By Our Diplomatic
Correspondent

British officials yesterday rejected Argentine charges that the Government had tried to force a visiting delegation of parliamentarians to meet a minister.

They said the offer to meet Mr Timothy Eggar, a junior minister at the Foreign Office, had been made "in good faith".

The invitation was still on the table and the Foreign Office was awaiting a response from the four Argentines, who are on a week-long visit at the invitation of British MPs.

Mr Eggar's offer to meet the delegation has been denounced by the Argentine press.

La Razón said it was "an intelligent manoeuvre of psychological warfare by the Foreign Office".

Clarín, Argentina's biggest-selling newspaper, said the Foreign Office's "subtly effective manoeuvres" made it clear why Britain deserved to be called "perfidious Albion".

Yesterday the Argentines met Mr Neil Kinnock and Labour backbenchers.

FALKLANDS FACTS

THE ARGENTINE parliamentarians visiting Britain have become involved in a small controversy over whether or not they are prepared to have talks with a Foreign Office junior Minister. This does not detract, however, from their welcome to this country. The delegation is composed of responsible and representative members of a newly-restored, and apparently flourishing, democracy. And at a time when the Anglo-Argentine relationship has become set in concrete as solid as Port Stanley's new runway, the visit provides an opportunity for a sensible though informal exchange of views.

There are, however, some hard facts which neither London nor Buenos Aires can ignore. President Raul Alfonsín's constitutional government of some two years has come a long way. He appears to have seen off the generals—at least for the time being. Yet he has no intention of yielding on Argentina's long-standing territorial claims to the Falklands, and we must recognise that. It is a message being faithfully, though amiably, conveyed by the parliamentary visitors. That is their side.

The message the parliamentarians have to take back to Buenos Aires is that no British government, whatever its colour, and particularly one headed by Mrs Thatcher is going to back down on the Falklands. It is a good thing these visitors are experienced politicians. They will have a grasp of real politics. They will perceive why time will have to elapse before they can hope to discuss a change of direction here. And then there remain the wishes of the islanders to be taken into account. The fact is that neither side is willing to yield. The visit helps to get that clear.

THE DAILY TELEGRAPH, Wednesday 19 February.



The four-man delegation of Argentine politicians visiting Britain arriving at the House of Parliament for talks with Peers and MPs where they were greeted yesterday by Mr David Crouch (centre), Conservative MP for Canterbury. From left: Sr Federico Storani, Sr Julio Amcedo, Sr Adolfo Gass and Sr José Bordon.

BY ROBERT MAUTHENR, DIPLOMATIC CORRESPONDENT

A DELEGATION of Argentine parliamentarians yesterday turned down an offer to have talks with a Foreign Office minister, thus apparently missing an opportunity to put their country's case on the Falkland Islands directly to the British Government.

The four-man delegation, led by Mr Adolfo Gass, chairman of the Argentine Senate Foreign Affairs Committee, seemed determined not to take up the proposal to meet Mr Timothy Eggar, a junior minister at the Foreign Office. The invitation was conveyed to them on Monday and was apparently declined mainly for domestic political reasons.

Had the offer been accepted, the meeting would have been the first between a British minister and Argentine parliamentarians since the 1982 Falklands conflict. It was seen in London as an important conciliatory gesture.

Though the Foreign Office made it clear that the Government continued to insist that sovereignty over the Falklands was not negotiable, the Argen-

tine congressmen would not have been prevented from raising that or any other subject.

Fear of political repercussions at home if the Argentines had agreed to meet Mr Eggar appeared to have been the main reason for their decision.

Mr Cyril Townsend, Tory MP for Bexleyheath and chairman of the South Atlantic Council, which invited the Argentine parliamentarians to Britain, said they had shown "considerable political courage" in coming at all.

Senator Julio Amoedo, of the Peronist Party and a member of the delegation, said no invitation to meet a British minister had actually been received.

Replying to a Commons question yesterday Mrs Margaret Thatcher, the Prime Minister, said: "I wish to make it absolutely clear that the sovereignty of the Falkland Islands is not negotiable." However, she reaffirmed Britain's willingness to restore commercial relations with Argentina.

Parliament, Page 14

Talks invitation puts Argentines in tricky spot

By Colin Brown

A group of four Argentine MPs appeared last night to have been embarrassed by an invitation to a meeting at Westminster with a Foreign Office Minister, Mr Ted Eggar.

The group, who are visiting Britain as members of the Inter-Parliamentary Union were considering whether or not to go ahead with the meeting on Friday in the Commons. But the initial indication was that they would be prevented from doing so for domestic political reasons.

Reports that the group had snubbed the Foreign Office by rejecting the invitation were strongly denied by Mr Cyril Townsend, the chairman of the South Atlantic Council.

He said, "This is quite wrong. These are parliamentarians, members of the IPU, they are placed in an awkward position because they will be accused of negotiating with the Government without the authority to do that."

He added, "They are inclined not to accept it (the invitation) on the grounds they came over here to talk to parliamentarians and academic specialists, not to have talks with Government ministers. Their point of view is this is a step up and they are not sure whether they are authorised to have talks with Foreign Office ministers."

"They have been quite courageous in coming here. They took 18 months to decide whether to come and they have been strongly criticised by left-wing nationalists and the right-wing in Argentina."

He said the South Atlantic Council was delighted that the Foreign Office had made the diplomatic gesture of inviting them to the meeting and hoped

that the Argentine delegation would be able to take it up.

He added, "I hope that the visit will be a step towards resuming diplomatic and commercial ties between our two countries and breaking this disastrous deadlock between us."

At a Commons Press conference, a member of the delegation, Mr Adolfo Gass, chairman of the Foreign Relations Committee of the Argentine Parliament and a member of the ruling Radical Party, said, "We have not received an invitation. No meeting is envisaged with official representatives of the Government. Our delegation has come to London to exchange views and opinions with our colleagues in your Parliament. We are not a government delegation and there is no need to speak to Government or their official institutions."

Mr Eggar, who was seeking to limit the diplomatic status of the meeting by holding it in his room at the Commons rather than at the Foreign Office, has been criticised by Tory MPs on the right wing of the party. Mr Peter Bruinvels (Leicester E) said it was "insensitive."

The Tories who have criticised Mr Eggar, cheered the Prime Minister yesterday when she gave a firm assurance in the Commons that the wishes of the Falkland Islanders remained paramount. She said, "I wish to make it absolutely clear that the sovereignty of the Falklands is not negotiable."

Other senior Tories who met the delegation yesterday said that although there had been some movement in allowing sovereignty to be demoted from the top of their diplomatic agenda, the Argentine delegation had indicated that they felt the Falkland Islands must ultimately be restored to the mainland.

Dialling Dalyell

Junior Foreign Office minister Tim Eggar may now have condescended to invite the visiting Argentine politicians for a chat but the delegation, I'm told, is far keener on meeting a humble Labour backbencher. Tam Dalyell, apparently, is about a million times better known in Buenos Aires than either Eggar or his boss, Baroness Young, the minister who holds the Argentine brief but is keeping aloof from Eggar's olive branch.

Argentines urged to think again

By Nicholas Ashford, Diplomatic Correspondent

British MPs last night were urging four members of a visiting Argentine parliamentary delegation to reconsider their earlier decision to reject an invitation from the Government to hold talks with Mr Timothy Eggar, a junior Foreign Office minister, later this week.

The group's British hosts, the South Atlantic Council, feared that if the Argentines persisted in their refusal to meet Mr Eggar, Parliamentary Under-Secretary at the Foreign Office, it would be seen as a snub in London and would jeopardize the improvement in British-Argentine relations which their visit to London this week had so far achieved.

Mr Cyril Townsend, Conservative MP for Bexleyheath

and chairman of the South Atlantic Council which was set up to improve understanding between the two former Falklands foes, said last night that the situation was very confused.

He remained hopeful, however, that the meeting, which he had initiated, would still go ahead on Friday.

He said that domestic pressures in Buenos Aires were behind their rejection of the invitation to meet Mr Eggar.

The delegation's visit to Britain had aroused criticism in the Argentine capital before they set out, and that criticism had increased when it was learnt that they might meet a member of the British Government.

Ten years ago much
of Latin America was
ruled by dictators,
most of whom have
now fallen. In Africa,
too, some harsh
regimes are over.
Could despotism be
on the way out?

These are bad times for dictators. Many have been finding out the hard way that their services are no longer required — they have lost their jobs.

A generation ago a political map of Latin America would have shown far more dictatorships than democracies. Some of the *caudillos* then in power were internationally famous figures, synonymous with cruelty and corruption — Peron in Argentina, Batista in Cuba, Trujillo in Dominica, Somoza in Nicaragua and Duvalier in Haiti.

Africa, too, produced its crop of tin-pot dictators. Some, like Kwame Nkrumah in Ghana, won a degree of political respectability by being in the forefront of the struggle against European colonialism. Others, however, took despotism and self-enrichment to heights never dreamed of by their Latin counterparts.

In Equatorial Guinea, for example, the tyrannical rule of the late Macias Nguema caused one-third of the population to flee the country. His near-neighbour Emperor Jean-Bedel Bokassa spent a quarter of the Central African Republic's foreign earnings on his Napoleonic-style coronation, fed his enemies to the crocodiles and, according to those who opened his refrigerator after he was overthrown, dined off human flesh.

The exploits of Idi Amin, "conqueror" of the British empire, have been all too well documented. Yet evidence now beginning to emerge suggests that the man who preceded and succeeded him, Milton Obote, may have had an equally bloodstained career.

Even modern Europe has not been immune from dictators. It is just over a decade since Spain and Portugal emerged from the dark years of dictatorship under General Franco and Dr Antonio Salazar to transform themselves into fully-fledged western democracies. And Greece's unhappy flirtation with military rule was a sharp reminder that democracy remains a fragile flower even in Europe.

According to the current issue of *International Security*, an American publication, there are 38 dictators around the world who have been in office for more than a decade. Many of them are very old — President Bourguiba of Tunisia and President Banda of Malawi, for example, are both octogenarians.

The only surprise about the overthrow of President "Baby Doc" Duvalier of Haiti is that it took so long. Duvalier's dictatorship was a classic of its kind, and so was his downfall. Having none of his late father's political guile — nor his ruthlessness — Baby Doc survived as long as he did largely because his people had been crushed by decades of poverty and brutality. While the people starved, Duvalier and his glamorous wife Michele stashed away a fortune estimated at more than £300 million.

It was particularly appropriate that the Duvaliers should have set off into exile aboard a United States military plane, a means of refuge used by other fleeing dictators.

In the past the United States has been tolerant of the tyrants who popped up around the Western hemisphere. Some were installed by Washington, others were actively encouraged if they were thought capable of protecting US interests (which often took the form of the United Fruit Company) or, more importantly, keeping communists at bay. The Americans were prepared to tolerate "Papa" and "Baby Doc" Duvalier for so long largely because they disliked Fidel Castro's type of communism almost as much as the US did.

The decline of Latin American dictatorships can be traced to a change in US attitudes that began with the Kennedy administration. US governments decided that simply being anti-communist was not enough to justify American support. Adherence to democratic principles and respect for human rights were also important. When men like Batista and Somoza paid no attention to either democracy or human rights, the Americans helped local opposition forces to remove them.

One of the most striking developments in Latin America during the past decade has been the way that dictatorship and military rule have given way to democracy — a process for which the US can claim much credit. During the 1970s Argentina, Brazil, Chile, Peru, Ecuador, Uruguay, Bolivia, Paraguay, in fact, most of Central

America (with the notable exception of Costa Rica) were run by military dictatorships. Today more 90 per

cent of Latin American people are living in countries that are either democratic or heading in that direction.

There are only two old-style right-wing military dictators still in power in Latin America, President Alfredo Stroessner of Paraguay and President Augusto Pinochet of Chile — and probably only Stroessner fully deserves the title *caudillo*, a type of feudal leader peculiar to Latin America.

Stroessner, now aged 73, has ruled his impoverished, land-locked country with a mixture of paternalism and fear since he seized power in a coup in 1954, and will probably go on doing so until he dies. He has been in office longer than Franco was in Spain; at least half of Paraguay's three million people were not born when he seized power.

His slogan, seen on hoardings around the capital, Asunción, is "peace, work and well-being"; it undoubtedly holds an appeal for a country which had 28 presidents in the 40 years before Stroessner took power. A desire for stability and continuity partly explains why Stroessner invariably manages to win around 90 per cent of the vote each time there is an election. Fraud and corruption undoubtedly also play their part, but it is widely believed that even if a free election were held Stroessner would easily win, so successful has he been in turning Paraguay into his personal fiefdom.

Stroessner, son of a Bavarian brewer, has been maliciously de-

scribed by Graham Greene in *Travels with My Aunt* as looking like an "amiable, well-fed host of a Bavarian *bierstube*." But there is little that is amiable about Stroessner. He has remained in power by creating a permanent climate of fear and hopelessness through, to quote a report by Paraguayan bishops: "arbitrary detention, torture, lack of freedom and the absence of personal guarantees." During his years in power an estimated 40,000 people, including the potential leaders of an effective opposition, have fled or been chased into exile.

An opponent of Stroessner has described the foundations of his enduring regime as "the three Cs" — cronies, corruption and cruelty. The cronies are mainly old army pals and the large group of expatriate Germans, some of them ex-Nazis, he has allowed to settle there. Many of them hold government posts or control the huge contraband trade which is one of the mainstays of the economy.

Corruption has become embedded in the fabric of Paraguayan politics. This, too, hinges on the contraband trade. Stroessner himself is said to live modestly and to dislike the extravagance of some of his colleagues and the exiles whom he has allowed to settle in Paraguay, notably the Somoza family after they were kicked out of Nicaragua in 1979.

Cruelty is central to his dictatorship. The country is in a permanent state of siege. Stroessner is kept

informed of everything taking place in the country by his secret police. Thousands of political prisoners are kept in jail.

As Stroessner's years advance and his health weakens a power struggle has developed between two factions of his party, the "militants", who are promoting his son, Gustavo, and the "traditionalists" who come from the country's wealthy patrician families and are backing a civilian. But Stroessner has shown no sign of choosing an heir apparent.

In Chile, Pinochet must regard Stroessner's virtually unchallenged control of his country with envy and frustration.

Pinochet's leadership has been constantly challenged since the overthrow of Marxist president Salvador Allende in 1973. Furthermore, whereas Paraguay is ignored by most of the world, Chile is seen as exemplifying all that is rotten about right-wing military dictatorships. Even the US, which helped bring Pinochet to power, now finds him a political embarrassment and is pressing for a return to democracy.

When Pinochet did try some political liberalization a couple of years ago his efforts produced widespread unrest across the country. He responded in the classic style of a military dictator with imprisonment and torture.

How long he and his generals can stay in control remains to be seen. Their 13-year tenure has been largely due to the deep divisions between the opposition parties. However, he is committed to a constitutional process which calls for

a plebiscite and congressional election by the end of this decade — and the Americans are likely to hold him to this timetable.

Africa still has a clutch of dictators clinging on to power, most of whom have been in office since their countries became independent. Despite his many eccentricities and a record of dealing ruthlessly with his opponents, Dr Hastings Banda of Malawi is generally considered to have had a beneficial influence on his country. Under his autocratic rule Malawi, once known as the "dustbin of Africa", has prospered in a modest way and is now much-loved by western development agencies wanting to invest in projects in Africa.

The same could not be said of President Mobutu Sésé Seko of Zaire who has presided over the systematic impoverishment of what could be one of the richest countries in Africa. While his people have grown steadily poorer, Mobutu has amassed a fortune.

President Mobutu has remained in power largely because the Americans, the French and the Belgians wanted him to. Although they have little love for his methods and despair at his mismanagement of the economy, he has managed to hold together a sprawling country that dominates the heart of the African continent. At all costs Mobutu's western backers wanted to avoid a repetition of the bloody Congo war of the 1960s which would almost certainly provoke Soviet involvement.

Western support for dictators like Mobutu creates its own conundrum — what happens when they die or are overthrown? The *International Security* article showed that the departure of a dictator is almost always followed by a period of political unrest — and that the unrest tends to be more severe the longer the dictator had been in office. Thus, the stability which a dictator may provide while in office can be lost almost immediately after he departs, as the revolution in Iran so clearly demonstrated.

Argentine visitors see Falklander

By DAVID ADAMSON
Diplomatic Correspondent

THE Falkland Islands representative in London Mr Alistair Cameron, will today meet the visiting delegation of Argentine politicians, but prospects for a meeting with a Foreign Office Minister have dimmed.

The four politicians have not so far said "yes" or "no" to the offer made on Monday by Mr Timothy Eggar, Foreign Office Under-Secretary of State, of a meeting on Friday at the Commons.

The go-between in the matter is the South Atlantic Council, which arranged the present visit. Its chairman, Mr Cyril Townsend, Conservative MP for Bexleyheath, conveyed Mr Eggar's offer to the Argentines.

Yesterday, however, one of them, Sr Federico Storani, a Radical party Congressman, was quoted as saying: "We have received no invitation and no meeting with Government officials is included in our programme."

Another member, Senator Adolfo Gass, also of the Radical party, commented after meeting MPs yesterday: "Our delegation came to exchange ideas. It is not necessary to meet people from the Government."

Sir Anthony Kershaw, chairman of the Foreign Affairs Select Committee, said after meeting the politicians: "They ask to see a British Minister and then they don't accept. One wonders how sincere they really are."

Thatcher adamant

Mrs Thatcher flatly ruled out any prospects of sovereignty talks on the Falklands yesterday. Sovereignty was not negotiable and the islanders wishes would remain paramount, she said at Question Time.

Daily Mail
19.2.86

Falklands morale hit by flights jinx

THE morale of British troops in the Falklands has taken a battering because of delays in the RAF's air service to the islands.

Post has been held up and passengers kept waiting for up to two days because of technical problems with the RAF's two veteran TriStars.

The jinx has culminated in one of the TriStars being put out of action for five weeks after a fire in the plane at RAF Brize Norton in Oxfordshire.

British Airways provided the air service for six months at a cost of £10 million but the arrangement ended two months ago after the then Defence Secretary, Michael

By CLIVE EDWARDS
Defence Correspondent

Heseltine, insisted the RAF took over at a cost of £1 million a month.

Now in an embarrassing U-turn, BA is being asked to help out with a temporary Jumbo Jet service.

Foreign Office Minister of State Baroness Young will begin a six-day visit to the Falklands on February 23.

The Foreign Office said: 'She is going there as a matter of routine. She is responsible for that region and hasn't been to the Falklands since January 1984. She will get an update on the situation there and talk to islanders.'

UK stands firm on Falklands sovereignty

By Robert Mauthner,
Diplomatic Correspondent

BRITAIN'S refusal to discuss sovereignty over the Falklands Islands remains as firm as ever in spite of the offer by Mr Tim Eggar, a junior Foreign Office Minister, to meet a visiting delegation of four Argentine parliamentarians, the Foreign Office said yesterday.

The parliamentarians are the guests in London of the South Atlantic Council, a group composed of MPs from all parties, academics and diplomats, the aim of which is to improve relations between the two countries. They are expected to have talks with Mr Eggar on Friday.

Tomorrow they will meet Mr Alistair Cameron, the Falkland Islands' representative in London.

PM rebuffs critics

BY OUR POLITICAL EDITOR

A SELF CONFIDENT Mrs Thatcher last night brushed aside both the Westland affair and prominent party critics of the Government's economic policy.

The Prime Minister said on the BBC Panorama programme that she doubted if the affair would have very much effect in the longer term. She denied that it had been a crisis like the Falklands conflict or the coal strike except in the sense that two ministers had resigned.

Showing all her old resilience she said the public still wanted a government which knew the direction in which it was going which was "steadily forward" to make "Britain proud".

Asked how she would respond to a challenge to her leadership, Mrs Thatcher said she would fight it. Her Administration had, she claimed, "done things

no other government had dared to tackle," like legislating for the trade unions which had "practically taken over Britain" in 1979.

Similarly, questioned about whether she was beginning to go downhill politically, she said: "I'm still walking up. It is quite an uphill walk."

In particular, Mrs Thatcher made no concessions on economic policy. She stressed the need to cut direct taxes for those at the bottom of the income scale, such as nurses and teachers. This implies a further increase in income tax thresholds in the budget.

Otherwise, she proclaimed her "popular capitalism" where more people owned their own homes and shares. She said this was "caring capitalism" which gave people the resources to care for their families.

New defence chief for Argentina

By CRISTINA BONASEGNA
in Buenos Aires

ARGENTINA has a new defence Minister to handle the sensitive relations between the civilian Government and the military.

Senor German Lopez, 67, a friend of President Raul Alfonsin, was sworn in last Thursday.

He succeeds two other close friends of the President. Roque Carranza, 66, who died of a heart attack on February 8, and Raul Borras, 52, who died of cancer in May last year.

The post is of vital importance to Argentina, where the armed forces have for 50 years repeatedly toppled Argentina's elected Government.

Senor Lopez, known for his unwillingness to compromise, will have to see through the courts martial of 16 military officers including former President Leopoldo Galtieri accused of mishandling the Falklands war with Britain in 1982.

March sentences

A military tribunal is expected to hand down sentences in March.

The new Minister took over hours after Senor Alfonsin told the American network NBC that "there will be more trials" of military officers accused of human rights violations while the former regime was in power from March 1976 to Dec 1983.

Senor Lopez is also to continue pushing a plan to reorganise the Argentine armed forces, aimed at making them more professional and cost-efficient.

ARGENTINES INVITED TO SEE MINISTER

Four Argentine politicians visiting Britain were invited yesterday to meet Mr Eggar, Foreign Office Under-Secretary, later this week.

There was no immediate response from the Argentines, who are believed to have consulted Buenos Aires. The meeting, assuming it takes place, will be in Mr Eggar's room at the Commons and not at the Foreign Office.

Mr Eggar will make it absolutely plain at any meeting that the Government is not prepared to discuss the sovereignty of the Falklands, the Foreign Office said.

First olive branch toward Argentina

By Nicholas Ashford, Diplomatic Correspondent

In a conciliatory gesture to Argentina, the Government agreed yesterday to meet a visiting delegation of Argentine parliamentarians, two of whom are close political associates of President Alfonsín.

After weeks of heart-searching and protracted discussions between the Foreign Office and 10 Downing Street, it was decided that Mr Timothy Eggar, a junior Foreign Office minister, should invite the four-member delegation for talks at his office in the House of Commons. Mr Eggar is responsible for parliamentary matters.

However, it was immediately made clear that Mr Eggar will use the meeting simply to restate British policy on the Falkland Islands and Britain's attitude towards a resumption of diplomatic relations with Argentina.

British officials made clear that the Government would not use the meeting, which is likely to take place on Friday, to convey diplomatic messages to Argentina or to press for a resumption of secret bilateral talks, similar to the abortive negotiations which took place in Berne in 1984.

Although the Foreign Office sought to play down the significance of its decision to talk to the Argentine delegation, the fact that the meeting is to take place at ministerial rather than official level is seen as a significant gesture towards Buenos Aires.

It will be the first meeting between a British minister and

Argentine parliamentarians since the 1982 Falklands war.

"I am surprised and delighted that a minister has agreed to see them," said Mr Cyril Townsend, MP, chairman of the South Atlantic Council, which invited the delegation to London.

He noted that a British parliamentary delegation which visited Argentina last year was not received by members of the Argentine Government.

The Argentine parliamentarians are hoping that their visit this week will pave the way for an early resumption of diplomatic relations. That is seen by the Argentines as a necessary first step towards opening negotiations on the future of the Falklands.

Britain wants to restore more normal relations, but insists that cannot take place until President Alfonsín's Government formally ends the state of hostility.

The British view is that only after there has been an improvement in areas such as commerce, communications and fishing can there be any question of discussing the islands. But the question of sovereignty is not for discussion.

While in London the four Argentines — Senator Adolfo Gass, Senator Julio Amoedo, Señor Federico Storani and Señor Julio Bordon — will meet leaders of the three opposition parties and members from both Houses of Parliament.

Argentiniains gain access to minister

By Hella Pick
Diplomatic Correspondent

Britain has made an important gesture towards the Argentine Government of President Raul Alfonsin, by confirming that a junior minister, Mr Tim Eggar, will meet four Argentinian congressmen now in London.

The four, two from President Alfonsin's Radical Party and two from the Peronist Party, have also been told that the Falkland Islands Representative in London, Mr Alastair Cameron, has been empowered by the islands' Legislative Council to have talks with them. The group was invited to London by the South Atlantic Council.

However, Mr Eggar and Mr Cameron will tell the visitors from Buenos Aires that there

has been no change in the refusal to discuss Argentine sovereignty claims over the Falkland Islands.

Mrs Thatcher hopes, however, that President Alfonsin can be persuaded to discuss steps towards a normalisation of relations between Britain and Argentina, setting aside the Falkland Islands issue for the time being. That is why Mr Eggar will meet the four parliamentarians, even though the two countries are still technically hostile towards each other.

In deference to this, the Argentinians will not be received at the Foreign Office and Mr Eggar will meet them at the House of Commons.

The four congressmen are due to meet members of the Inter-Parliamentary Union,



FALKLAND ISLANDS GOVERNMENT

A UNIQUE OPPORTUNITY FOR TEACHERS

We require travelling teachers, for early March 1986, to teach small groups of children, mostly 5-11 year olds, on isolated farms, living with pupils' families. The job is most suited to recently qualified teachers.

A one year contract with paid return passage is offered. Salary would be in the range £3,624 to £3,996 with an allowance of £464 per annum. Whilst the salary is low, the cost of living is minimal.

Job description and application form from: Falkland Islands Government Office, 29 Tufton Street, London SW1P 3QL.

CLOSING DATE: 4th March 1986.

Daily Mail
18.2.86

Argentine MPs invited to talk with Minister

Daily Mail Reporter

A GOVERNMENT Minister has offered to meet the four Argentine MPs now visiting Britain, the Foreign Office said yesterday.

This would be the first meeting between a British Minister and Argentine politicians since the end of the Falkland Islands war in 1982.

Mr Tim Eggar, Foreign Office Under-Secretary, has agreed to see them at the House of Commons at the end of the week when he returns from a visit to the United Nations in New York.

A Foreign Office spokesman said: 'This meeting will be consistent with our policy to seek to improve bilateral relations with Argentina.'

But he stressed that there would be no discussions about sovereignty of the Falklands.

Nevertheless, the decision to involve a Minister in talks will enrage several Tory backbenchers. They say Government should have nothing to do with the delegation, which is in Britain at the invitation of the South Atlantic Council.

Argy bargy

A MINISTER so junior at the Foreign Office that few outside Westminster can have heard of him has offered to meet a group of Argentine MPs visiting Britain.

Anyone hot under the collar because of this prospective encounter must have a very low boiling point indeed.

The war is over. Even if the state of belligerence does notionally linger on. It does make sense at all levels to work for more normal relations between the people and the politicians of our two countries.

True, British sovereignty over the Falklands is not for negotiation. But with conversational practice it should become possible to steer round that rocky proviso towards other topics of mutual interest which foster both trade and good will.

Argy-bargy has its value.

A WELCOME DELEGATION

Daily Mail
17.2.86

SONGBIRD SILENCED

W E L S H carpenter Ivor Hughes, 51, who annoyed workmates in the Falklands by singing Land of My Fathers for hours on end at night, was given a four-month suspended prison sentence in Port Stanley. Hughes, from Wrexham, was said to have taken revenge with an axe and hammer on his roommates, who had dumped him out of bed after objecting to his singing.

Argentine MPs on first mission

THE ARGENTINE delegation, which arrived in Port Stanley on Sunday, is the first of its kind since the Falkland Islands were handed over to British rule in 1982.

The delegation, led by the Argentine MP, Juan Carlos Rodríguez, is the first of its kind since the Falkland Islands were handed over to British rule in 1982.

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First shot

The first shot was fired at 10.15am from the 105mm gun of the HMS Cardiff, which was the first of a series of shots fired by the British fleet.

A WELCOME DELEGATION

The Argentine congressional group ~~starts~~ today begins a week's visit to this country should be welcomed on several counts. It is a delegation of parliamentarians from a newly-restored democracy: it was not a democracy that invaded the Falklands in 1982. Its four members include the chairmen of the foreign relations committees of both the Senate and Chamber of Deputies, both from the ruling Radical party, and two of their ~~pro~~onist colleagues; it is therefore both weighty and representative.

Its stay here affords the best chance of an Anglo-Argentine exchange of views since the failure of the Berne meeting in the summer of 1984, and one not bound by the official constraints of that occasion. It also needs to be recognised that for an Argentine congressman a visit to Mrs Thatcher's Britain requires more careful pondering than a British MP would find necessary before visiting President Alfonsín's Argentina.

For its visit to be worthwhile it is more important that the delegation should encounter the widest range of parliamentary and extra-parliamentary opinion than that it should meet members of the government. Misinterpretation of "Signals" about the islands figured prominently among the causes of the Falkland war, even when at that

time Britain and Argentina enjoyed full diplomatic relations.

Since the war Argentine politicians have had little opportunity to judge British opinion, and though no democratic Argentine government is liable to make fatal miscalculations on the scale of 1982, it is still possible that through lack of communication Argentine policy may be based on false premises.

The Argentine government may well feel that future negotiations with Mr Kinnock, Mr Steel, Mr Healey or Dr Owen might be easier than present ones with the Prime Minister, but there are clearly limits to the degree that a change of government would simplify the complex question of the South Atlantic. They can only be approached in a diplomatic atmosphere that is not the continuation of war by other means.

There has been a detectable change of tone in Argentine declarations about the islands over the past year, but it is harder to discern with the current level of exchange whether this is tactical, designed to win allies to the Argentine cause in Europe and the UN, or represents a profounder appreciation of immediate practicalities and future possibilities. The consolidation of President Alfonsín's government, its successes in handling the problems of higher priority in the

economy and in the aftermath of military government, should now permit a new approach to relations with Great Britain by a more confident, more experienced and less vulnerable team.

The arrival of the delegation should also remind us that the current impasse, though sustainable, is no cause for complacency on our part. A satisfactory long-term future for the islands and the surrounding seas cannot be secured without agreement with Argentina, and the war that has made such an agreement the harder to reach had part of its origins in the carelessness, inattention, inconsistency and lack of imagination with which successive British cabinets treated the issue. As their membership was drawn from both Conservative and Labour ranks, this truth has perhaps not been as well aired in the House of Commons as have some other Falklands questions of lesser importance.

Of the principles at stake in the South Atlantic in 1982, the most important was that disputes of this sort should not be settled by the use of force. This dispute will be brought no nearer to solution either by Argentine diplomatic inflexibility of the sort that only recently appears to have begun to change, or by beliefs here or in the islands that force has settled the issue once and for all.

Argentine MPs on first mission

Four high-ranking Argentine parliamentarians arrived in London last night on a fact-finding mission, the first visit by Argentine congressmen to Britain since the Falklands conflict in 1982.

Mr George Foulkes, Labour spokesman on South American affairs and member of the South Atlantic Council, which is hosting the week-long visit, said he hoped the mission will improve relations between Britain and Argentina.

"Although it is not an official government delegation, it is still a very important visit," Mr Foulkes said.

The party includes two senators and two congressmen; Señor Aldofo Gass, chairman of the Senate Committee on Foreign Relations, Señor Julio Amoedo, chairman of the Senate Committee on Inter-Parliamentary Affairs, Señor Frederico Storani, chairman of the Foreign Affairs Committee, and Señor Julio Bordon, who is also a member of the Chamber of Deputies' Foreign Affairs Committee.

The visit is a return one, Mr Foulkes and other members of the South Atlantic Council having visited Argentina 18 months ago.

The visitors will be seeing Mr Denis Healey, Shadow Foreign Secretary, and Mr Foulkes on Thursday, as well as Dr David Owen, the Social Democratic Party leader, and probably Mr David Steel, the Liberal leader. At this stage they will not be meeting any government officials.

Tomorrow they will spend a day in the House of Commons, organized by the Interparliamentary Union. The party will also meet members of the United Nations Association, church leaders and the Royal Institute of International Affairs.

First visit

The first official Argentine delegation to visit Britain since the Falklands conflict arrived last night. The party plans to talk to MPs

Leading article, page 11

OBSERVER, Sunday 16 February 1986.

ARGENTINE VISIT

A four-man Argentine parliamentary delegation, due to arrive in London today for a week-long visit as guest of the South Atlantic Council and the Inter-Parliamentary Union, is expected to meet Tim Eggar, Parliamentary Under-Secretary at the Foreign Office —the first such contact since the Falklands conflict. Agreement to the meeting does not reflect any change in British policy, as Eggar will reiterate Britain's refusal to discuss the sovereignty of the Falkland Islands.

Mail on Sunday
16th February 1986

Anger at visit by MPs from Argentina

By JILL HARTLEY

PLANS TO give four Argentine MPs a platform to speak in the House of Commons have outraged Tories at Westminster.

The MPs are equally incensed by the news that the four are expected to meet Foreign Office Minister Tim Eggar for formal talks even though technically hostilities still exist between Britain and Argentina.

They are the first politicians from Argentina to visit Britain since the Falklands conflict and arrive tonight at the invitation of the South Atlantic Council, whose chairman is Tory MP Cyril Townsend.

During their week-long stay they are to meet SDP leader Dr David Owen, Liberal leader David Steel, Labour Foreign spokesman Denis Healey and church leaders.

The invitation for them to address a meeting in the Commons came from the Inter-Parliamentary Union — a friendship body of MPs around the world, which has Mrs Thatcher as its British president.

Meanwhile, a group of Tory MPs is calling on Foreign Secretary Sir Geoffrey Howe to ban the delegation from official talks.

John Carlisle, Tory MP for Luton North said: 'We lost 250 men in the Falklands war. We should wait a decent length of time before we invite such people into the precincts of Westminster and Whitehall.'

Daily Mail
17th February 1986

Argentine MPs' mission

FOUR Argentine MPs flew into Britain last night and made it clear that sovereignty of the Falkland Islands was top of the agenda.

'Only those who do not believe in peace and democracy would be angry,' said their leader, Senor Adolfo Gass, through an interpreter.

The delegation which arrived at Heathrow, was asked repeatedly if they were seeking sovereignty of the Falklands. At first they would not comment.

By DON YOUNG

But eventually Gass said: 'It would be foolish to deny that in our talks with political and church leaders in this country, the subject of the Falklands will not be raised.'

Opposed

'We hope we can discuss the problem in the spirit of the United Nations resolution of last year — that both sides should get together to resolve it.'

Senor Gass was one of the politicians who opposed the decision of General Galtieri's military government to invade the Falklands.

The visit is at the invitation of the South Atlantic Council, who sent British MPs to Argentina in 1984.

The Argentines will meet MPs from all parties — but not Mrs Thatcher, who insists the Falklanders alone can decide sovereignty.

A Mosleyite sees the files on his past

By JAMES LANGTON

MR Jeffrey Hamm, a British Union of Fascists stalwart in the 1930s and a former personal secretary to Sir Oswald Mosley, discovered for the first time last week the full facts behind his arrest and internment during World War II.

It is 46 years since he was detained in the bleak outback of the Falkland Islands, where he was a travelling teacher for the Colonial Service. He was held, almost certainly after an M15 investigation, and sent to a camp in South Africa.

On Thursday, Mr Hamm, now 70, found the authorities had offered no evidence for his arrest. A previously closed file shows he was held for unsubstantiated claims that he promoted fascist views to the islanders and children in his care. Officials at the time described him as having a

was no possibility that any of us would ever have sided with the enemy. It still makes me angry to think about what happened."

His discoveries came after a brief letter from the Lord Chancellor's office announcing that his file was one of 802 secret documents released by the Home Office last week and sent for open inspection at the Public Record Office in Kew.

Until then, Mr Hamm had no idea why he had been arrested in June, 1940, but had lobbied the Home Office for several years to see his papers. The file was among those covering the holding of British fascists under Defence Regulation 18B, the internment of aliens, disturbances and those suspected or convicted of aiding the enemy.

After an appeal, Mr Hamm was released and sent to Glasgow in January, 1941, where he was served with a restricting order by the police, but managed to serve in the army by the end of the war.

After joining the BUF in 1935 he met Mosley in 1948 for the formation of the Union Movement. Today he runs the Action Society from South London and produces a newsletter for a small band of sympathisers, whom he describes as no longer fascists but European protectionists in their political and economic outlook.

Although several hundred files have been released with Mr Hamm's, around 50 that deal with fascist sympathisers and those suspected of helping the enemy have not, held back either for release later or for what the Home Office blandly calls "administrative reasons," a term that means they are still sensitive in political or security terms.

By November, 1940, the authorities were holding 750 British Union members, many on little more than gossip from neighbours or colleagues. One BUF member was held for writing "the Queen must be replaced" in his diary. He was also a bee-keeper.



JEFFREY HAMM
... Falkland mystery

"venomous pen." All these allegations he strenuously denies. "The file shows no evidence was offered," he told me. "The Falkland islanders in those days would not have had the faintest idea what I would have been talking about anyway."

"I have absolute contempt for the people who were responsible, knowing that it was a squalid political racket. There

Argentine spies held in raid on the Rock

FOUR Argentines arrested in Spain near Gibraltar as spies during the Falklands war are now known to have been planning to attack ammunition and stores dumps, the airfield and ships at the British base.

The four men were Marines in the Argentine Navy's highly trained technical frogmen squadron and were equipped with explosives.

These included four Italian-made magnetic mines brought into Spain in a diplomatic bag, something that was not disclosed at the time of their arrest at the Rio Grande Hotel at San Roque, about 50 miles from Gibraltar.

The mines were contained in plastic bags to give them buoyancy, the four told the Spanish police that they planned to swim to the Rock towing the mines

By DESMOND WETTERN
Naval Correspondent

from La Linea, the border town.

The four were arrested only after the Spanish Government knew that Britain was aware of their presence in southern Spain following a tip-off to their police Special Branch by British Intelligence.

The leader of the four men was Marine Lieutenant Luis Alberto Fernandez, 35, with him were Sergeant Miguel Angel Godoy and two privates.

Fernandez and probably the other three arrived at Madrid airport on May 8, 1982, and were assisted to clear immigration by Colonel Jorge Raul Crespi and Captain Oscar de Haro, the Military and Naval Attaches at the Argentine Embassy in Madrid at that time.

They travelled to Malaga on the Costa de Sol, where they hired a car and apparently obtained more explosives. When arrested at San Roque the police found the four mines wrapped in plastic bags to give them buoyancy, the four stated that it was their intention to drive to La Linea, just across the border, and then swim to the Rock.

Four days after their arrest the four Argentines were deported as a goodwill gesture to the British Government but the incident may well have contributed to what the Spaniards saw as a hardening of Mrs Thatcher's attitude towards the talks at that time over reopening the border and the Rock's sovereignty.

The talks were called off and not reopened until a new government was returned in Madrid later in the year.

Falklands fear over fishing

By OUR DIPLOMATIC STAFF

JAPAN and South Korea have agreed to limit the size of catches made by their fishing fleets off the Falkland Islands following approaches by the Foreign Office.

However, yesterday the Falkland Islands still expressed fears that an international fleet of 160 boats was ruining fishing.

According to reports from Port Stanley last week, Poland, Russia and Spain were the nations most actively fishing within the 200 miles that islanders want Whitehall to declare territorial waters.

The figure means that despite the agreement with the two Asian countries there are more fishing boats than ever before in the South Atlantic. The agreement with Japan and South Korea is to limit catches to the 1985 figures, but there is no way this can be verified.

There has been a steady

growth in the fishing fleets in the area. In 1984 there were 60 vessels; last year there were 100. Last week, the Falkland Islands Office in London said there were 80 vessels in the 150-mile Falkland Islands Protection Zone and 80 more just outside. All the vessels would be within 200-mile territorial waters if Britain were to declare such a limit.

A spokesman said: "They are fishing for squid, which is a high-value catch. The islanders are very worried. There was a public meeting last month at which the fishing was one of the main topics of discussion."

The Falkland Islands legislative council has been pressing Whitehall for years to declare a 200-mile territorial waters zone.

The Foreign Office has been reluctant because it does not want to precipitate a "squid war" which Britain could not win without vast spending.

Alfonsin plans a big state sell-off

by Maria Laura Avignolo
Buenos Aires

THE Argentinian president, Raul Alfonsin, is taking a leaf out of Mrs Thatcher's book. Alfonsin, a 'progressive populist, has announced that he wants to dismantle the huge state-run companies set up by former juntas and sell them. The problem is that most of these companies are so inefficient that nobody wants to buy them.

The telephone company is a perfect example. An Argentinian applying for a telephone can consider himself lucky if an engineer installs one 12 years later. Some people have waited 30 years.

In following Thatcher's example, Alfonsin has had to fight a fierce battle inside his own cabinet. His party has always agreed with the generals that such services as gas, electricity, airlines, telephones and radio and television are of strategic value and should be kept under state surveillance.

Alfonsin's new measures also bring good news to foreign bankers. The president has decided to ignore the powerful trade unions and not postpone paying off Argentina's debt of about \$50 billion. There were stirrings before that Alfonsin's government was attempting to unite with other impoverished Latin American countries and form a debtors' cartel.

Under the privatisation plan, the state will begin selling its 70% share in more than 360 companies, including enormous steel plants and petrochemical complexes that employ thousands of workers.

THE Foreign Office is expected to announce on Monday that a Minister is prepared to have talks with a group of leading Argentine politicians visiting Britain privately next week.

The politicians are the first to visit Britain since the end of the Falklands Conflict. Foreign Office's readiness to meet them follows several weeks of internal discussion.

Sovereignty issue

Attempts at government-level discussion with Argentina have founded on the Falkland Islands sovereignty issue and British insistence that Argentina must accept the islanders' right to self-determination.

The four politicians will be in Britain at the invitation of the South Atlantic Council. They are senior figures in the Argentine Senate and Chamber of Deputies and are drawn equally from the ruling Radical party and the Opposition Peronist party.

They have not yet told the South Atlantic Council whether they are willing to meet a Foreign Office Minister. The expectation is that they will be agreeable, although the visit has been subject to Right-wing criticism in Buenos Aires.

U.N. calls

The leader of the group, Senor Adolfo Gass, a Radical party member, who is chairman of the Senate Foreign Affairs Committee, has said they hope to persuade the British Government to accept United Nations calls to discuss the Falklands with Argentina on the basis of an open agenda.

The Foreign Office is interested in discussing steps towards a general improvement in relations. Specific issues are likely to include conservation of fish stocks, improvement of trade, and a resumption of commercial flights between Britain and Argentina.

Fishing agreement

British attempts to preserve the Falkland Island fisheries have moved a step forward with an agreement under which Japan and South Korea have undertaken voluntary restrictions on their fishing fleets.

Ships from the two countries will keep out of the 150-mile protection zone around the islands until March 1. After that, their catches will not exceed the 1985 levels.

By Colin Brown
Political Reporter

Mr Michael Heseltine yesterday re-opened the question of Mrs Thatcher's Conservative Party leadership when he made it clear he was still a candidate to replace her.

The former defence secretary's readiness at a press conference in Bolton to put himself forward as a contender for the leadership, came as a blow to party managers who were hoping that the Westland storm had finally blown itself out.

Mrs Thatcher spoke yesterday during a visit to the Remploy factory in Cricklewood, north London, about the "traumatic" weeks she had endured during the Westland saga.

"It was a very very difficult few weeks. If you put yourself in the front line in politics, you must expect to be shot at and never complain."

Mrs Thatcher repeated her assertion that the forthcoming budget would be prudent, and insisted it was because of caution that the Government had never had a financial crisis.

"Yes we have had problems. We have got through every difficulty. We managed our finances so well we rode through the Falklands without financial problems, we rode through the coal strike without any financial problems, and we have ridden through a fantastic drop in oil prices.

"But you know, it is a bit like budgeting at home. You always need to leave a little money because you never quite know what will happen. If you leave that little bit of money, you will be all right. It's only if you go right up to your income that you get into difficulty, when something unexpected happens."



Michael Heseltine:
criticised Thatcher

Mrs Thatcher's faith in her household prudence will be subjected to severe tests in the run-up to the budget on March 18, following Thursday's Cabinet meeting which virtually ruled out any possibility of the public sector borrowing requirement being relaxed.

Mr Heseltine yesterday threw his weight behind two former Cabinet colleagues who are campaigning for the PSBR to be increased to give jobs greater precedence over tax cuts in the budget.

It is understood that the Energy Secretary, Mr Peter Walker, opened the demands for a budget strategy for jobs at Thursday's meeting, and was supported by the Environment Secretary, Mr Kenneth Baker, who sought an increase of about £3 billion in the PSBR to be spent primarily on housing schemes, both to improve the housing stock and to increase employment.

They are believed to have been deeply disappointed when

colleagues failed to offer them any support. The recently promoted Trade and Industry Secretary, Mr Paul Channon, regarded as being sympathetic to their views, is understood to have refused to back them.

They intend to continue campaigning with a view to forcing the Chancellor, Mr Nigel Lawson, to relax his constraints on public spending in the autumn review of spending programmes.

Mr Heseltine offered to support their campaign when he said at Bolton: "The overwhelming priority in Britain today is to arrest and reverse the decline of our industrial base and to create jobs."

"Against a background of higher-than-inflation pay settlements, particularly in the private sector, I see no case for using what limited resources are available on reductions in the standard rate of tax."

Mr Heseltine also rejected raising thresholds to take more of the low paid out of tax.

His return to the leadership issue is likely to unsettle the party. He told a press conference: "I am open to offers. I have a small role as a backbencher, but I am totally dedicated to the return of this Government."

Many Tory MPs believe that after his about face over the Westland affair, he has reduced, rather than enhanced, his leadership chances, but there is evidence that in the country he is still regarded as the best candidate to replace Mrs Thatcher.

He said yesterday: "I have never turned down anything the party has offered me," but he insisted that his chances of leadership were of more interest to the press than to himself.

By Hella Pick,
Diplomatic Correspondent

The Government has decided to use next week's visit to London of an Argentine parliamentary delegation to throw out fresh feelers for the normalisation of relations with Argentina.

The four Argentine parliamentarians will, with the tacit agreement of the Falkland Islands office, meet a junior Foreign Office Minister, Mr Timothy Eggar.

Mr Eggar is expected to reaffirm Britain's refusal to discuss sovereignty of the Falkland Islands. But the Government is eager to break the deadlock with Argentina and will urge the Argentinians to press President Raul Alfonsin towards normalising relations.

The Argentinian group has

been invited to London by the South Atlantic Council, which is promoting Anglo-Argentine reconciliation, and the Inter-Parliamentary Union. The party includes Mr Aldofo Gass and Mr Federko Storani, both senior members of President Alfonsin's Radical Party and Mr Julio Amoedo and Mr Jose Bordon, of the Peronist Party.

There is speculation in London that President Alfonsin may stop insisting on negotiations about sovereignty as a pre-condition to talks with Britain. But he is unlikely to do so without putting Argentina's Falklands claim firmly on the record.

The Argentinian MPs although not empowered to speak on behalf of President Alfonsin, are expected to bring a message from him.

□ Hard taskmaster, the BBC, Falklands veteran Brian

"I counted them all out etc") Hanrahan, now gracing the screen from Moscow, is allergic to a local staple — cabbage. Food parcels are being organised.

Argentine trip dilemma for Britain

By Nicholas Ashford, Diplomatic Correspondent

The Foreign Office is agonizing over whether to have any contact with a high-level Argentine parliamentary delegation due to visit Britain next week as guests of the South Atlantic Council, set up to promote Anglo-Argentine reconciliation, and the Inter-Parliamentary Union.

The group includes two senior members of President Alfonsín's Radical party — Senator Adolfo Gass, vice-chairman of the Senate com-

mittee on foreign affairs, and Señor Federico Storani, chairman of the foreign affairs committee in the Chamber of Deputies.

The aim of the visit is to improve understanding between the two Falklands foes in the hope that this will eventually lead to a re-establishment of full diplomatic relations.

It is hoped the four-member delegation, whose visit has come under fire from nation-

alist groups in Argentina, will be carrying a message from President Alfonsín which will restate Argentina's claims to sovereignty over the Falkland Islands but will also contain fresh ideas on how the present deadlock can be broken.

Britain's main reservation about talking to the group is that Argentina is still technically at war with Britain.

The British are also upset that none of the constructive

gestures which London has made since the ending of the Falklands war, such as the lifting of financial and trade restrictions or offering to re-establish air services, has produced a positive response from Buenos Aires.

These concerns have not discouraged a large number of prominent British parliamentarians — many Conservatives among them — from wanting to talk to the Argentine delegation.

Foreign Office delay over Argentine visit

By DAVID ADAMSON *Diplomatic Correspondent*

THE Foreign Office has not yet decided whether a Minister should meet a high-level delegation of Argentinian politicians who arrive in Britain for a private visit on Monday.

It will be the first time Argentinian politicians have visited Britain since the Falklands war.

The fact that the composition of the group has been recently upgraded and the visit extended from a few days to a week indicates that Buenos Aires regards it as important.

But the Foreign Office is anxious to avoid giving the appearances of starting informal negotiations with Argentina. A British policy has been to insist that the Argentinians must first recognise the Falkland Islanders' right to self-determination.

Awaiting advice

The Argentinian group consists of Senor Adolfo Gass, chairman of the Senate Committee on Foreign Affairs, Senor Julio Amoedo, chairman of the Senate Committee on International Parliamentary Affairs and vice-chairman of the Committee on Foreign Affairs, Deputy Federico Storani, chairman of the Foreign Affairs Committee of the Chamber of Deputies, and Deputy Julio Bordon, member of the Foreign Affairs Committee of the Chamber of Deputies.

Senor Gass and Senor Storani are members of the ruling Radical party. Senor Amoedo and Senor Bordon belong to the opposition Peronist party.

They are visiting Britain at the invitation of the South Atlantic Council which in mid-1984 sent a group of British politicians to Argentina.

Falkland airport success on film

Personal congratulations from the Prime Minister were conveyed to the Property Services Agency and joint venture Laing-Mowlem-ARC by Environment secretary Kenneth Baker at the launch of the PSA's film '80 Weeks To Touchdown' in London on Monday night.

The film features the first phase of construction of Mount Pleasant Airport in the Falkland Islands when LMA succeeded in completing the main runway and other basic airfield facilities in time to land the first Tristar jet early last May, when the 2,000 workforce lined the runway and broke into a spontaneous cheer.

Introducing the film Kenneth Baker, who is also the minister responsible for the PSA, referred to the dedication of the contractors' workforce despite the long hours and arduous conditions under which they had to work. He said they had shown the world once again that British contractors are well able to hold their own in the tough market of international contracting.

The film well captures the Falklands environment — the peat bogs, cold winds and driving rain — and the problems facing the men who landed from the first two ships. The first Cat D6 is seen slithering off the ramp of a landing craft before being put to work.

Especially well portrayed are the appalling quagmire conditions of the worst Falklands winter for 20 years, when suitable stone for roadmaking was in desperately short supply. The running time is 35 minutes.

President Reagan's 'choke points'

Pledge on polar litter

Sydney (Reuter) — Australia has promised to clear tons of rubbish from its two research stations in Antarctica after criticism from a leading British scientist, Dr Ron Lewis-Smith.

The Science Minister, Mr Barry Jones, told Parliament that the big clean-up around the Casey and Wilkes bases was expected to be completed by the end of March.

● WELLINGTON: Greenpeace yesterday vowed to continue its campaign to make the Antarctic a world park and criticized Antarctic Treaty nations for their obstruction (Reuter reports).

Their flagship, the Greenpeace, sailed into Wellington after sea ice foiled its efforts but the expedition director, Mr Pete Wilkinson, said they would resume the effort next summer.

President Reagan's 'choke points'

By DESMOND WETTERN
Naval Correspondent

PRESIDENT REAGAN'S
16 points where Russia can "choke" Western sea supply lines stretch around the world from the Baltic to the Pacific.

The Philippines dominate the Makasar Straits between Borneo and the Celebes. Without the American bases at Subic Bay and Clark Field the area would be vulnerable to Russian long-range aircraft, surface ships and submarines based in Cam Ranh Bay in Vietnam.

But Cam Ranh Bay, besides putting the Russians in a position to interdict the movement of trade between Japan and Australasia through Makassar also threatens the Malacca Strait between Malaysia and Sumatra.

Through this and the Sunda Strait between Sumatra and Java pass the vast bulk of the ships carrying oil to Japan from the Middle East and virtually the whole of the trade between Europe and the Far East.

Further to the north much of the trade to and from Japan must pass the Korean Strait and this lies within easy striking distance North Korea forces as well as the Russian naval and air bases around Vladivostok.

Fast-attack craft

The Gulf of Alaska is a tanker route for more of the oil needed by North America's economy from Alaska than is currently imported from Saudi Arabia.

The area is dominated by Russian naval and air forces based at Petropavlovsk on the Kamchatka Peninsula and any attempt to interdict shipping in this area would force a division of the American Pacific and Seventh Fleets, the latter being responsible for South-East Asia and the former also for the security of the entire American Pacific coast.

The Panama Canal approaches the Florida strait, the Skagerrak and Kattegat are also areas in which the Russian Navy using its relatively short range but very large force of missile-armed fast-attack craft with close air support could be in a position to create havoc on key Western shipping routes.

The Baltic approaches area under Nato planning is primarily a responsibility of the West German, Danish and to some extent Norwegian navies.

German Navy missile boats can exchange data on targets with American carriers in the Norwegian Sea by an automatic electronic link, but have to use easily-jammed voice radio links with their neighbours in the Danish Navy.

Air defence

The Greenland-Iceland-United Kingdom (GIUK) line under Nato plans is almost entirely a Royal Navy responsibility to hold against any initial attempted breakout by Russian warships from their Northern Fleet bases in the Kola Peninsula but British warships, no longer having large carriers, would depend heavily on American carriers to provide air defence.

Similarly, the Straits of Gibraltar is primarily a Royal Navy responsibility and a frigate is kept permanently at or near the Rock to keep watch on Russian movements in and out of the Mediterranean; though here again reliance for reinforcement would be placed on ships of the American Sixth Fleet.

Responsibility must also rest on the Sixth Fleet to ensure the security of the northern approach to the Suez Canal.

Although without its own bases in the Mediterranean the numerically larger Russian fleet there, by interposing itself between the Sixth Fleet and its objectives, could raise the stakes for any American intervention in a crisis

to possibly an unacceptable level while in a "hot" war it is thought the Russian ships may have a "suicide role" to try to loose off missiles at the American carriers which they dog closely at sea.

In the straits of Hormuz, at the entrance to the Gulf, and at Bab al Mandab, at the southern end of the Red Sea the American carrier task force and Royal Navy forces permanently in the Arabian Sea would have little problem in disposing of the smaller and less powerful Russian Indian Ocean squadron though both the Russians and Americans rely on far distant base support from Vladivostok and San Diego in California respectively.

The Magellan strait at the bottom of South America is used by large tankers unable to transit the Panama Canal and Mr Lehman, United States Secretary of the Navy, has admitted the area could have considerable strategic significance in the event of Cuba becoming involved in hostilities and threatening shipping in the Caribbean.

Falklands base

Neither Russia nor America has any naval bases anywhere near and the Royal Navy's South Atlantic forces, with a base ship at Port Stanley in the Falklands, would take on a much bigger role in any East-West confrontation.

The one choke point where an almost total power vacuum exists is the Cape of Good Hope now that the South African Navy is concentrating its resources on coastal rather than oceanic defence.

The American Navy occasionally exercises in the western part of the South Atlantic but the Russians are nearest the scene with their permanent West African squadron operating mainly from Luanda in Angola.

LABOUR has taken a slim lead in party support, with the Alliance second, and the Tories third, according to the latest Gallup Poll conducted exclusively for The Daily Telegraph.

In the same study Mrs Thatcher's personal popularity appears at its lowest point since before the Falklands, and 72 per cent. now see the Conservative party as being in disarray.

The replies to Gallup's standard voting question: "If there were a General Election tomorrow, which party would you support?" were:

	Tdy	Jan	Dec	Nov
Cons.....	29	29	53	55
Lab.....	55	54	52	54
Lib/SDP.....	33	35	52	29
Other.....	1	1	2	1

Replies to the question were: "Are you satisfied or dissatisfied with Mrs Thatcher as Prime Minister?" were:

	Tdy	Jan	Dec	Nov
Satisfied.....	29	51	59	56
Dissatisfied.....	67	64	56	58
Don't know.....	5	5	5	5

In December 1981, satisfaction with Mrs Thatcher dropped to 25 per cent.—the lowest for any post-war British Prime Minister.

Image decline

People were shown a list of qualities and asked which of them Mrs Thatcher had. Comparisons in the following table come from the 1983 British Election Survey.

	Today	1983
Tough.....	75	79
Determined.....	70	79
Sticks to principles...	52	72
Shrewd.....	48	52
Decisive.....	41	60
Listen to reason.....	7	15
Caring.....	6	14
Likable as a person.....	5	15
None of these, don't know.....	6	2

All around, therefore, Mrs Thatcher's image has declined since the Election, most sharply in the 20 points, drop in the proportion thinking that she sticks to her principles. Seven in 10, however, still see her as a tough, determined personality.

The impact of the continuing Westland affair is also apparent in the public's perception of the Conservative party as a divided party.

Only one in four now see the party as united in reply to the question: "Do you think that the Conservative party is united or divided at the present time?"

	Tdy	Jan	Dec	Nov
United.....	22	34	60	55
Divided.....	72	56	31	55
Don't know.....	6	9	9	10

Even a majority, 65 per cent., of Conservatives see their party

as divided, while 53 per cent. think it is united. The current 72 per cent. thinking the Conservatives were divided is their worst position recorded by Gallup.

By comparison 58 per cent. see Labour party, 33 per cent. see them united.

Approval of the Government, too, has fallen close to its lowest point since the General Election. Replies to the question: "Do you approve or disapprove of the government's record to date?" were:

	Tdy	Jan	Dec	Nov
Approve.....	25	27	34	29
Disapprove.....	65	58	54	59
Don't know.....	10	14	12	13

Mr Kincock's personal popularity has also fallen, while that of Mr Steel and Dr Owen remains high. The replies to Gallup's other "barometer" questions were:

"Do you think that Mr Kincock is or is not proving a good leader of the Labour party?"

	Tdy	Jan	Dec	Nov
Is.....	40	44	47	46
Is not.....	44	59	59	59
Don't know.....	16	17	14	16

"Do you think that Mr Steel is or is not proving a good leader of the Liberal party?"

	Tdy	Jan	Dec	Nov
Is.....	59	59	59	55
Is not.....	25	21	25	27
Don't know.....	16	20	18	18

"So you think that Dr Owen is or is not proving a good leader of the Social Democratic party?"

	Tdy	Jan	Dec	Nov
Is.....	57	55	56	52
Is not.....	21	21	25	26
Don't know.....	22	24	21	22

This latest Gallup Poll was conducted Feb. 5-10, among a nationally representative quota sample of 915 electors in more than 95 districts across Britain. The "don't knows" excluded from the voting figures amounted to 9½ per cent.

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Today in Parliament

HOUSE OF LORDS

3. Salmon Bill, report: Agriculture and Horticulture Grant (Variation) Order.

HOUSE OF COMMONS

2.50: Debates on the Multi-Fibre Arrangement, and on the Roskill Report on Fraud Trials.

Assurances that the Government would act speedily if the system of regulating Lloyd's was shown to be inadequate, were sought from Mr Channon, Trade and Industry Secretary, in the Commons.

He said he hoped to have the report of the inquiry into Lloyd's by the summer. "If action is necessary, we shall certainly take it," he added.

UNUSUALLY BAD weather in the short Antarctic summer has prevented the environmental organisation, Greenpeace, from carrying out its most ambitious project and publicity venture.

Greenpeace had hoped to set up a permanently manned base in the Antarctic, the first by a private organisation on this inhospitable continent. But impenetrable pack ice prevented the dumping of equipment for a return expedition next year, and the organisation's converted tug, Greenpeace, has been obliged to head back to New Zealand. The organisation has had to content itself with declaring the Antarctic a "World Park," and opening symbolic embassies for Antarctica in the capitals of the main states operating on the continent.

Greenpeace's efforts have been watched closely and disapprovingly by the member states of the Antarctic Treaty, which regulates activity in the region.

There is no doubt Greenpeace's failure has saved the latter a measure of embarrassment. Although Greenpeace maintains its aims are both scientific and environmental, the organisation had hoped to use the base as a means of drawing attention to the possible damage to the virgin Antarctic ecosystem by future resource exploitation.

However, team members were denied access to US satellite weather information, and when their helicopter landed near a New Zealand base to use telephone facilities they were refused on the grounds that the normal 24-hour waiting had not been given.

This is all the more ironic given New Zealand's support for Greenpeace in its battle against French nuclear testing

in the Pacific, and the Wellington Government's ongoing row with France over the sabotage last year of a Greenpeace protest vessel.

While this is all grist to Greenpeace in presenting itself as a David fighting Goliath, member states of the Treaty see matters differently.

"Greenpeace forgets," says one Western official, "that the Antarctic is run by states, not private organisations, and we are dealing with highly complex issues which are distorted when simplified." Most of the officials dealing with the Antarctic are themselves fervent conservationists.

The Treaty was signed in 1961 by Argentina, Australia, Belgium, Chile, France, Japan, New Zealand, Norway, South Africa, the Soviet Union, the UK and the US, who became known as the "consultative parties." Since then four other countries have acquired such status by demonstrating an interest in Antarctica and conducting substantial scientific research there.

Despite the heterogeneous nature of the consultative parties, the Treaty has proven one of the more remarkable instances of international co-operation. Cynically this can be attributed to the apparent

lack of interest by either of the two superpowers in the military uses of the continent which accounts for one-seventh of the world's land mass—the summer after all, lasts just two months.

This co-operation continues, and slowly the consultative parties are grappling with the most sensitive issue of all, the drawing up of a treaty to govern the principles on which minerals exploitation is to be permitted. Negotiations began in earnest in 1982, and according to those involved it will take another two years to complete.

The basic difficulty with such principles is the question of land and offshore ownership. The shoreline, three times the length of the US, is claimed by seven states with another large area unclaimed. The claimants—Argentina, Australia, Chile, France, New Zealand, Norway and the UK—rely on a mixture of continuity, colonial links and historic discovery.

There also are conflicting claims. All but a small portion of the area claimed by Britain is being claimed by either Argentina or Chile. The latter's claims also overlap. Meanwhile, neither the US nor the Soviet Union has formally recognised any claim at all.

The claims against Britain are complicated by the Falklands dispute. As for Argentina and Chile the settlement of the Beagle Channel dispute last year should help resolve their differences and lead to greater demilitarisation of their presence in the region.

Progress over the minerals regime would have been much slower but for two factors.

● Advances in technology have hastened the day when companies and governments could be interested in testing the feasibility of hydrocarbons development.

● The consultative parties want

to keep the matter out of the UN where there is a growing campaign, led by Malaysia, to put Antarctic development in the hands of this body.

Greenpeace, founded in Canada but now based in the UK, fears any agreement on minerals exploitation will go against the spirit and letter of the Treaty which guarantees to protect the continent's flora and fauna. The organisation believes once the rules are bent to overlook the unintentional killing of "a few penguins" it will be hard to draw the line.

Those drawing up the regime argue that it must be practical and take account of the possibility of genuine pressure in the future for resource exploitation. A side effect of Britain's new all-weather airport in the Falklands is that the UK now has the capacity to resupply the Antarctic directly, without its previous reliance on Chile. This could lead to construction of a better airstrip for a larger aircraft for British operations in the Antarctic, so allowing a quicker turnaround of scientists.

There are those who believe that making an issue of Antarctica is a romantic bluff.

Countries are merely there for reasons of national pride, historical inertia or global presence—the commercial prospects of exploitation of anything other than tourism being remote. However, the US, through the National Science Foundation, will this year spend \$115m on its Antarctic presence; the Russians will spend much the same. Overall annual expenditure by all parties is believed to be around \$500m with Britain's Antarctic Survey costing £12.9m plus a further share of £5m for the naval vessel, *Endurance*, patrolling British Antarctic territory.

For scientific research these are not negligible sums,

Anglican delegation annoys Falklands

THE beleaguered Falkland Islanders are viewing with hostility and suspicion a visit by three members of the British Council of Churches on Thursday. Alarmed by the political reputation of the BCC, the head of the local Anglican Church, the Rev Harry Bagnall has in vain advised the delegation not to come.

The Kelpers' fears have been raised by the BCC's friendly relations with their Argentine counterparts. A delegation of 19 Argentine clergy came to Britain 18 months ago and their subsequent anti-British remarks caused grave concern within the islands. Later the BCC sent their own delegation to Argentina.

The BCC already has a controversial reputation for intervening in political issues. It has previously called for a "comprehensive, well publicised amnesty" for illegal immigrants now living in Britain, supported SWAPO in Namibia, and demanded that the Government impose "carefully targeted sanctions on South Africa".

Norma Edwards, the only woman on the Falklands legislature, summed up local feeling when she said: "Our position has been made known again and again. We want to remain British. So I can't see why these people should need to come here to find that out."

THE TIMES, Monday 10th February 1986.

Alfonsín ally dies of heart attack

Buenos Aires (Reuter) —
The Argentine Defence Minister, Señor Roque Carranza, who supervised the final stages of the trial of former junta members, died of a heart attack in his swimming pool here on Saturday night. He was 65.

A close associate of President Alfonsín, Señor Carranza took over the defence portfolio last May

Daily Mail - "Mail Diary"
10th February 1986

Banging the drum

PUBLIC interest in the Falklands has meant little peace for Sir Rex Hunt, 59, who retired three months ago as the islands' governor—but he tells me he has a duty to keep busy even if it means foregoing the quiet life he had often looked forward to at his home in Sunningdale, Berkshire.

'I wanted to retire fully but since I've been back here I've been inundated with invitations to speak at functions and I feel I owe it to the people still living on the island to bang the drum on their behalf. It's also very necessary to keep people aware of the dangers—if the Conservatives lose the next election I can see Britain selling the Falklands down the river,' says the former RAF pilot who became a folk hero for the 1,800 islanders.

Moment of magic for a Gurkha



LIEUTENANT TAMANG, AIR VICE-MARSHAL KEMBALL: switching to a commission

IT'S that time when you're neither one thing nor the other. When you don't know whether you are on your head or your heels.

For WO2 Kulbahadur Tamang those magical

moments became real when he switched from being an NCO to a lieutenant.

Air Vice-Marshal R. J. 'Kip' Kemball, Commander Falkland Islands, poised just long enough

for a photographer to snap the proud moment.

Lieutenant Tamang, 35, is now back at his village in Nepal for six months leave after four months in the South Atlantic with 69 Gurkha Independent

Field Squadron.

The Falklands was the latest of many postings in his 17 years service.

Now he's back with his family before returning to the squadron's UK base at Chatham.

Man-of-the-Year seeks a job

MAN-OF-THE-YEAR Simon Weston, who was badly burned with the Welsh Guards at Bluff Cove in the Falklands, has passed his driving test at the first attempt. Despite badly

twisted hands Simon, 24, managed the test in an unmodified car. Said Simon, from Glamorgan: "I'm over the moon." Now he's on the lookout for a job as a driver.

SUNDAY
TELEGRAPH
MAGAZINE
9.2.86

EXCLUSIVE

ARGENTINE PILOTS TALK ABOUT THE BALKANS WAR

Number 454 September 9, 1986

ARGONAUT
215-82

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EL TORDILLO

PULL



EXCLUSIVE

HEROES OF A DEFEAT

For the first time, a British journalist has been allowed to visit the home bases of the Argentine pilots who fought valiantly in the Falklands War. Tony Allen-Mills talks to them about the experience

Soon after the Falklands War ended in June 1982, the American Air Attaché in Buenos Aires, Col. Robert W. Pitt, sent the Purple Heart he had been awarded in Vietnam to the head of the Argentine Air Force. He wrote that the medal was the most valued of all his decorations. But he wished to present it, in memory of Argentine pilots shot down in the war, as a token of his respect for their "professionalism and unbreakable courage".

There were many similar gestures of admiration for the bravery of the Argentine pilots in their baptism of fire. Flying unquestionably

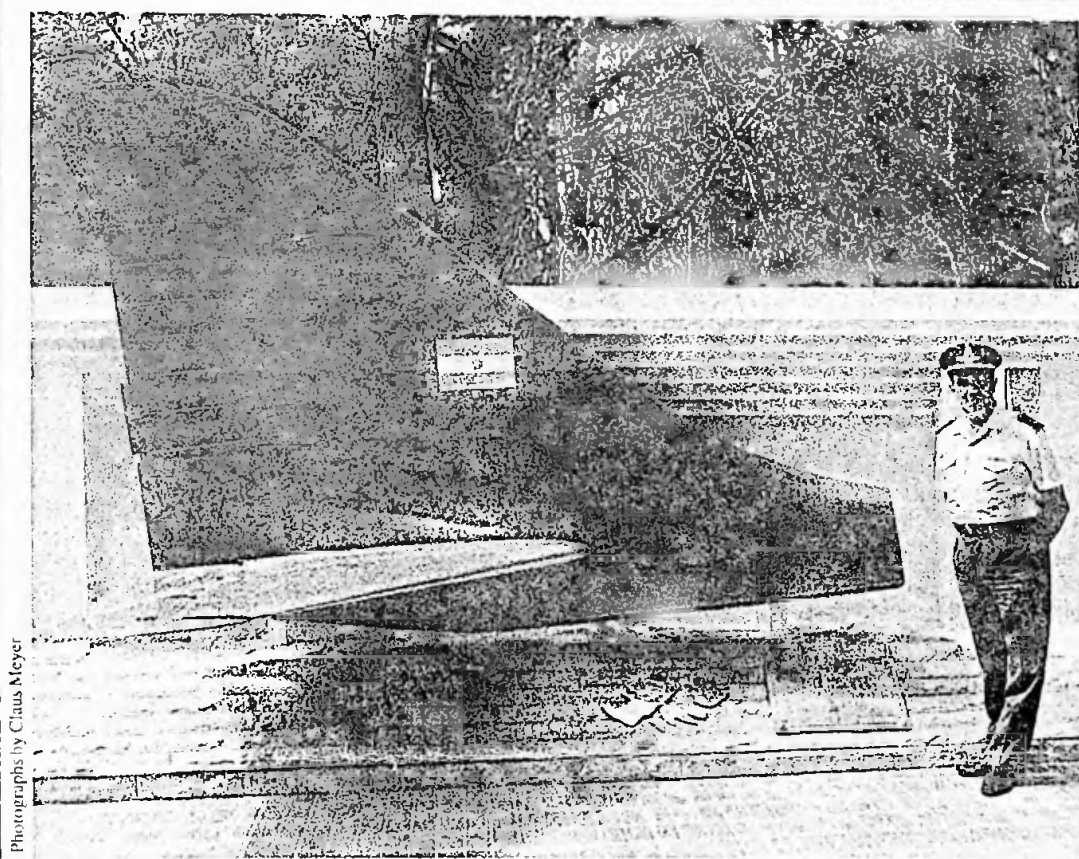
outmoded aircraft to their limits of operation, they shocked the British with their unexpected will to press home their attacks.

Admiral John "Sandy" Woodward, the British Task Force commander, acknowledged the Argentines' valour despite the headaches they caused him. Former Defence Secretary John Nott agreed in the Commons that he had to recognise the pilots' "enormous bravery" as they hurled their aircraft into daunting British fire.

But who were these unflinching paladins of the pampas? What drove them to such fearless, almost fanatical, attacks on British



Re: Features



Photographs by Claus Meyer

troops armed with Sea Cat, Blowpipe, Sidewinder and Rapier?

For the first time the Argentine Air Force has allowed a British journalist to visit the home bases of the Mirage and Skyhawk pilots who fought in the war to talk to the men who sank and damaged British warships in those tense, horrifying days of late May 1982. It was not an easy assignment. Although three-and-a-half years had passed since surrender at Port Stanley, memories of combat against the British still proved tormenting for some Argentine pilots. At the Fourth Air Brigade in Mendoza there were

many who simply could not bring themselves to co-operate. One Air Force captain growled and shook his fist as he voiced dismay that an Englishman had set foot on the base. A Mirage pilot turned his back and stormed off the tarmac when asked by a fellow officer to pose for a photograph. A call for a group portrait produced just two volunteers, one of whom stared unblinkingly at his feet.

But there were moments, too, of startling warmth. In sharp contrast to the cool response of the Mirage pilots in Mendoza, the Skyhawk brigade at Villa Reynolds, San Luis province, offered a

rousing welcome to the first Briton they had seen since the war. This may largely have been the doing of the base's jovial commander, Hector Luis Destri, who announced over lunch that for two years as Air Attaché in Moscow he had subscribed to *The Daily Telegraph* — "my favourite newspaper after *Pravda*".

At the start of the war the Argentine Air Force had at its disposal an estimated 82 attack 'planes with the range to reach the Falklands, mostly Mirage IIIs, Israeli-built Mirage Vs (Daggers) and various types of Douglas A4 Skyhawks. The figure does not include the

Exocet-carrying Super Etendards, which were flown by Navy pilots. By the time British parachutists marched into Port Stanley, 34 of the Air Force 'planes had been lost and 55 Argentine airmen were dead.

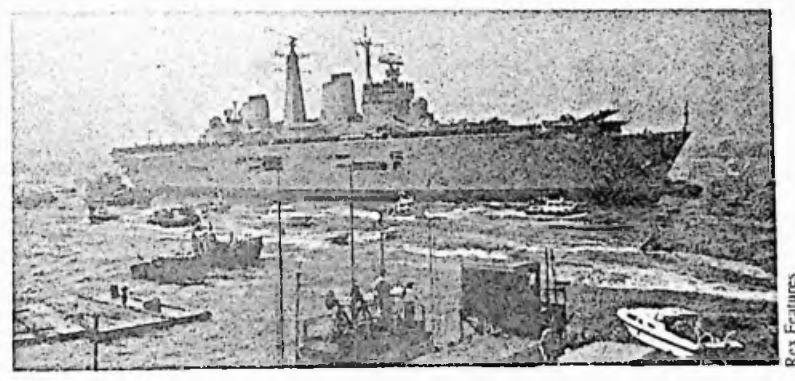
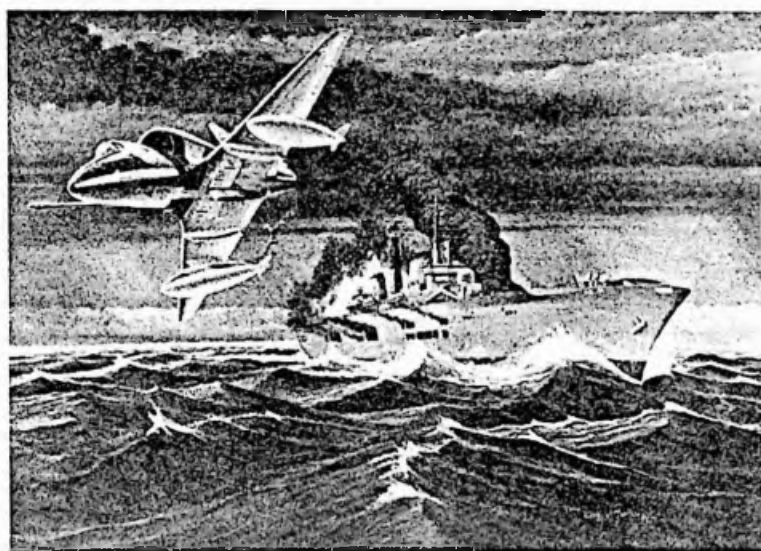
The heavy toll, exacted mainly by British missiles, provoked a major reorganisation of Argentine air units after the war. In particular, Skyhawk squadrons from Mendoza and San Luis were merged into the Fifth Brigade at Villa Reynolds; under the Fourth Brigade at Mendoza a new Mirage squadron was formed with the number 55, in homage to the dead airmen. Its motto is

Skyhawk pilots of the Argentine Air Force (above left) stand before one of their 'planes: those who took part in the Falklands War have silhouettes of the Islands on their helmets. Even today, knowing what they could not have known when they mounted their attacks in 1982 (top), they would not hesitate to do it all again if they were instructed to. "We have not forgotten why our pilots died", says Commodore Hector Luis Destri (above, by the Falklands Memorial at the Villa Reynolds base)

DID THEY HIT THE INVINCIBLE?

This painting by an Argentine artist depicts an A4 Skyhawk fighter-bomber wheeling away after a successful attack on HMS *Invincible*, the British aircraft carrier. One of the enduring curiosities of the Falklands campaign is the unshakable belief by Argentine pilots that they succeeded in damaging the *Invincible*, despite firm British denials – and, indeed, despite the absence of any noticeable damage when the carrier steamed home to Portsmouth (below right).

Visiting Argentina's Fourth Air Brigade at Mendoza, we met Captain Ernesto Ureta, one of four members of a Skyhawk flight which accompanied an Exocet-carrying Super Etendard to its supposed target, and one of two pilots who returned to describe the attack. Captain Ureta, 35, was a solemn figure in no doubt at all that the attack, in which two Skyhawks were shot down, produced results. He said that after the attack on the *Invincible*, "it was noticeable that there were very few British Combat Air Patrols. I have no doubt they were repairing it".



"Faith, Prudence and Country".

The Mirage pilots we met seemed serious, stern and aloof. They wore black and white silk scarves knotted tightly at their throats, and many sported flamboyant moustaches. In flying kits and helmets they looked uncompromisingly fierce. Those who agreed to be interviewed also proved uncommonly thoughtful. With the Skyhawk pilots of the Fifth Brigade, the mood was friendly, boyish, joshing. But the fighter pilots of Mendoza offered a coolly cerebral, almost philosophical, explanation for their commitment to

the battle for the Falkland Islands.

"In the war it was said that we were fanatical, or kamikazes", said Major Alberto Catala, a 39-year-old veteran who is now a senior instructor at Mendoza's fighter pilot training school. "But the truth is different. You must understand that a fighter pilot has to be in complete control, he has to evaluate all the factors and take his decision. He is a man of conviction."

"We went to combat completely convinced of why we were fighting. We knew that in the conflict our participation could be decisive, and we

understood that for us it was a just cause. We were fighting for something that was ours with an enemy that was monstrously powerful, but it was our duty to fight".

Major Guillermo Donadille, 37 and a father of seven, took up the same theme. "For us it is not sufficient that a man be a good pilot. What we want is for him to have high ideals and to know he is fighting for his country. I'm not saying he closes his eyes to fear. He is afraid and he knows the situation is dangerous. But he must try to leave that aside and achieve the objective: and try to

survive, of course. If he doesn't survive, well OK. That's what we're here for. We're not here for the money".

Argentine Air Force pilots spend four years at the Air Academy in Córdoba, where "basic moral and ethical principles" are stressed, said Catala. But was this laudable moral training sufficient to fend off doubts when the British began downing Argentine 'planes at a bleakly efficient rate?

Yes, replied Catala, "because the British were also suffering. Besides, we had very many comrades lost. We owed it to them to continue".

Privately, some of the pilots hinted at contempt for their leaders' decision to invade the Islands in the first place. "We knew at once Mrs Thatcher would fight", said one pilot later. "In Buenos Aires they didn't seem to know anything".

There were only slanting allusions that the conflict might have been resolved differently. "Against such as opponent there was a very low possibility of winning", said Catala. "But the idea wasn't directly to win. The employment of military power is to create favourable conditions for negotiation. Our task was to reach that goal".

The base commander in Mendoza, Commodore Manuel Marcelo Mir, took pride in the fact that his men had acquitted themselves well despite the crippling inadequacy of their 'planes: "We were happy as an institution because it showed our training methods were good".

The intense individual rivalry generated among the Argentine pilots was plain on arrival in Villa Reynolds, where the Fifth Brigade was still smarting at its 4-0 defeat in a hotly contested rugby match against the Fourth Brigade from Mendoza. Whereas the Mirage pilots had seemed solitary, independent figures, waging private battles against dark inner forces, the Skyhawk airmen evidently drew their strength from an enviable camaraderie which enveloped the base and

A DREAM GETS A FLYING START

It is an incongruous sight: an Argentine military helicopter in the heart of the English countryside. How can it have got there?

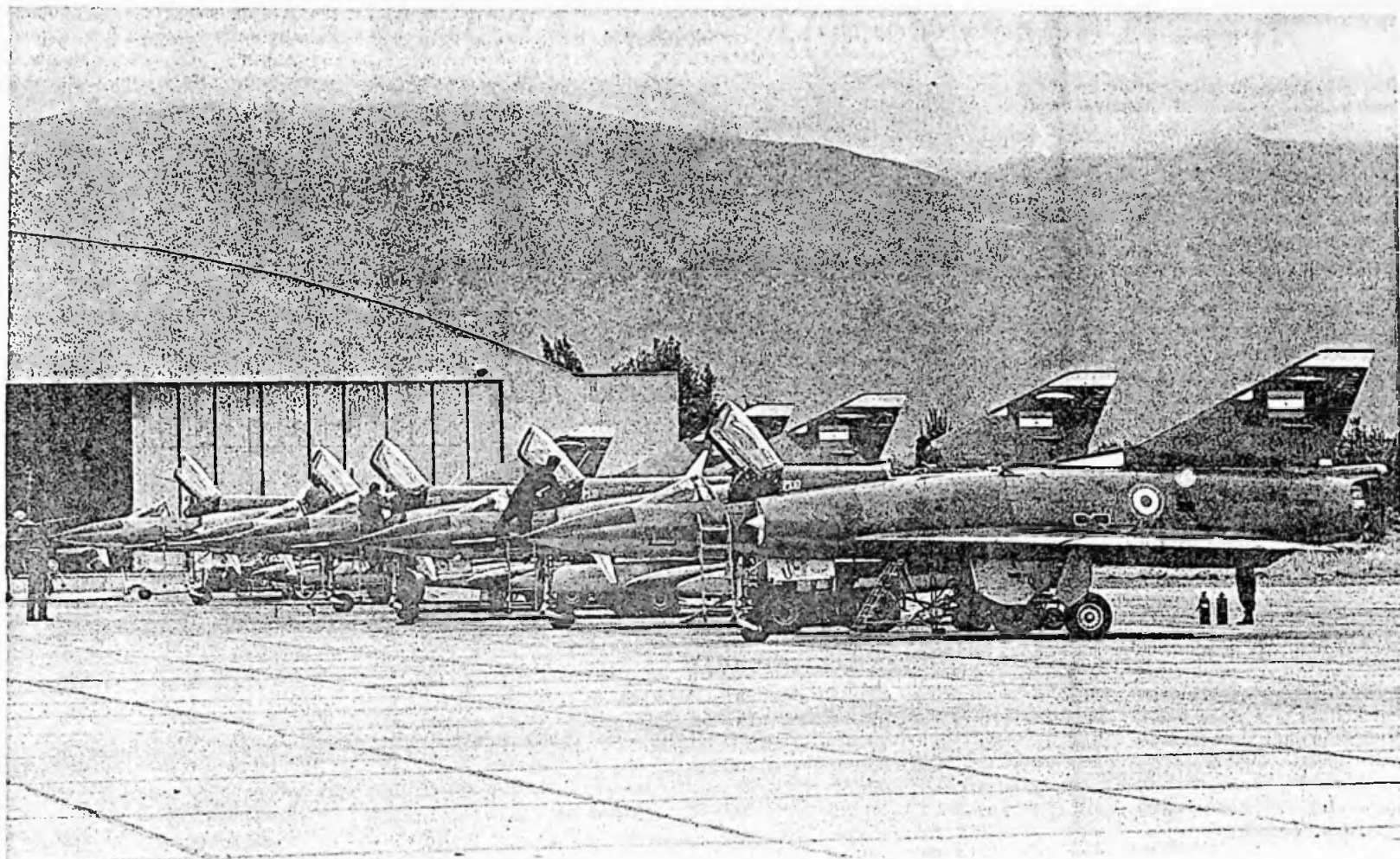
The story begins in the Falklands, in fact – on June 17 1982, three days after the ceasefire. The British forces' main preoccupation was securing Port Stanley against further attack. For Squadron Leader Rob Tierney, Air Liaison Officer with 5 Infantry Brigade, this was causing headaches. Most



of the British aircraft in the Falklands were engaged in the security operation and he was left with an impossible task, providing supplies and transport to the entire brigade, using just two helicopters. He needed more, quickly.

On June 17, he went into Port Stanley, and was delighted to find an Argentine Huey helicopter in near perfect working order. There was only one problem: he had never flown a Huey. After some puzzling, he managed to work out the controls. Half an hour later he was transporting his first load of passengers.

When Rob Tierney was posted back to Britain he felt that the Huey was too good to leave behind and managed to arrange for the Royal



Mirage IIIs at the Argentine Air Force base at Mendoza. Long before the Falklands campaign, they were used by the Israelis in the Six Day War

its visitors in a striking atmosphere of unabashed jollity.

Orchestrating the welcome was Commodore Destri, the erstwhile reader of *The Daily Telegraph*, who seasoned the lunch of pork chops and apple sauce with Irish jokes, and whose readiness to co-operate helped produce the unique photographs we publish. This friendliness was all the more remarkable because of the difficult, sometimes humiliating, experiences many of these men had undergone.

Destri himself commanded the Pucara base at Port Stanley airfield

when it was under Argentine control. He took delight in telling me that he had ordered fake craters to be built on the runway to fool the British after an RAF Vulcan bombing raid failed to cause serious damage. But after the surrender he spent a month as a prisoner. He was too polite to admit it, but it could not have been much fun.

Two days after another pilot, Captain Mariano Velasco, launched the bombs which sank HMS *Coven-*try he was himself shot down behind his own lines. A modest, unassuming family man, he only once hinted

at his true feelings about the conflict. On his return to Argentina at the end of the war, he said, he carried with him a jar of Malvinas soil.

Lieutenant Ricardo Lucero was also shot down, in his case over water, though any bitterness he might have felt was mitigated by the arrival of a British vessel to rescue him from the frigid sea. He was also grateful to the Royal Navy surgeons who later operated on the knee he damaged while ejecting from his stricken Skyhawk. A slim, dark-skinned 30-year-old, he was told by a British medic that the damage to his knee

could prevent him from flying jets again: but months later he was back in a Skyhawk.

Pilots at both bases expressed polite respect for their British counterparts. "Good pilots, good professionals", said Mirage Major Donadille, in a tone of voice suggesting he had expected nothing less. The Skyhawk pilots were full of questions about British attitudes to the war although, like most Argentines, they were bleakly realistic about the minimal prospects for a negotiated settlement.

Amid all the laughter and the

Navy to bring the machine home.

When it arrived in Britain the Huey found itself in the grip of British regulations. Although perfectly airworthy, it was not allowed to fly, as it lacked the necessary documents. So, transported by lorry, it did the rounds of the various shows which celebrated the Falklands victory until, in September 1982, returning from the Battle of Britain show at RAF Finningley, it collided with a motorway bridge. It was thought the helicopter was a write-off.

But Rob Tierney was still looking after it and was determined the Huey should fly again. "I felt that if the Ministry of Defence saw it in that condition they'd just put it in a

museum", he recalls. So he decided to restore the helicopter to flying condition.

It was no easy job. The whole nose section had to be rebuilt; the gearbox, rotor blades and rotor mast had to be replaced.

Luckily there was no shortage of willing hands: he soon gathered a dedicated team of helpers. The problem was that there simply were no spare parts. All Tierney could do was beg, and hope: and from Singapore and America, the German army and the Sultan of Oman's forces, help came. "If we'd had to buy the parts new", he says, "they would have cost us over \$700,000".

The good fortune of the Huey has sometimes been equally

astonishing. In order to license an aircraft to fly, the Civil Aviation Authority insists that the complete history of every single component is known. This could have been a problem. But a few days after the Huey was found, its complete record miraculously turned up – in a dustbin in Port Stanley. And, shortly afterwards, the records of three wrecks which Tierney had raided for parts were pushed through his front door. "I still don't know where they came from", he says.

What next? More determined than ever that the helicopter must fly again, Tierney hit on the idea that it should be offered to the International Air Tattoo, a fund-raising arm of the RAF Benevolent

Fund, based at RAF Fairford. It was accepted, with the blessing of the Ministry of Defence. This summer, assuming it has been passed fit to fly, it will be seen at the major air shows – with Rob Tierney at the controls, if his job as RAF Liaison Officer at the army's Royal Armament Research and Development Establishment at Fort Halstead leaves him enough time. All it needs is its permit to fly.

When will that be given? "They've never had to test a Huey before", says Rob Tierney (shown opposite with the helicopter and, left, Major David Setchel), "so it's difficult to say". Then he adds with a grin, "We reckon it will be the first of April". **Hildi Hawkins**



Mirage pilots of the Fourth Air Brigade at Mendoza—they were none too happy to pose for a British magazine

lampooning that the Skyhawk pilots clearly preferred to politics, however, one thing emerged with crystal clarity. Even today, knowing what they know about the strength of the British and the reinforcement of Port Stanley, these young men would climb back in their cockpits and set course for the Falklands if they were asked to resume the attack.

Black silhouettes of the islands are stamped on the pilots' helmets.

Near the Officers' Mess stands a bronze and concrete memorial to the pilots shot down by the British. Photographs of the base's nine war dead are hung on the wall of a small museum, which also displays a plaque bearing the control stick from a downed British Harrier.

"We have not forgotten why our pilots died. We are ready to fight again", said Commodore Destri. He had a smile on his face, but it was

quite clear that he was not joking.

Today the Argentine Air Force is beset by severe financial restraints, an offshoot of the return of democracy and a severe clampdown on previously profligate military spending. Air force brass are discussing replacements for their ageing Mirages and Skyhawks, but it may be years before they can afford significant changes.

Defence sources suggest that

senior officers are currently concentrating their resources on acquiring missiles and other advanced weaponry; on improving their mid-air refuelling capabilities; and, most of all, on finding bombs with reliable fuses.

But there is no problem with manpower. "Since the war the number of pilot applicants has never been so high", said Commodore Ruben Moro, a Buenos Aires-based officer who has just completed an official history of the Falklands campaign. Standards for pilot training are formidable, and even Moro's son failed to win a place at the Air Academy.

Moro attributed the flood of applicants to the example set by the Air Force during the war. A Mirage pilot confirmed the general idea, but interpreted it slightly differently: "Because of the political problems of the Junta, the military's reputation is very low", he said. "But the Air Force has not suffered a drop in applicants like other services".

British officers generally acknowledged after the war that they had underestimated the sheer determination of the Argentine Air Force pilots to stick to the fight. On the wall of the Officers Mess in Villa Reynolds hangs a large portrait of a brooding hawk, chest puffed, talons flexed. Attached is the inscription: "Rare Argentine Breed. Discovered in the Malvinas by the British, May-June 1982".

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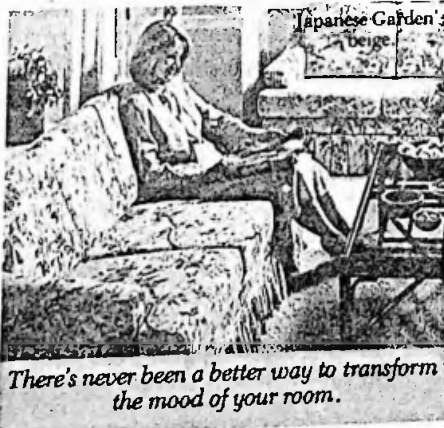
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There's never been a better way to transform the mood of your room.

LAST minute negotiations on the impending East-West spy swop were believed to be continuing yesterday as speculation grew about the extent of South Africa's involvement.

The West German newspaper Bild said Pretoria was preparing to free Dieter Gerhardt, the Soviet agent.

As a South African naval commander, he betrayed countless Nato secrets and gave Moscow the movements of the British fleet during the Falklands war.

Gerhardt was jailed for life in 1948 and his wife and accomplice, Ruth, received 10 years.

There have been rumours about Pretoria's role in the swop, expected to occur on Tuesday, since President P. W. Botha last week suggested black nationalist leader, Nelson Mandela could be released if Moscow freed dissident Andrei Sakharov and Anatoly Shcharonsky.

The Russians have said Dr Sakharov, a nuclear physicist, must stay because of his knowledge of defence secrets. But Mr Shcharansky is believed to be a key figure in the deal.

Secret talks

It was disclosed in Bonn yesterday, that Ludwig Rehlinger, Minister for Inter-German Affairs, had met at a secret location with Wolfgang Vogel, the East German lawyer who has supervised past swops.

There were also unconfirmed reports that Senator Edward Kennedy, now in Moscow, had discussed details of the exchange with Mr Gorbachev.

Meanwhile, reporters and television crews, living in rented campavans, waited in below freezing temperatures at West Berlin's Glienicke Bridge, where the swop is expected to occur.

IN EAST-WEST EXCHANGE

By Our Berlin Correspondent

The former South African
naval commander Dieter Gash

50, who gave British fleet movements to the Russians during the Falklands War, will be included in the East-West prisoner exchange next week, the West German newspaper Bild reported yesterday. Gerhardt is serving a life sentence in South Africa.

Bild said Gerhardt knew countless top N A T O secrets and was a high ranking East agent. His wife, Ruth, received 10 years for passing Western defence documents but the newspaper did not say if she was involved in the swap.

In Warsaw, Mr Jerzy Urban, the government spokesman was reported to have confirmed that the spy swap would take place on Tuesday and include a Pole. He is believed to be Col Jerzy Kazmierczak, awaiting trial in Bonn on spy charges.

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6—Royal Air Force NEWS, February 6-19, 1986

Commander Visits Stanley Rapiers



Sgt Hall greets the Commander

THE COMMANDER, British Forces Falkland Islands, Air Vice-Marshal "Kip" Kemball, visited the dispersed Rapier sites of 26 Squadron RAF Regiment, the resident Rapier Squadron at Stanley, normally based at Laarbruch.

Gale force winds prevented the use of a helicopter and the Commander, with the Squadron Commander, Squadron Leader Martin Hooker, was driven from site to site. The Commander made a point of speaking to every available man as he battled against the wind on top of the weather-beaten features of the Falklands. After lunch at Black Eagle Camp, the Squadron's base camp, the visits resumed and only the remotest of the sites, neatly tucked away in the middle of an Argentinian minefield (!), was omitted from the tour.

The Squadron is scheduled to return to Laarbruch in February, after being relieved by 63 Squadron RAF Regiment from Gutersloh.

26-01-1986

The Financial Times

February 8 1986

Argentine oil tender
bring rapid response

Senior members of the PRCA, noting the not total success of Government information services at the time, felt we should offer what help we could, clearly on an entirely honorary basis.

Our then chairman, Duncan McLeish, accordingly wrote to the Prime Minister and others concerned modestly suggesting what aid we could provide.

The answer winged its way back from the director-general of the COI. It was dismissive of the offer and contemptuous of the suggestion that all might not be perfect with our Government's information service.

In brief the PRCA didn't know what it was talking about and had no part to play in any event. This was Government business.

Subsequent inquiries and accounts of the war have presented a very different picture.

The All-Party Select Committee for Defence received highly critical accounts of GIS performance at the time. Max Hastings, for example, said that press officers at the Department of Defence 'barely knew the difference between a division and a brigade'.

Just as the then head of the COI did not know the difference between courtesy and stupidity and in his reply to people better qualified by far in the PR business than himself.

The hard truck is, simply, that most Government information officers are simply that, purveyors of information. They either do not, or cannot, properly question their political masters on strategy.

They are part of a team in which balanced objectivity — an assessment of what the world outside is likely to think — seems to have little part.

Small wonder what Westminster is currently carpeted wall-to-wall with banana skins.

*Douglas Smith
Joint managing director
Political Communication
34 John Adam Street
London WC2*

Falklands memory

Sir,

The recent Westland-Whitehall examples of communications skill sent my memory back nearly four years to the Falklands conflict — or war, as we should properly call it.

Argentine oil tenders bring tepid response

BY JIMMY BURNS IN BUENOS AIRES

THE ARGENTINE Government's initial plans for attracting large-scale foreign investment to boost the country's oil production have met with a lukewarm response. This raises new doubts about Argentina's ability to sustain its self-sufficiency in energy resources.

Letters officially opened by the Argentine Energy Secretariat confirmed that the first international round of tenders for exploration and production in 17 onshore blocks in North-East Argentina have attracted bids from only four foreign companies. Only one, Shell, is a major.

The three other companies, which have concentrated their bids on only two blocks, are Argerardo, San Lorenzo Oil and Gas Corporation of the US, and BHP Petroleum of Australia.

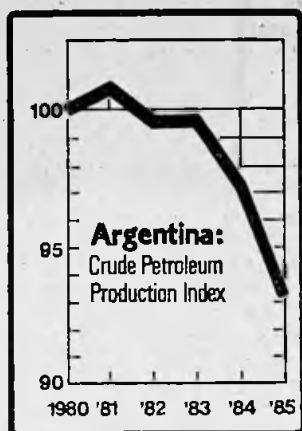
This week, tenders for exploration and production in onshore and offshore blocks in northern and southern Argentina were expected to attract bids from Esso and Occidental Petroleum, which, with Shell, are already operating in Argentina.

Mr Conrado Storani, the Argentine Energy Secretary, predicted that the country's oil programme would make a positive contribution to Argentina's balance of payments.

The initial results, however, indicate that the Government is facing an uphill struggle attracting bids from between 20 and 30 international companies and a minimum investment of \$1bn (£714m) over the next three years in a total of 164 onshore and offshore blocks.

President Raul Alfonsín announced last May that his ruling Radical Party would liberalise its attitude to foreign investments, to help cure the steady decline in domestic oil output rates.

A combination of a lack of clearly-defined national investment priorities, constant changes in government, and problems facing the state oil company, Yacimientos Petrolíferos Fiscales (YPF), has meant that since 1970, Argentina's oil reserves have remained virtually unchanged at 2.4bn barrels.



Recently, production has only been able to meet domestic needs because of a sharp drop in consumption brought about by recession.

In 1985, Argentina's oil production fell by 4.2 per cent to its lowest level this decade.

Many foreign oil companies remain dissatisfied with the new formula for risk contracts approved by the Government last year. Although containing concessions on pricing and tax breaks, the formula is not considered generous enough, given the uncertainties pervading the international oil market.

According to some officials, all foreign companies would come forward if and when the Government defines more clearly the participation of YPF in future ventures, and the mix between local currency and dollars in cash transactions for crude produced.

The cautious response from oil majors has been privately welcomed by nationalist sectors within and outside Mr Alfonsín's Administration, as they fight to protect YPF's traditional dominance in the oil sector.

In the absence of a heavy overseas presence, the bulk of exploration and production work in the blocks on offer should go by default to YPF, justifying the company's offensive against budgetary cutbacks.

Two oil groups presented four bids on three high-risk offshore oil areas at the end of a tender for 32 oil areas, officials of YPF said yesterday. Reuter reports from Buenos Aires.

Japan curbs Falklands fishing

By Jimmy Burns in Buenos Aires and Robert Graham

BRITAIN has quietly achieved an important breakthrough in trying to curb over-fishing in the waters surrounding the Falkland Islands. After intense diplomatic pressure Japan has agreed to control its fishing operations in the 150-mile protection zone around the Falklands.

The secret agreement was reached on January 21 when Mr Shintaro Abo, the Japanese Foreign Minister, met Mrs Margaret Thatcher in London. Britain is concerned about over-fishing around the Falklands and this is the first time bilateral talks have led to voluntary restraint.

Japan, the Soviet Union, Poland, Spain and Korea are the principal countries to have taken advantage of the confused legal situation since the 1982 war with Argentina to exploit fish stocks. The issue is highly sensitive in view of conflicting Anglo-Argentine claims of sovereignty to the islands and its surrounding waters. Japan has been neutral on the Falklands issue but Argentina may well see its acceptance of restraint on fishing in a bilateral deal as a sign that Japan implicitly accepts British sovereignty.

The British Government has made no announcement of the arrangement but Whitehall officials yesterday confirmed a deal had been struck.

The Government apparently learnt late last year that the Japanese intended to increase substantially the number of vessels fishing in the protection zone.

For the squid season which begins at the end of this month and lasts until early June the number of vessels was thought likely to rise from 47 to close to 100. Protests were made to the Japanese fishing industry.

Under the agreement the Japanese are understood to have pledged to restrain fishing to current levels.

Britain last year managed to gain agreement from members of the United Nations' Food and Agriculture Organisation (FAO) to the drawing up of a study on fishing quotas.

One consequence of the Japanese-British deal is that Argentina may drag its heels over implementing any proposals from the FAO.

Wallace sunk

Charles Wallace, who had a stormy time as ambassador to Peru during the Falklands war, has retired, I learn. Wallace became involved in a global slanging match with the American Secretary of State, Alexander Haig, who accused him of withholding information about the American peace initiative until after the sinking of the Belgrano. Last November, during a grilling over the affair from the Foreign Affairs Committee, he denied knowing anything about the initiative. In 1983 Wallace was posted to Uruguay to "keep an eye" on South American relations and to win the country away from its wholehearted support for Argentina. The fact that he has not been kept on past his normal retirement age has been interpreted in Montevideo as his just deserts for failing in this task — an interpretation denied by the Foreign Office.

MP LIBELLED IN FALKLAND REPORT

MR GEORGE FOULKES, the Labour MP, won "substantial" libel damages in the high Court in London yesterday over allegations in a news agency report that he had questioned the bravery of the Falkland Islanders.

His counsel, Mr John Previte, told Mr Justice Leonard that Mr Foulkes, MP for Carrick, Cumnoch and Doon Valley, was reported by Reuters to have made his comments at a lunch in Port Stanley to mark the opening of the new Falklands airport last year.

They claimed a fellow guest had reacted by smashing a jug on the table, causing the then Defence Secretary Mr Heseltine, to intervene.

The item was widely reported in several newspapers, said Mr Previte, but Reuters now recognised that Mr Foulkes had not in any way questioned the bravery of the islanders and had conducted himself in a dignified manner.

No Jug smashed

they also accepted that no jug was smashed, and that Mr Heseltine did not intervene. They agreed to pay undisclosed damages and all legal costs.

Mr Richard Rampton, for the agency, said they apologised to Mr Foulkes for the embarrassment caused by the admitted inaccuracies in their report.

Mr Foulkes, who lives at South Park Road, Ayr, has represented his constituency since 1979.

Argentina backs call for meeting on debt crisis

BY JIMMY BURNS IN BUENOS AIRES

SUPPORT IS growing among Latin American countries for fresh co-ordinated action to stave off a new payments crisis threatened by falling oil prices.

In a statement released by the Argentine Foreign Ministry on Saturday, President Raul Alfonsin issued his support for an urgent meeting of the Cartagena group of Latin American debtor nations, as urged by Mexican President Miguel de la Madrid and his Venezuelan counterpart, Mr Jaime Lusinchi, at the end of their two-day summit last week.

The Argentine statement is understood to have been issued after close consultation between Mr Alfonsin and President Jose Sarney of Brazil in the latest evidence of a hitherto unsuspected degree of co-ordination among the region's four major debtors—publicly confirmed for

the first time at the meeting of the Cartagena group in Montevideo in December.

At that meeting the group presented a bold package of alternative proposals to the Baker plan, which was classified as a step in the right direction but insufficient to solve the region's debt problems.

The proposals, which included a call for additional funds from commercial banks and an end to conditionality on multilateral lending, have so far failed to stimulate a firm response from industrialised nations.

Some observers in Buenos Aires believe that in the light of the cash problems provoked by the fall in oil prices and, in the case of Argentina, grain prices, major debtors may be moving towards more radical proposals.

[EXCLUSIVE] Chilling revelations of British PC **DRUGS AND CRIME SPREE HITS FALKLANDS**

By **CHRIS HOUSE**

A **AMAZING** wave of drug-dealing and serious crime is sweeping The Falklands. Disturbing facts about the growing problem

have been revealed to the Sunday Mirror by a British policeman.

PC Mark Bullock—who spent 14 months on secondment in the Falklands—said: "I was busier there than I ever was with the Gloucestershire force."

And he warned: "We are only touching the tip of the iceberg."

Mark, 29, laid the blame for the spiralling crime figures at the door of a hardcore element of the 3,500 workers building a new multi-million pound airport on the islands.

His chilling report claims that:

- Heroin and cocaine are being peddled in the Falklands.
- Cannabis is regularly sent through the post.
- Drunken, cowboy-style violence is common. And
- Large-scale fraud and burglaries are rife.

Mark—who plans to sell his house in Hempsted, Gloucestershire, and move back to the Falklands—said:

"We took the crime out there. It is up to us to stamp it out."

He said the seven-strong police force on the islands often found cannabis in mail envelopes—and a doctor claimed building work-



Mark—back to Falklands

ers had been found with traces of hard drugs in their bodies.

And Mark, who has a six-year-old son, revealed that bar-room brawls were commonplace.

He said: "One night we had to deal with a fight involving 150 construction workers."

Soaring

"Chairs, tables and glasses were going all over the place. It was like something out of a cowboy film."

He also said telephone credit card frauds may have involved up to £34,000—while the number of burglaries was soaring.

Mark added: "Once, the locals could leave their doors open day and night. Now they are locked."

ARMY PREPARES TO PUT PACKHORSES BACK IN FRONT LINE

By CHARLES LAURENCE

SERGEANT-MAJOR Peter Breeze tugged gently at the lead rein and Beaufort, a 12-year-old mare loaded with Army-supplies, stepped neatly across the stream and up a slippery bank too steep for any truck or a Jeep.

He was demonstrating that the old-fashioned packhorse could still have a role to play in modern warfare.

Sgt-Major Breeze, veteran horse handler at the Royal Army Veterinary Corps centre at Melton Mowbray, Leics, had just completed a course for six officers on loading and handling packhorses.

Col. Geoffrey Durrant, commanding officer of the Melton Mowbray centre with 150 horses in the stable, said: "What we are doing is training a cadre of men to maintain the skills, should they be needed, and to demonstrate that the pack animal can still contribute to active service."

Sturdy ponies

The Army's last packhorse unit was disbanded nine years ago in Hongkong, but the Falklands campaign prompted it to brush up the old skills.

Sgt-Major Breeze flew to the islands in 1985 after the conflict, hired some sturdy local ponies, and organised a pack train supplying isolated positions.

His successes included supplying the Rapier anti-aircraft missile batteries perched above San Carlos water, where the British troops landed in 1982, when the weather was too foul for helicopters to fly.

"I stayed out there for a four months trial and proved that we could do what even a chopper could not," he said.

Among his pupils at Melton Mowbray were Gurkhas from the 2/2 Gurkha Rgmt due to go to

the Falklands next month, where they will use Sgt-Major Breeze's horsepower.

Lt. Gurung Indra, 35, with 22 years' service, will lead the train.

"I am quite used to the idea because I come from Nepal. There, everyone uses mules and I remember the Tibetan traders coming over the mountains with trains of donkeys and yaks," he said.

Bloodstained service

Ten more Gurkhas from 2/2 have been taking riding lessons to form a horseback patrol for the Falklands peat bogs, where "yomping" would be the only alternative.

The specially-trained mules of the Royal Artillery in the 1914-18 War, who saw much bloodstained service in the Flanders trenches, could haul 340 lbs each.

The last time pack animals were used in a major British Army campaign was in Burma, in the last war. Thousands of mules marching through the jungles from Assam in India were the backbone of the supply lines.

Packhorses are still in service in the West German, Spanish, Italian and Austrian armies.

Mules form the main transport for the Afghan guerrillas fighting the Russians in one of the world's major contemporary conflicts, where the mountains have proved too steep for most of the Russians' modern equipment.

Fencing over the Falklands: how US neutrality broke.

When Argentina invaded the Falkland Islands in April 1982, it seemed absurd for Britain even to contemplate resistance. The job of raising and equipping a task force that would have to travel 8,000 miles and drive out the invaders in possession of the islands, only 400 miles from their base in Argentina, seemed not merely formidable but impossible.

Our military leaders advised that lack of shipping, among other factors, made Margaret Thatcher's plans to retake the islands impossible. Also, they noted the UK's lack of air transport, the length of time the Argentines would have to prepare defences, and all the normal difficulties inherent in making an opposed landing — after an 8,000 mile trip with no real intermediate bases.

Although many of Mrs Thatcher's own military advisers had reached virtually the same conclusion, they proceeded with exceptional skill to make plans to assemble shipping from private sources and to commit their limited military strength to the action.

I felt that America should, without any question, help to the utmost of its ability. This was not only because Britain was our principal ally, but also because I felt that naked aggression should not be supported indirectly by our indifference or neutrality.

I told the Pentagon that all

British requests for military equipment or other support, short of our actual participation in the military action, should be granted at once. I knew how vital speed would be for the extraordinarily difficult operation.

Al Haig, however, tried to institute negotiations by "shuttle diplomacy" between the UK and Argentina, to see if the matter could be settled. The secretary of state had delivered himself on April 14 of one of his more convoluted sentences. "The United States," he said, "had not acceded to requests that would go beyond the scope of customary patterns of co-operation based on bilateral agreements." This verbal mess was correctly translated by the British to mean that Haig was trying to keep the United States neutral.

Others within our government argued that we should at least remain neutral, for fear of worsening relations with Argentina and the rest of Latin America. These people could be readily identified because of their determined use of the Argentine name, Malvinas, for the Falkland Islands.

I argued vigorously in many National Security Council meetings that there would be fury in Britain, and serious loss of confidence among our Nato and Pacific allies (and, indeed, among Latin American nations) if we accepted aggression and stood by, wringing our hands.

Ultimately, this view prevailed with President Reagan. His heart was with Britain.

It is undoubtedly true that the president's close personal relationship with Margaret Thatcher, and the virtual identity of their views on so many matters, were part of the reason for his strong support for the UK.

We had previously and quietly advised Britain that we would honour all requests for military and other assistance. Now that the decision had been made formally, and telephoned to her, we were able to be more useful.

On the first Sunday in May I met Francis Pym, the foreign secretary, and Sir Nicholas Henderson, the skilled and highly effective British ambassador, at the British embassy in Washington to discuss how we could help.

Nicko Henderson is a tall, lanky man who had retired from the British foreign service then written a penetrating article in *The Economist*, pointing out the reasons for Britain's decline and the need to make changes of the kind Thatcher had in mind. She persuaded him to come out of retirement and take the ambassadorship.

He was highly persuasive in his discussions with American officials about the Falklands; he has a superb and subtle sense of humour and took great delight in violating many of Savile Row's ideas of proper dress.

The gardens of the embassy are magnificent, and we had a fine view of them as we sat on the terrace that leads out from the broad hall corridor. It was an incongruous place to be discussing war supplies for the British convoys approaching the Falklands. I made clear that we would supply them with everything we could spare, and quickly.

The next day a British submarine torpedoed and sank Argentina's only cruiser, the General Belgrano. The length to which political opponents of a government policy will go was illustrated by the claims of some Labour politicians that the sinking of the Belgrano was a "dirty trick", and that war might otherwise have been averted. A better way to avoid the war would have been if Argentina's military dictatorship had not invaded the Falklands.

Very shortly after our unequivocal decision to help, British requests for materials and supplies began coming in to the Pentagon. In the normal course, these would have involved a vast number of civilian and military offices. I directed that all British requests were to take priority. I also asked to be told within 24 hours of our receipt of a British request, whether it had been granted, if not, why not, and when would it be granted?

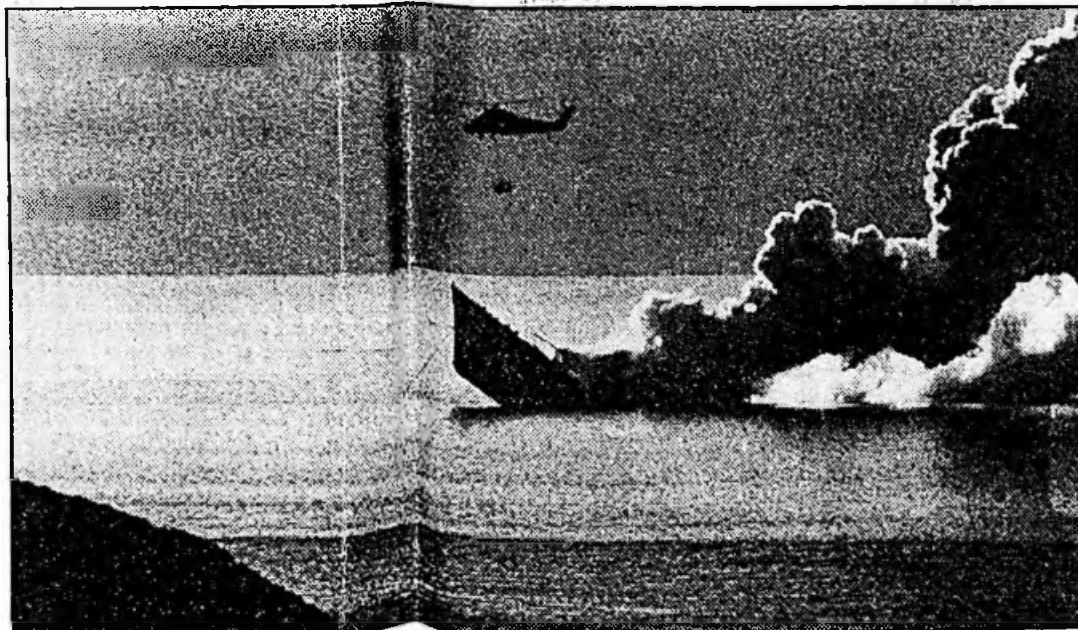
Missiles, particularly our Sidewinders, the air-to-air missiles with which the British wreaked such havoc on the Argentines, and aircraft fuel were the first requests. We also added enormously to the facilities at our base on Ascension Island.

My role was that of assistant supply sergeant, or an assistant quartermaster. The main factor in our assistance was the speed with which we fulfilled all

British requests. Most of the requests to me were approved and sent on their way in 24 hours. One request, for radio receivers to talk to intelligence-gathering sources, took only six hours from their request to delivery.

Another aspect of our assistance was the production and sharing of intelligence. Normally our surveillance and general intelligence-gathering did not include the Falklands. However, we were soon able to let the British see what we could see in that area. This, added to our joint efforts to gather intelligence, gave the British valuable advance knowledge of Argentinian movements and intentions. We were also able to provide real help with our worldwide communications lines. The combined results of the British resolve and military skill and of our substantial logistical assistance were uniformly excellent.

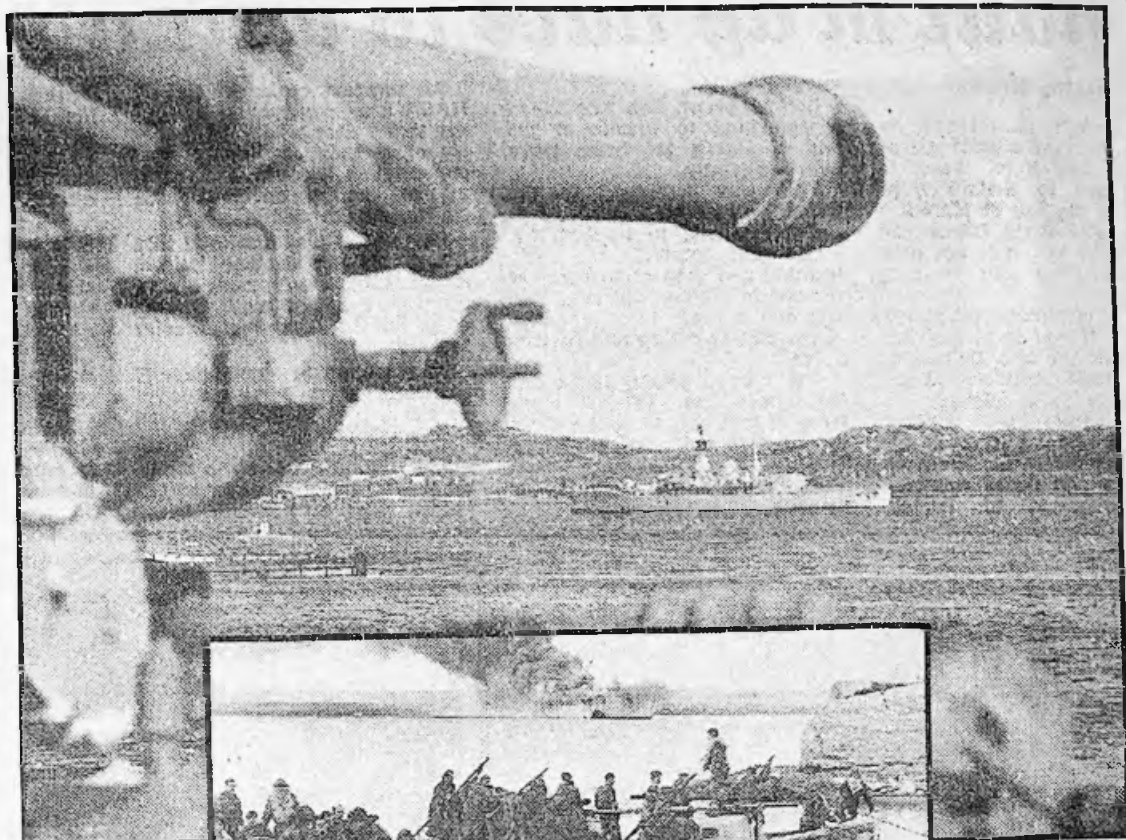
Some say that the British could not have succeeded if we had not helped. This is not so. I believe the decisive factor was Margaret Thatcher's firm and immediate decision to retake the islands, despite the impressive military and other advice to the contrary. Her decisions and subsequent resoluteness in carrying them out were the essence of leadership, and demonstrated once again how that quality can overcome the heaviest of odds.



When the going got rough: HMS Antelope is hit, but American aid was helping Britain win the campaign

FALKLANDS 86: islanders look to future

• The Falklands War ended more than three and a half years ago, yet soldiers still outnumber islanders. CHRIS FOWLER has been back to the islands to discover what life in Falklands '86 is like.



The guns remain: The scene off Port Stanley in 1986, with battleships over-present, a reminder of the strife torn days (inset) of summer 1982.

The scars of war in the islands

WE BUMPED along the rutted track gingerly, for there was a minefield each side. Dust from the dark peat swirled into the back of our Land-Rover.

We clung to grab handles as the huge tyres struggled for grip on what seemed a near-vertical climb. Then, from the ridge, we got the first glimpse of penguins splashing in a Mediterranean-blue sea.

The sun might be burning, the wind icy, but this was summer, the Falkland Islands at their best.

Not a songbird trills, not a flower blooms. No tree or even bush relieves the terrain. Only the jagged flint outcrops and the river-like trails of quartzite boulders lend features to the wide plain and cloud-draped mountains.

From a helicopter it looks like an immense, bumpy lawn, mown too short. The sparse grass is the colour of faded khaki. But on sunny days the light is bright as it appears to be when you leave a cinema at midday. The sea a sparkle like a million diamonds.

From the Falklands' only proper road, Port Stanley looks like a shanty town, its outskirts cluttered with rusting freight containers and derelict vehicles.

It has the air of a TV actor who has achieved one fleeting moment of fame.

You can stroll from one end of the place to the other in 20 minutes and you meet few residents among the tiny cottages and the bungalows with their red-

The islanders are not disillusioned with the troops from Britain. Eric Smith, who cuts peat for a living and is the Falklands equivalent of coalman, said: "Obviously you get the odd problem with one or two individuals but we get on well with the army. They did get rid of the Argentinians, didn't they?"

Before the conflict, Falklands life was hard but simple. Over half the population made their living

array of wildlife: elephant seals, sea lions, black-browed albatrosses. Geese plump as turkeys waddle even into Stanley itself.

Life changed with the Argentinian invasion. There are fewer than 2,000 islanders. But there are now nearly 3,000 civilians working on the barracks and the new international airport.

And 3,000 servicemen wag a warning finger at Argentina. Three enormous barges, piled high with accommodation units for servicemen, overshadow Stanley. These gigantic floating hotels can each house up to 800 men.

The Governor is Gordon Jewkes, a civil servant who went straight from a spell in Chicago to take over from the flamboyant Sir Rex Hunt.

He says that shortage of houses is the biggest abstacle to development. "The population is now on the increase again and we need even more immigrants, particularly teachers."

"Obviously you get the odd problem with one or two individuals but we get on well with the army. They did get rid of the Argentinians, didn't they?"

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to places like B...

"They're having Boeuf en Crouste down there today, with a rather interesting Chambolle Musigny..."

"Shut up and catch us another herring."



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Today, Gardner Merchant are still catering for the needs of workers on the Falklands.

We're also about to unveil a design scheme to develop tourist accommodation on the Islands.

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Penguin patrol

Sailor Philip Rolinson (right), from Dudley, tries not to get in a flap as he strolls through a penguin colony on the island of South Georgia. Philip, a radio operator, and shipmate Gary Webster took a break from their Falkland Island patrol frigate HMS Ambuscade in the South Atlantic. They are pictured with some of the 50,000 penguins in St Andrew's Bay. Philip, aged 21, joined the navy four years ago, and his home is in Langstone Road, Russells Hall estate.

Falkland migrant drive by Britain

Britain has launched a new scheme to encourage more people to emigrate to the Falkland Islands.

Vetted applicants will be given single air fares to the remote South Atlantic islands, assistance with selling their homes in Britain, and refunds for shipping their possessions.

They will also be given priority for housing — a concession which has angered some of the islands' 1,902 existing inhabitants, because houses are in short supply.

This is due partly to the influx of workers to build the huge new airport and barracks at Mount Pleasant, as well as the presence of 3,000 British troops.

Most property is government-built, controlled by either the Falkland Islands government or the Development Council, which is promoting new industry.

Violet Felton, who has organised a petition among the Falklanders, said: "It is quite wrong for immigrants to be given preference over islanders when so many young people are trying to rent a government house."

The British government is anxious to increase the population in the wake of the Falklands War with Argentina.

Most islanders live in the capital, Port Stanley, with a handful living in settlements scattered throughout the island chain.

Most make their living from sheep farming although the Development Corporation is encouraging a fledgling tourist industry.

Shane Wolsey, assistant general manager of the Development Corporation, said two British-based families had already been accepted for the new scheme, while several others were being vetted by Falkland Islands officials in London.

The scheme calls for immigrants with "skills or experience".

Pioneering spirit from Richard and Grizelda

Almost as far as you can travel in the South Atlantic and still find civilisation Richard and Grizelda Cockwell's woollen mill represents the new pioneering spirit of the Falklands Islands.

Unlike the woolen masters of 19th century Bradford whose giant mills dotted about the countryside became monuments to the Victorian age of industry the couple live a simple life at Fox Bay East in West Falkland.

But their enterprise in turning the soft and very bulky Falkland wool from the island's sheep into attractive knitwear has put them in the forefront of local industry.

With help from the Falkland Islands Development Corporation, who have a 45 per cent stake in the mill, Richard and Grizelda are expanding the mill to meet a growing demand for its products.

New wave of tourism

It has now spilled from almost every room in their comfortable home into a new extension which is rapidly becoming an attraction on a wave of tourism to the islands.

The settlement has a popula-

tion of about 50 and as well as Cockwell's mill, there are two farmers, a post office, inshore fishing boat and a salmon farm.

Before the Falklands war with Argentina, however, they would have been hard put to have found the kind of financial support to get the enterprise off the ground.

The mill was officially opened by Prince Andrew in May last year and among the newest employees is Alan Jones who with his wife, Jennifer, the local schoolteacher, arrived in the Falklands from Newcastle upon Tyne.

Until November when they leave for home, patrols from the 1st Battalion the King's Regiment are regular visitors of the Cockwells.

The couple would like to expand production but a shortage of labour is proving difficult to overcome at present.



Richard and Grizelda in the mill

The lads keep very healthy

The King's Regiment at Fox Bay has given the tiny settlement, clinging to the edge of Doctor's Creek, an unofficial GP during their four months stay.

A small well equipped medical centre staffed by two medics is available to the company's MO, Captain Simon Richards, but it is seldom under pressure. "The lads keep very healthy and I don't get problems there," he said.

His staff are Cpl Stephen Boyd, 25, of Belfast, and Kingsman Martin Stokes, 25, of Nantwich. Captain Richards' wife Vanessa, A schoolteacher near Cambridge, formerly lived at the White House, Goostrey, Cheshire.

In an emergency he is available to the settlement nearby whose regular medical advice is normally given over a radio net-work or via a flying doctor.

But to reach the settlement in winter, often through deep snow, entails a three-mile ride in a tracked all terrain vehicle.

The track passes the grave of another doctor who helped to

cure the community of smallpox in the 19th century and then succumbed himself.

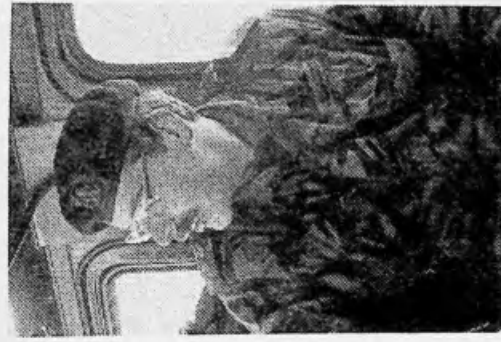
"I am their unofficial GP and am delighted to treat anyone with a health problem," said Captain Richards.

"The locals have very little immunity and suffer from colds and flu and bronchial troubles. Treating them gives me the chance to do something for the community."

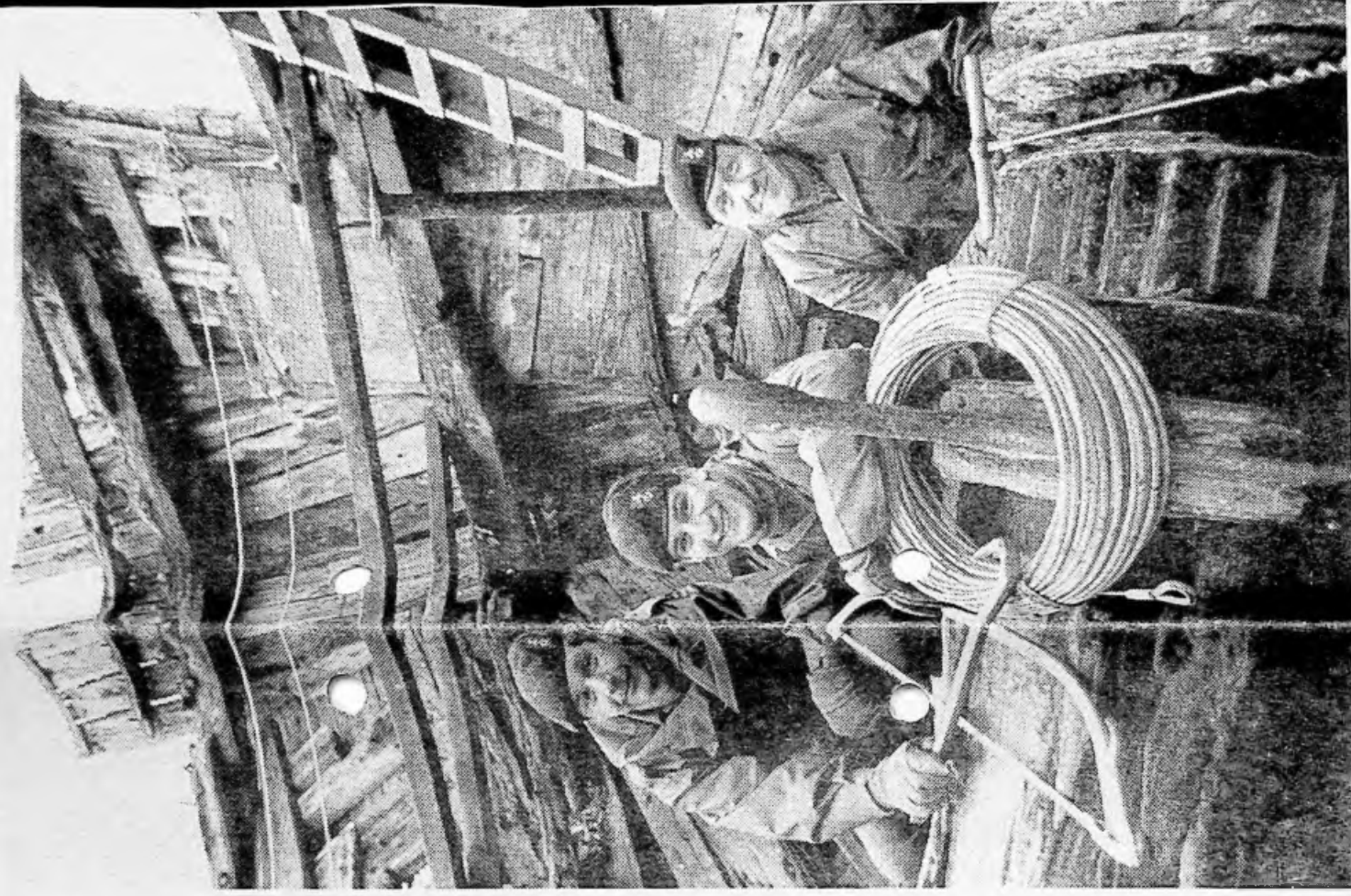
Fox Bay is one of the Falklands growth areas with three new houses providing a building boom, a woolen mill, post office, inshore fishing and farming.

The mill owned by Richard and Grizelda Cockwell in partnership with Falkland's development corporation process the famous Falkland wool. It has taken over the home where they live with their children Adam, 12, Ben, 11, and Sam, 18 months as well as a new factory extension.

Among the small workforce is Alan Jones, from Newcastle, who has settled in Fox Bay with his wife, Jennifer, the local schoolteacher.



Capt Richards on his way to see a patient



Some members of the 'Jhellum' working party

Work party earns praise from the Falklanders

By JOHN WILLIAMS

A work party of soldiers from the King's Regiment have earned the praise of Falklanders because of their efforts to save one of Stanley's landmarks.

Since 1870 the Jhellum, a British-owned barque built in Liverpool in 1849, has been beached at Packe's Jetty and used variously as a storage bulk and workshop.

Last voyage in 1870

But following a survey of the wreck two years ago by Mersey-side Maritime Museum and Falkland Islands Trust it was decided to preserve the life of the vessel as long as possible.

The Jhellum is thought to be the only surviving example of a

Liverpool-built wooden sailing ship to have survived.

The 428-ton vessel is now a skeleton but a project by six Kingsmen and their lance-corporal in off-duty hours could save it for at least another 10 years.

Using simple tools and materials shipped to the Falklands by the museum, they are inserting steel hawsers to prevent the timbers from further collapse.

The ship began her last voyage from Callao to Dunkirk on July 15, 1870, in a much over-loaded state and after difficulty in rounding the Horn put into Stanley in a sinking state on Aug 18.

Her condition was such that the crew refused to put to sea again and was beached where she now lies as an abandoned and deteriorating hulk.

Link with history

The men from the regiment volunteered to spend their free time working on the Jhellum project under the supervision of Mr John Smith, the Falkland's leading maritime historical expert.

Leading the party is Lance-cpl George Unwin, 37, of Kirkby, Liverpool, who has also recovered many old bottles discarded inside the vessel.

"It is a fascinating link with history and is especially inter-

esting to me because it was built in Liverpool," said the Lance-corporal.

"It would be nice if one day it could be taken back to Liverpool but I understand this would cost about £2 million."

Another member of the party, Kingsman Andrew Smith, 20, of Speke, Liverpool, was also enthusiastic about the project despite working in conditions only a few degrees above freezing.

"When they asked for volunteers I flew at the chance," he said. "As well as saving something worthwhile it helps us to get away from the routine."

Won a lot of friends

Others involved were Kingsmen David Bramwell, of Denham, near Manchester, Kenneth McNaghten, Litherland, Liverpool, Michael Quayle, Kirkdale, Liverpool, Andrew McCarthy, Skelmersdale, Lancashire, and Anthony Sullivan, Runcorn, Cheshire.

The volunteers were congratulated by Rear Admiral Christopher Layman, commander British forces in the Falkland Islands who said: "It has won them a lot of friends and reflects great credit on the King's."

There are more wrecks around the Falklands than almost anywhere in the world and interest in them is a pastime of islanders.

Staying power

*From Lieutenant-Colonel
Michael Mates, MP for Hamp-
shire East, (Conservative)*

Sir, The mobile bakery which was producing fresh bread for the troops in the Falkland Islands when I went there in early 1983 deserves a mention for longevity.

Built in 1943 to operate in the field on a trailer behind a 3-ton truck, the oven was in continual use until 1969, when it was presented by the RAOC in Cyprus to the Royal Corps of Transport Museum.

Recalled to the colours in 1982, it was shipped to the Falkland Islands, producing 270,000 fresh loaves before being replaced by a more modern oven.

It is now back in its place of honour in the RCT Museum at Beverley, North Humberside. Doubtless if the call comes again, the next generation of Army bakers will find the oven ready and willing to serve.

I have the honour to be, Sir,
Your obedient servant,
MICHAEL MATES,
House of Commons.

Tory wants vote on leader

BY ROBIN REEVES, WELSH CORRESPONDENT

SIR ANTHONY MEYER, Conservative MP for Clwyd North West, said yesterday that he would like Mrs Margaret Thatcher to have to seek re-election as party leader in the autumn.

He denied that he wished to get rid of the Prime Minister but in an interview on BBC Radio Wales, Sir Anthony said that he felt that it was important to have a contest.

In the interview and later in a speech in his constituency he said he would be prepared to

put up a candidate.

The Old Etonian and former diplomat said it was clear that the Westland affair was "not going to lie down."

A leadership contest would be the best way to decide who should lead the party into the next general election, he said.

Sir Anthony is well known for maverick views. During the Falklands crisis, he was a rarity among Conservative MPs in being openly critical of Mrs Thatcher's decision to use military force.

Threat to Antarctic wildlife alleged

By Edward Vulliamy

GREENPEACE said yesterday that a foreign office document leaked to the environmental pressure group showed that Britain was seeking changes in the Antarctica international agreement that would seriously damage wildlife on the continent.

The Foreign Office recommendations, Greenpeace claims, constituted a serious threat to the survival of colonies of rare penguins, whales and seals.

The leaked document, which was submitted to an Antarctic Treaty meeting in Brussels last year, proposed changes to the agreement covering mineral exploration.

It read in part: "The United Kingdom submits that it was not the purpose of the agreed measures to prohibit all activity in Antarctica where the incidental mortality of native fauna could be foreseen."

"It appears to the United Kingdom that there is a case for considering the possibility of amendment of the agreed measures which should go hand in hand with further development."

The measures referred to were adopted in 1964 by all the 32 member states of the Antarctic Treaty and made the Antarctic a "special conservation area."

Mr Jeff Canin, Greenpeace campaign organiser, said yesterday: "No matter how the Government views the purpose of the measures, the letter states quite clearly that the killing of wildlife is prohibited."

He said that the use of explosive charges of up to 100lb in mineral blasting could kill and injure thousands of penguins, fish and seals. They would also interfere with communications between whales, driving them from their feeding grounds.

Dr David Bellamy, the conservationist told a Greenpeace conference yesterday: "The world does not need the minerals and oil in the Antarctic. We only need the Antarctic for its wildlife and wilderness information. What is happening is that it is being taken over by the grabbing, grabbing, grabbing, and never giving back."

The Foreign Office said last night that the project mentioned in the document involved the detonation of two lines of explosives underwater. It added: "There could have been some accidental killing of birds, but this would not have been significant. The purpose of the Agreed Measures, which we support, is to protect wildlife."

Greenpeace also criticised the Government for failing to put diplomatic pressure on the Soviet Union, whose factory fishing fleet was, it said, wiping out fish stocks around the British possession, South Georgia.

Mr Roger Wilson, Greenpeace's wildlife officer, said that one species of Antarctic cod had been reduced to 12 per cent of its stock level by Soviet fishing flotillas which vacuumed the seabed for fish.

Mr William Waldegrave, the Environment Minister, launched a new computer system in Bristol yesterday designed to improve the effectiveness of his department's wildlife division which issues licences controlling trade in endangered species.

Mr Waldegrave said that the £200,000 system would establish a world lead in implementing the international control on wildlife trade.

It contains a data base of 15,000 species of plants and animals and provides civil servants with information on conservation status and conservation regulations in countries of origin.

The Times
1st February 1986

Protection for wrecks of ships and aircraft

A Bill to make it an offence to interfere with the wreckage of crashed, sunken and stranded military aircraft and vessels passed through all its stages in the House of Commons.

Mr Michael Mates (East Hampshire, C), who proposed the Bill, said that it would apply throughout the United Kingdom and also international waters, said the measure would protect the sanctity of wrecks containing human remains. There were also security aspects involved.

The upsurge in aircraft archaeology by individuals and groups had caused distress to relatives of dead aircrew. Military vessels sunk in war still contained bodies, and professional and amateur divers seeking trophies caused distress to surviving shipmates.

Mr John Lee, Under Secretary of State for Defence

Procurement, indicating that the Government welcomed the Bill, said it recognized the importance to the economy of Orkney and Shetland of diving activities in German vessels scuttled in Scapa Flow in 1919, which did not contain bodies, so the Government would issue a general licence virtually immediately to enable those activities to continue.

Two Falkland wrecks, *Ardent* and *Antelope*, lay in territorial waters and were protected. Other ships such as *Coventry*, *Sheffield* and *Atlantic Conveyor* were outside territorial waters.

Legislation would appear to be the only effective way to curb the more irresponsible elements and assuage public feeling. He hoped that if the Bill was passed it would act as a deterrent and that it would seldom be necessary to prosecute.

Antarctic 'embassy' opens

By Pearce Wright
Science Editor

Greenpeace, the environmental organization, yesterday opened an embassy in London to help safeguard the interests of Antarctica, with Doctor David Bellamy, the botanist and conservationist, as its first ambassador.

Ceremonies were held in 12 countries where Greenpeace aims to set up an embassy or consulate, with the declaration of Antarctica as the first "world park" by a team of Greenpeace campaigners who raised a flag at the Bay of Whales on the Ross Ice Shelf.

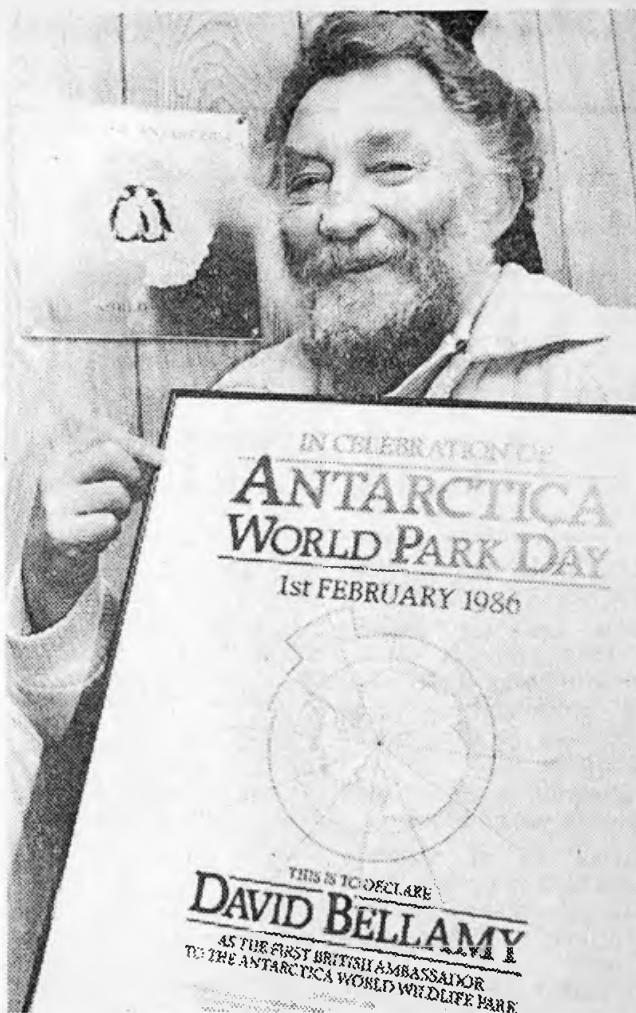
The organization also disclosed the contents of a leaked document which it claimed showed the British Government is backing moves to alter the Antarctic treaty to allow mineral and oil exploration.

Doctor Bellamy said that Antarctica should be declared a "no go area" for industrial and commercial exploitation. Scientific progress in developing alternative energy sources meant the resources of Antarctica were not needed. They would also be uneconomic to develop, he said.

According to Mr Robert Wilson, a Greenpeace campaigner, the plunder has already begun. He produced scientific evidence to show that 90 per cent of Antarctic cod has been fished out by Soviet vacuum factory trawlers in an area around South Georgia, which is under British sovereignty.

Mr Wilson alleged the activity had continued with the connivance of the British Government. The Greenpeace vessel made a brief landing in Antarctica but below freezing temperatures forced the crew to leave earlier than planned.

The environmentalists claimed to have faced



Doctor David Bellamy, the botanist, in London yesterday with the plaque and certificate proclaiming him as the first British ambassador to Greenpeace's Antarctic world wildlife park (Photograph: Chris Harris).

obstruction from member countries of the Antarctic treaty in their attempts to establish a base.

Mr Wilson said: "The Antarctic treaty states have been actively trying to sabotage our operation. The New Zealand government refused to issue us with any radio licences, except for emergency communications with

their Scott Base. They also refused our application for a licence to use satellite communications.

"It is hypocrisy to accuse Greenpeace of being recklessly unprepared for such a venture on the one hand, while on the other refusing to provide licences for communications essential for the safety of the expedition."

Argentina

Scream if it hurts

Seven months after President Alfonsín surprised Argentina with a stern austerity programme, the pips are beginning to test their squeaks. The programme was intended to cure Argentina's 2,000%-plus annual rate of inflation by deep cuts in government spending, higher taxes, and a freeze on prices and wages. The measures



No work, and no way to get there

have more or less achieved their aim: at 30% or so, the annual inflation rate is now, by Argentine standards, practically nil. Those hurt by the programme, however, are not quietly bearing with it.

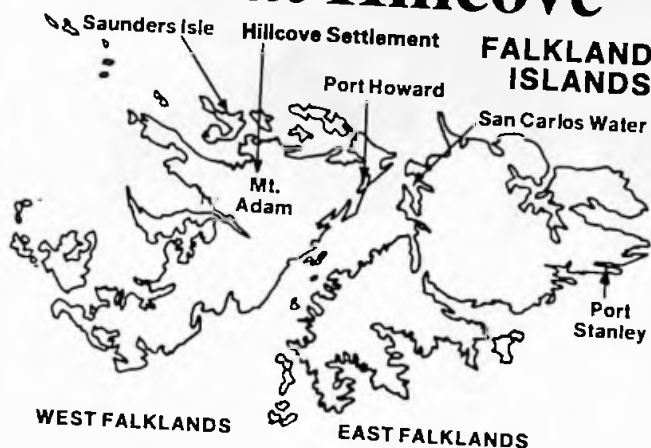
A 24-hour general strike called for January 24th by the main union organisation, the General Confederation of Labour (CGT), was the most effective of the four stoppages held since Mr Alfonsín came to power. Most offices and factories closed. Those who wanted to go to work could not get there: public transport was paralysed, and shots were fired at one of the few buses running. The press and broadcasting were affected, though some shops and restaurants stayed open.

The CGT, which is dominated by the main opposition party, the Peronists, claimed that nine-tenths of the country's 8.5m workers stayed at home. Another strike, this one for 36 hours, is threatened unless the government relaxes its wage freeze and reverses the austerity measures which have led to thousands of layoffs over the past few months.

The International Monetary Fund's latest standby agreement with Argentina expires in two months, and the unions' demands that the government thumb its nose at the Fund are becoming more insistent. Mr Saul Ubaldini, the loudest voice among CGT leaders, has called for the breaking of all links with "international usury and the IMF". Rioting broke out when Mr David Rockefeller, a former president of Chase Manhattan Bank, one of Argentina's principal creditors, visited Buenos Aires in January.

Mr Alfonsín, strengthened by a victory in the congressional election last November and by the popularity of his government's prosecution of Argentina's former military rulers, believes he can resist union pressure. He has solid middle-class support. But earlier, less ambitious, austerity plans foundered on the rock of union resistance. Businessmen are pressing Mr Alfonsín to lift price controls—which, if it happened, would make workers with still-frozen wages even angrier.

Fun at Hillcove



IF YOU like hiking, camping, canoeing, climbing, orienteering or even chasing pigs the Hillcove Adventure Training Course may be just the thing for you. Two cadets from RFA *Appleleaf* have recently been the first RFA crew members to attend the week long course. Deck cadet Christopher Lambert describes the experience.

Iain Livingstone, engineer cadet, and I transferred by boat to RFA *Diligence* in San Carlos water, collected some of our equipment and flew by "Bristo" helicopter to the adventure centre. Here the remainder of our kit was issued and we met up with the other ten members on the course.

The military organisers provided two portacabins and we moved into the rather spartan accommodation. After a course brief we were instructed to make ourselves known to the locals. This we did by walking the short distance to the Hillcove Settlement.

We were amazed at the genuine warmth in the welcome we received. a good laugh was had by all when some small black pigs escaped from their pen; we spent a lot of the evening running after them before they were all safely captured.

Our next major task was a 10 mile hike across the moors and bogs to a small inlet called sound cove. Ten miles doesn't sound very far but the walk was anything but

flat and the weight of our packs certainly gave our shoulders a pounding. Two days camping next to Sound River followed, which gave us the opportunity to attempt fishing and to fend for ourselves.

After this we were allowed to pick our own route back to the centre; ours should be described as the scenic route. Magnificent views of Mount Adam, Saunders Island and Sound Ridge but, oh, what swollen feet and sore blisters!

The next day the organising PTI staff took pity on us and sent us canoeing in water that was barely above freezing! It was actually great fun and when we weren't suffering from cramp we enjoyed it! Due to bad weather the climbing expedition was cancelled and instead we did some orienteering around the settlement. Funnily enough the weather improved immediately.

Friday evening, our last at the centre, was spent visiting the only pub. All the locals gather there and it was interesting to hear their stories and problems. Again their hospitality was tremendous especially so as we realised how many course faces they must see throughout the year.

The following morning we packed our bags and flew back to RFA *Diligence* with some wonderful life-long memories.

Reliant proves Arapaho system

WHAT IS big and grey, has a flight deck like a giant potato chip cutter, and has spent most of the past year tramping round in circles?

The answer is RFA Reliant, whose beat is in the South Atlantic, and which has steamed more than 73,000 miles in the past 12 months, much of it in circles within 90 miles of the centre of the Falkland Islands Protection Zone.

This unique ship is commanded by a Royal Fleet Auxiliary Service captain although the majority of her complement is Royal Navy, boasts the biggest flight deck outside the Invincible-class carriers, and features her very own Hilton, tower block, and village.

RFA Reliant, formerly the Harrison Line's container ship mv Astronomer, was pressed into service during the Falklands war in 1982. A year later she entered the RFAS as the Reliant, having been converted under the Arapaho concept of using container ships as helicopter support vessels.

But whereas the Arapaho modifications were intended as temporary measures to support transatlantic convoys, the Reliant has already been hard at work for more than a year in the unforgiving environment of the South Atlantic.

She celebrated her first birthday in the protection zone on November 25.

For much of that year the Reliant operated five Sea King helicopters of 826 Naval Air Squadron, now reduced to

S. Atlantic

'Hilton' is a veteran

three aircraft under the general scaling down of forces. Her hangar is capable of housing four Sea Kings and all major servicing and component changing can be done at sea by the flight's 50 maintainers.

The ship, 699ft. long and 27,867 tons gross, can be divided into five distinctive sections. Working from the stern, they are:

- The Hilton — a four-tier "hotel" for RFA and STO(N) personnel and senior RN staff;

- The Tower Block — ten stories of accommodation, stores and recreation spaces for the ship's company. Below the Tower Block is the Village, a containerised complex of living spaces, offices, a laundry, refreshment bar, main galley and Naafi shop;

- The flight deck — which is made of portable, gridded steel matting sections and looks like a giant potato chip cutter;

- Several holds beneath the flight deck which are put to a variety of uses; and

- The hangar — a construction of interlocking containers which includes a safety equipment section, avionics and mechanical workshops.

Reliant's huge flight deck, big enough to accept two Chinooks crossdeck, provides excellent grip for the aircraft, although its sharp surfaces are most unkind

to tyres and utterly unsuitable for deck sports. In the year down south, 2,200 deck landings have been completed.

An enormous, cavernous hold beneath the flight deck has been converted into a sports arena, marked out for badminton, volleyball, basketball and five-a-side football.

Another hold houses the Stores and Transport Organisation (Navy), a civilian outfit which keeps more than 20,000 pattern numbers of naval stores in a seven-deck complex.

One hold is filled with concrete to provide ballast, the farthest forward is the aviation fuel farm, and several others are empty.

Reliant's resident airmen are provided by 826 NAS, whose A, B and C flights

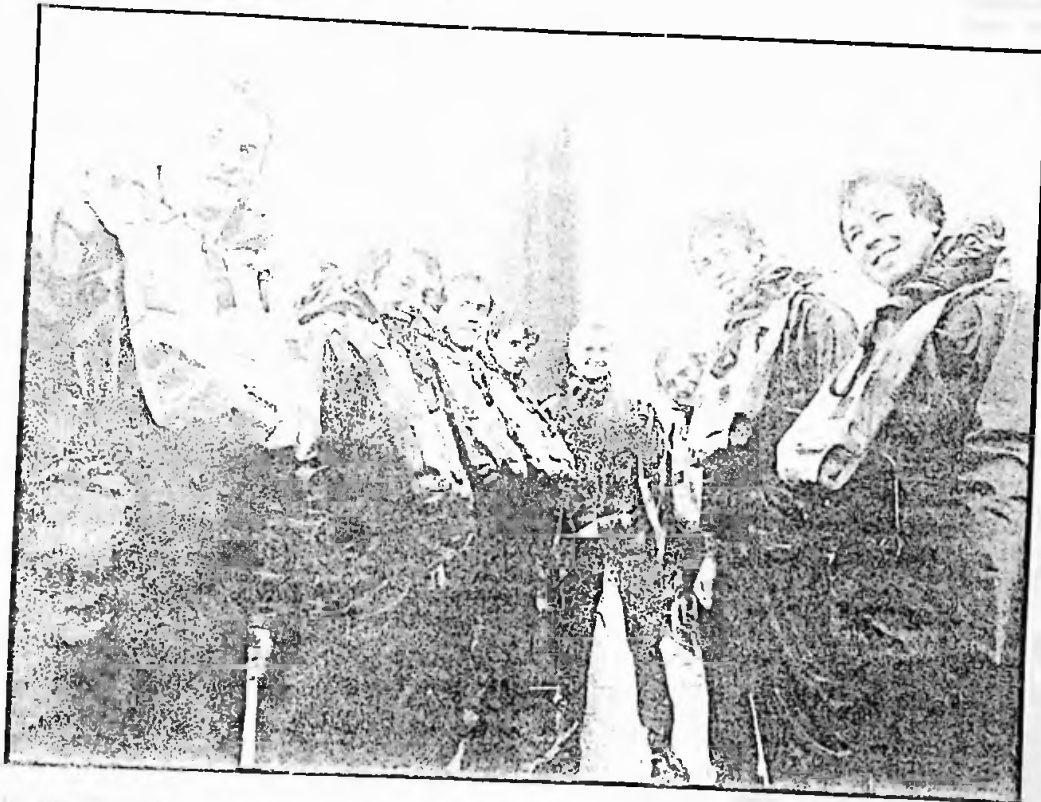
serve three months at a time on station. Their flying duties are among the most interesting of all ASW squadrons.

Manning of the Reliant is unique in the RFA in that the majority of the ship's company is Royal Navy. Senior naval officer on board is the embarked flight commander. In all, there are six main "ethnic" groups on board — Fleet Air Arm, RN general service, RFA, air engineers from the RFA Air Support Unit, STO(N), and Harrison Line personnel.

Having survived her first year in the protection zone so well, the Reliant has proved an excellent choice to test the Arapaho system and give a cost-effective method of providing ASW cover in the Falklands.

OLYMPUS TRIPPERS

COMING UP for a breather in the Falklands are some of the crew of HM submarine Olympus, which has been on patrol in the South Atlantic. Unfortunately, they disappeared down their conning tower and vanished from sight before we could get their names!



Sporty Amazon busy in Barbados

HM frigate Amazon (F123) is on a visit to Barbados, Guyana and Trinidad. The ship is part of the Royal Navy's Caribbean fleet and is currently on a goodwill tour. The ship's crew is enjoying the local sports and culture. The ship is expected to stay in Barbados for a few days before moving on to the next port of call.

The ship is a Type 23 frigate and is one of the most advanced in the Royal Navy's fleet. It is equipped with a variety of weapons and sensors, and is capable of operating in a wide range of environments. The ship's crew is made up of men and women from all over the world, and they are all proud to represent the Royal Navy.

The ship's visit to Barbados is part of a larger tour of the Caribbean. The ship is expected to visit several other ports in the region, including Guyana and Trinidad. The ship's crew is looking forward to meeting the local people and sharing their experiences with them.

The ship's visit to Barbados is a testament to the Royal Navy's commitment to international cooperation and goodwill. The ship's crew is proud to represent the United Kingdom and to share their experiences with the people of Barbados.

The ship's visit to Barbados is a testament to the Royal Navy's commitment to international cooperation and goodwill. The ship's crew is proud to represent the United Kingdom and to share their experiences with the people of Barbados.

I'll be mother, brother!

NOT QUITE as good as Mum's, but the cup of tea MNE John Tiffen (right) is pouring for brother AB Alan Tiffen was no doubt a welcome break from duties in the South Atlantic.

John is serving in HMS Endurance and Alan in HMS Scylla, and they met when their ships arrived in Port Stanley to take part in the Battle Day parade commemorating the First World War Battle of the Falkland Islands.

Picture: LA(Phot) John Hickin.



Sporty Amazon busy in Barbados

HMS AMAZON stopped off for a week in Barbados on passage from the South Atlantic to Devonport.

Six members of her ship's company competed in the Barbados international 12km run, while a full programme of team sports was arranged.

The frigate had fared well on the sports field during her five-month tour of duty in the Falkland Islands. Her soccer team won two and drew one match, while the rugby side lost just once in nine outings.

WINNING WASP

HMS SCYLLA'S Wasp helicopter did rather well at what must qualify as the most southerly helicopter in the world. The pilot, Lieut. Peter Clarke (right), and observer, Sub-Lieut. Ian Irvine, swept the board in the timed navigation and precision winching competitions

and also won the prize for the best turned out helicopter.

The competition took place at Port Stanley airport and involved Royal Navy, Army, Royal Air Force and Bristol's Sea King helicopters. 826 A Flight's Sea King was second and HMS Achilles' Wasp third.



Gun salute!

LIEUT. Ken Morrish received a pleasant surprise when he left HMS Scylla to join HMS Defiance. When he visited the CPOs' Mess to say farewell he was presented with a model 20mm Oerlikon gun, painstakingly built by CPOWEA Dixon.

RALEIGH TO HAVE MEMORIAL TAPESTRY

A CHEQUE for £500 presented to HMS Raleigh will go towards an official Falklands War Memorial for the West Country training establishment.

The memorial will take the form of a 7ft. by 10ft. tapestry, designed and made by artist Fiona Forsyth, which will depict both symbolic and pictorial scenes of the conflict and sacrifice in the 1982 battle for the South Atlantic islands.

Godwins (South West) Ltd. presented the cheque on January 9 to Capt. Brian Brown, the then Captain of Raleigh, now promoted rear-admiral.



Falklands' red crab potential

A PILOT processing plant is to be set up in the Falklands as the next stage in a project sponsored by the Falkland Island Development Council to assess the commercial potential of the islands' inshore fisheries.

The 2½-year project is being carried out by Fortoser Ltd, a company set up by former British fishing industry executive John Williams. The first year of the project has been completed.

Following a survey trip by a former British vessel, abundant stocks of several species have been discovered in the virgin inshore waters around the islands, including skate, krill and various crustaceans, and in particular a crab known as red crab (*Paralomis granulosa*).

It is this latter species which appears to have most commercial market potential, as it has good quality meat and is abundant around the islands.

Project leader, John Williams, recently in England to make a progress report to the Overseas Development Administration, told *Seafood International*: 'The project is progressing well and I am optimistic that a viable commercial operation will eventually be developed.

'Crustaceans appear to have most potential at present – especially red crab – and the next phase of the project will concentrate on assessing the processing and marketing potential of the species.'

A pilot processing plant will be in operation at Fox Bay 'hopefully within the next two months', said Mr Williams.

The British based shellfish processor, Van Smirren, is involved in the project and a staff member will be going out to the Falklands to commission the processing plant.

The biggest problem with the red crab is its small size (about 10cm across the shell) which will add to processing costs.

Squid becomes latest surimi blend

SQUID is the latest taste which Japanese processors are putting into kamaboko products made from the specially minced fish known as surimi.

Kamaboko is the generic name for a range of food delicacies offered to the Japanese consumer. One variety which has become well known over the past three of four years is artificial crab. Exports of this product have soared to reach some 42,000 tonnes in 1985 with the bulk going to buyers in the USA.

The Americans are now beginning to produce their own kamaboko products, with the emphasis on the crab flavour.

Meanwhile, in Japan, scallop taste and shrimp taste have also been tempting buyers. But the

huge Taiyo fishing group sees even more promise in a squid analogue, although many people in the fishing industry will wonder why it is thought necessary to devise a substitute for a raw material presently abundantly available.

In Europe, at least one processing company in the Faroe Islands is reported to be developing kamaboko from blue whiting surimi. Two experts from the Nippon Suisan company in Japan have been advising on production techniques.

In Norway, the company Fideco of Tromsøe has obtained a licence to export surimi made from capelin and herring. This has been developed in a pilot plant in the northern city, but it is planned to make it commercially even

further north in the Finnmark province.

By the addition of taste and colour substances, Fideco's bland fish-based raw material can be made into a variety of foods ranging from artificial meat rissoles to lobster.

Rolling along side by side . . .

THREE of the busiest ships in the Falkland Islands are nearing their second anniversary together.

HM ships *Sentinel*, *Guardian* and *Protector* are constantly on watch around the islands, sometimes having to brave unsurveyed waters close inshore to carry out their tasks.

"Flagship" of the Falkland Islands Patrol Squadron is the *Sentinel*, largest ship of the three, displacing more than 2,000 tons and with a complement of 32. Her commanding

officer, Lieut.-Cdr. Tim Burne, is the senior officer of the squadron.

The *Guardian* (Lieut.-Cdr. John Rainbow) and the *Protector* (Lieut. John Baker) are sister-ships and half the size of their leader. But all three — although they roll at the slightest excuse — are robust, manoeuvrable and superbly suited to the harsh conditions which are often encountered in their area of responsibility.

All began life as oil rig support vessels under the management of Seaforth Maritime Ltd. Soon after the Falklands War the Ministry of Defence acquired them and converted them for their future career under the White Ensign.

Converted

The *Seaforth Saga* and the *Seaforth Champion* became Royal Navy ships in March 1983 and were renamed *Protector* and *Guardian* respectively. They were armed and otherwise converted at a yard in Cardiff, being commissioned at Rosyth in October of that year in the presence of the former Commander Land Forces, Falkland Islands, Maj.-Gen. Sir Jeremy Moore, RM.

Three months later the former *Seaforth Warrior* was commissioned as HMS *Sentinel*, shortly before the *Protector* became the first of the three to arrive in the patrol zone.

All the vessels are ice-strengthened and have bow thrusters. In addition, equipment for their current role includes 40mm Bofors guns, mountings for general purpose machine-guns, ammunition lockers, deckhouses, and a new

crane mounted on each vessel's welldeck.

Each ship has a Royal Marines detachment as well as two Pacific 22 rigid inflatable boats.

Apart from their main role of surveillance, the trio also provide valuable service as ferries and troopships, and are an important link between the military and the islanders in outlying settlements, from whom visiting ships receive a warm welcome.

Cramped

Normal tour of duty for members of the ships' companies is four months, although certain key personnel serve for six. Accommodation is cramped, with officers and senior rates living in two-berth cabins, while RM and naval ratings have separate messes but share a common recreation space — which doubles as a dining hall.

The ships operate on a monthly cycle which includes five days of assisted maintenance alongside RFA *Diligence*, and a two-day stand-off in Stanley during which everyone gets a chance to relax.

● Falklands Peace Patrol —
Page 15.

FACTS AND FIGURES

HMS *Sentinel* — Displacement: More than 2,000 tons full load. Length: 198 ft. Beam: 43.7 ft. Draught: 14.8 ft. Propulsion: Two MAK V12 diesel engines producing 7,600 hp, two propellers. Speed: 14 knots. Weapons: Two 40.60mm Bofors guns, three GPMGs, two 2-in. rocket launchers. Complement: 32 (including seven Royal Marines).

HM ships *Protector* and *Guardian* — Displacement: 1,030 tons deadweight. Length: 192 ft. Beam: 39.4 ft. Draught: 14.8 ft. Propulsion: Two Polar 16-cylinder diesels, two shafts, producing 6,160 hp. Speed: 13.5 knots. Weapons: Two 40/60mm Bofors guns, two GPMGs. Complement: 24 including Royal Marines detachment.

Old Protector was Endurance forerunner

OF THE THREE ships of the Falklands Island Patrol Squadron, HMS Protector probably has the strongest historical links with the area.

The sixth Protector, a netlayer built in the 1930s, was converted in 1955 as an Antarctic ice patrol ship, a task she carried out until she was replaced by HMS Endurance in the late 1960s.

Broken up in 1970, she was one of only two purpose-built netlayers to serve the Royal Navy during Hitler's war, the other being HMS Guardian. The Guardian won two Battle Honours for the name — Norway 1940 and Sicily 1943 — and was eventually broken up in 1962.

Only other Guardian to serve in the Royal Navy also has a connection with the South At-

lantic — although a rather unhappy one. A fifth-rate warship of the 18th Century, she hit an iceberg and beached at Table Bay, South Africa in 1790.

HMS Protector's other predecessors were a fifth-rate which foundered in a cyclone off India in 1761, a fireship of 1758, a gun brig of 1805 which 12 years later became a survey ship, a wooden gunboat which was laid down in 1861 but cancelled before she could be completed, and a cruiser for Australia which entered service in 1884.

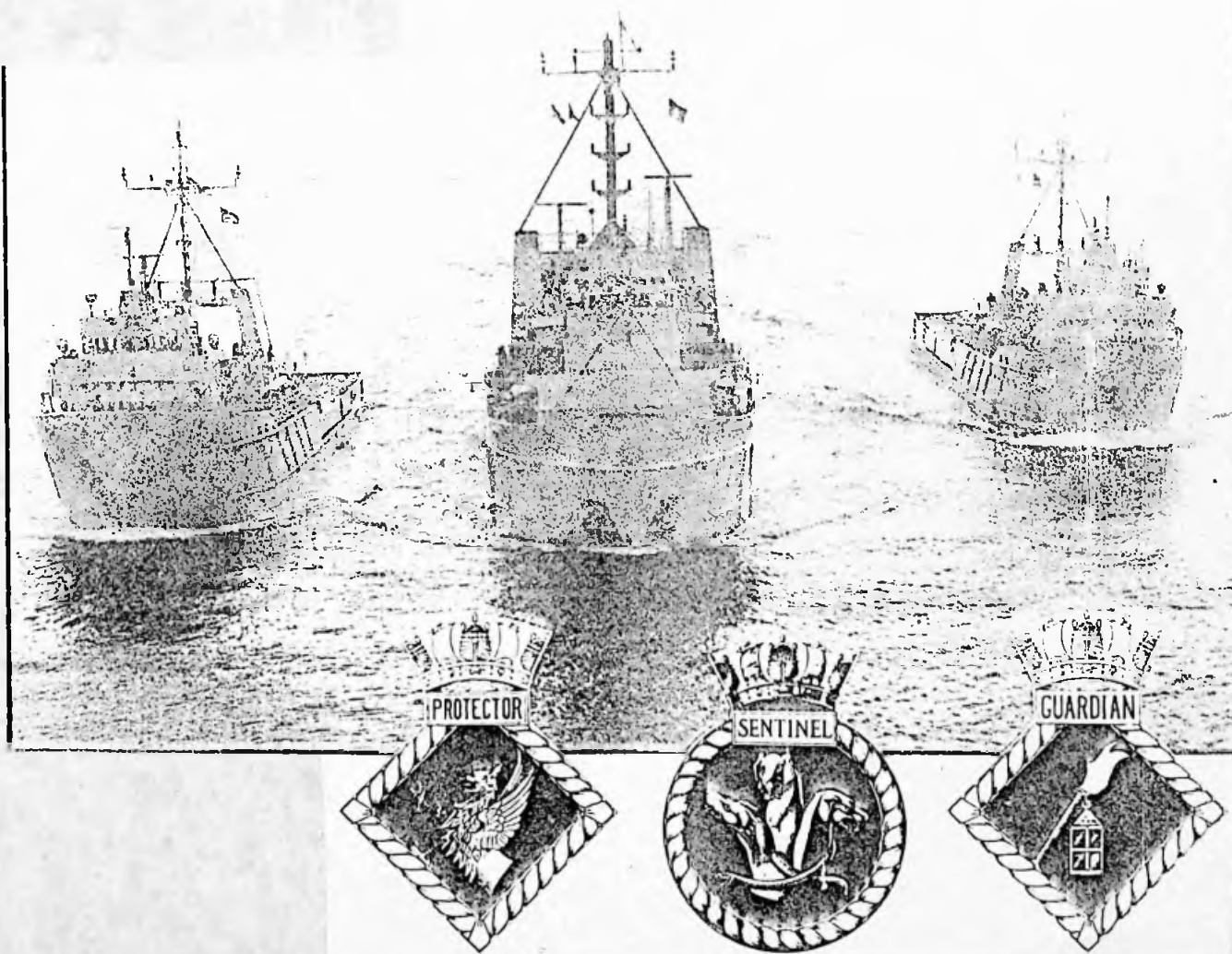
Last of those ships was renamed Cerberus in 1921 and used for harbour service before

reverting to the name Protector shortly before she was sold in 1924.

HMS Sentinel has three predecessors, two of which, coincidentally, started life with another name. The first, a gun brig (ex-Friendship) was bought in 1804 and wrecked in the Baltic in 1812. The second (ex-Hinchkeith) was a scout cruiser of 2,985 tons which entered service in 1904 and was sold in the early 1920s.

Third of the name was an S-class submarine, launched as Japan surrendered in 1945. She was sold to the breakers in 1962.

Three on watch. From left, HM ships Protector, Sentinel and Guardian.



OVERSEAS DEVELOPMENT
MARCH 1986



John Vereker

The new Principal Finance Officer is to be **John Vereker**, who has been Under Secretary responsible for British aid to Asia, Latin America, and the Caribbean, Pacific and Southern Atlantic regions since 1983. Mr Vereker, who joined ODA in 1967, has had two spells away from the office — from 1970 to 1971 as a technical assistant at the World Bank in Washington, and from 1980 to 1983 as an Assistant Secretary in the Prime Minister's Office.

Mr Vereker's successor as Under Secretary in charge of Asia and the Oceans Division is **Richard Samuel**, who is coming to ODA on secondment from the Diplomatic Service — which he joined in 1957. He has served in Europe, Hong Kong, Singapore, Peking, Washington and Moscow, and from 1982 to 1985 was Deputy High Commissioner in New Delhi.

FALKLANDS: Work has started on rebuilding the hospital at Port Stanley in the Falkland Islands which was destroyed by fire last year. The £11.3 million hospital will be a shared civilian and military facility with an acute care wing, a civilian health centre and sheltered housing for the elderly.

Falkland penguins 'in danger'

By Patricia Clough

Thousands of penguins are dying of starvation in the Falkland Islands because of over-fishing in the area by Soviet and other fishing fleets, a European MP says.

Mr Robert Battersby, the Conservative member for Humberside, has tabled a motion for resolution in the European Parliament calling on the EEC to start talks immediately with the United Nations on a workable fishery management control system in the south-west Atlantic.

Mr Battersby accuses the Russian, Polish and Japanese fleets of decimating fish stocks, particularly squid, by uncontrolled fishing, endangering wildlife.

"The side effect of this excessive and irresponsible fishing policy is that the whole ecological balance is being seriously damaged", he said.

"The penguin population and the seals depend heavily on squid for their survival and we are now finding that thousands of penguin corpses, underweight and showing signs of starvation, are being washed up.

"It is expected that there will be a serious decline in the population of both species before long, due to widespread starvation."

He blames over-fishing on the world price for squid, which is about £1,000 a tonne.

The Royal Society for the Protection of Birds said, however, that starvation among the penguins could well be due to changes in the weather which prompted fish and squid stocks to move to areas where the birds could not reach them. It was a well known occurrence.

NEW METHODS CUT COSTS OF POST-FALKLANDS WARSHIPS

By **DESMOND WETTERN** *Naval Correspondent*

NEW construction techniques are making substantial cuts in the building time and costs of the Navy's newest warships, with 10 months being clipped off the completion time for the new frigate, Sheffield, launched on the Tyne earlier this week and for her sister ship, Coventry, due to be launched on April 8.

This improvement in performance is being achieved despite numerous changes dictated by lessons from the Falklands conflict.

The 4,500-ton Sheffield is similar in size to her predecessor, the missile destroyer sunk four years ago in the South Atlantic, but while the previous Sheffield, completed in 1975, and her sister ships took an average of 5½ years to complete, the new ship, and the Coventry will have taken slightly over four years and seven months to build by the time they are completed in the latter part of next year.

Insulation replaced

As I went through the various compartments in the new ship as she lay on the slipway the day before her launch, it was clear that Swan Hunter, her builders, faced a much more complex task than that which they had with the four sister ships of the earlier Sheffield that they delivered between 1976 and 1985.

Incorporating many of the changes deemed necessary after

the Falklands experience has caused several headaches for the builders. The PVC plastic insulation, which had been used to cover electrical wiring and which had helped the spread of dense smoke and toxic fumes after the previous Sheffield was hit by an Exocet missile, has been replaced by new material that gives off much less smoke in a fire but is also much softer and the shipyard men have had problems in handling it as it breaks much more easily.

Easy-to-clean plastic sheeting is still in use in messes and cabins but, again following the Falklands experience, this has now to be firmly secured to strength sections of the ship's structure, so that under the impact of a bomb or missile blast or cannon shell it will not form the shards that caused injuries in several ships.

The new ship has two missile systems instead of one: Exocet for use against ships and Seawolf for air defence; three different types of sonar for submarine detection instead of two and two helicopters rather than one; while new radars and electronic jammers are far more sophisticated.

Much of the saving in building time is being made possible by what is known as modular con-

struction that is about as similar to traditional building methods as coachbuilding would be to modern car manufacture.

Both the new Sheffield and Coventry, as well as their later sister ship, Chatham, whose keel was laid last December, have been built up from huge sections weighing up to 350 tons that are largely completed in the fabrication shed before being moved on low-loader vehicles to the slipway.

Each section is complete with its miles of piping for fresh water, air, ship and helicopter fuel and lubricants already in position as well as even greater lengths of electrical cabling and wiring and with many compartments already fully painted.

The result of this process of prefabrication is that both ships are far more complete by the time of their launching than any warships previously.

Swan Hunter is being paid about £120 million for the ship but her weapons, gas turbines and electronic systems will probably increase the final price to about £180 million.

India's designs on Ark

IAN MATHER

■ Defence Correspondent

INDIA has approached the British Government with a request to buy the blueprints of the Navy's latest aircraft carrier type, the Ark Royal.

Whitehall has responded positively to the inquiry, and a Ministry of Defence sales team will give a promotional presentation to Indian officials in New Delhi next week.

While it is possible that the carrier could be built in Britain at a cost of around £280 million, Indian approaches are aimed at negotiating a reasonable price for the design.

A deal is likely to be finalised in the not too distant future, according to the *Telegraph of Calcutta*, quoting Indian Government sources.

It would be the second Anglo-Indian deal involving British aircraft carriers within a few months. Britain and India have formally signed an agreement for the sale of the *Hermes*, the British flagship in the Falklands campaign, for between £35 million and £40 million plus the cost of a refit.

India already has one ex-British carrier, the *Vikrant*, formerly the *Hercules*.

A new Ark Royal-type carrier would come into service in 10 years by which time the *Vikrant* and the *Hermes* will have outlived their usefulness.

The sale of British warship designs to India is not unprecedented. India has six frigates built in Bombay on the basis of blueprints bought from Britain in the late 1960s.

Commander accuses State over Hilda Murrell murder

MURDERED rose grower and anti-nuclear campaigner Hilda Murrell was the victim of a 'State crime,' according to her nephew, former Intelligence officer Rob Green.

Commander Green, who held a key intelligence post during the Falklands conflict, has just completed his own investigation into Miss Murrell's unsolved killing two years ago.

He believes her death was linked to British Intelligence fears that hitherto-undisclosed details about the Belgrano might be about to leak out: further, that the Government was worried it might be 'losing the argument' over the sinking of the Argentine cruiser.

Commander Green said yesterday: 'I believe it was a State crime. I sense that Hilda, despite being a law-abiding citizen, became a casualty of an expansion of the activities of the State's internal security apparatus.'

Miss Murrell, 78, was abducted from her Shrewsbury home in March 1984 and her body found three days later in a copse six miles away. She had died from hypothermia after being stabbed and sexually abused.

Police have always said she disturbed a burglar who kidnapped and killed her. Labour MP Tam Dalyell believes she was killed in a bungled operation by British Intelligence investigating leaks into the Belgrano affair. Others link her death to evidence she was due to give to the inquiry into the Sizewell nuclear power station.

Commander Green rejects the police view. Although he is a man of moderate views, he sees the hand of the 'covert security organisations' in her death. He believes they were given 'freedom of

NICK DAVIES

■ Home Affairs Correspondent

action in the national interest' in order to gain—and blunt—intelligence.

'Once mobilised, the temptation would have increased to deploy these forces for any task related to retaining political power. The Belgrano affair would have been seen by the Government as coming into this category: the stakes were high and the State appeared to be in danger of losing the argument [about the sinking].'

Commander Green believes that British Intelligence, desperate to discover the source of leaks about the Belgrano to Mr Dalyell, investigated him because he had left the Navy and then his aunt in case she was storing secret documents for him.

He points out that she was abducted at the height of the Belgrano panic—two

days after the then Defence Secretary Michael Heseltine commissioned Clive Ponting to write the 'Crown Jewels'—the definitive account of the sinking of the Argentine cruiser. Commander Green points to evidence from two new witnesses:

■ An anti-nuclear campaigner and neighbour of Miss Murrell, Laurens Otter, who says she called him hours before she was abducted and told him that a police inspector who gave what is believed to be a false name was about to arrive from London to ask her some questions.

■ A Greenham woman who broke into the atomic weapons base at Aldermaston last year and who says she was interrogated by 'a special man who had to be summoned from London.' He told her: 'I interviewed Hilda Murrell myself, and she was just a stupid old bat.'

Commander Green thinks the inspector may have tried to question his aunt about the Belgrano. She would have suspected he was really interested in her Sizewell evidence and would have accused him of coming from Special Branch or MI5. 'I think from that moment Hilda was doomed.'

His theory is that the inspector feared Miss Murrell might tip off her nephew, so he drove her off to ask more questions and to get advice from his superiors.

Commander Green believes that she was stabbed and dumped the next day, and that the signs of sexual abuse are a deliberate false trail. He cites a local landowner who is adamant that the body was not in the copse 24 hours after the abduction, and witnesses who subsequently saw a man in a dark car walking to the copse and, later that night, lights moving in the area.



Rob Green and aunt, Hilda Murrell.

MEETING PEOPLE

by JOHN BEATTIE

THE COCKED hat with its regal ostrich plumes is packed away. In its place, sitting snugly over ears whipped red by a scalpel-keen north wind, is a chunky fur cap.

Gone, too, is the cutaway coat, bright with gold lace and medals, replaced by a more functional blue anorak.

Sir Rex Hunt, clutching an armful of groceries, heels the drawing room door shut behind him and grins broadly. *Real Falklands weather, eh?* he says, dumping his burden and toasting his hands by the crackling log fire.

But the Falklands, where for five years Sir Rex ruled as governor, are 8,000 miles away. This is genteel and exclusive Royal Berkshire to where he and Lady Hunt have retired after half a lifetime and half a world away in the political hotspots of the globe.

Almost the whole population of the islands turned out to wave them off from the Port Stanley jetty last October, but so far, the much yearned-for serenity of retirement has eluded them.

The stocky diplomat and former Spitfire pilot who watched invading Argentinians devastate his beloved islands four years ago next month, gestures ruefully at the building and decorating materials that litter his home in Sunningdale.

"Helluva mess, isn't it?" he apologises. "For years I've promised Mavis that when we finally came home she could do the place up exactly how she wants it."

"As you can see, she's taken me at my word . . ."

Since they married in 1951, Mavis Hunt has followed him round the world . . . through Uganda where they had no electricity, running water or mains sanitation . . . through the sultry heat of Malaysia to the dust of Turkey . . . through the Viet Cong invasion of Saigon, and finally to the faraway islands that etched the name of Rex Hunt on history.

GORSE

"I felt at home from the first moment I stepped on to Falklands soil in February 1980," says Sir Rex. "It reminded me very much of the North Yorkshire moors where I grew up. We still miss the smell of peat fires and the gorgeous scent of the gorse."

Though it was not possible to transplant Falkland gorse into their beautiful garden, the Hunts managed to bring home a load of peat.

"On special occasions, when islanders visit us, we light a fire and imagine we're back in Stanley," says Sir Rex.

"Before long, Don our factotum and driver—and Nanny, our housekeeper, are

coming from Stanley to stay with us. We'll light a peat fire for them and Don and I will reminisce about all the nights we spent playing snooker together in the library of Government House."

No doubt they will talk too, of the fateful day in April 1982, when General Galtieri sent a task force to invade the islands; when Governor Hunt crouched behind his desk with a revolver, ready to die but determined to take an "Argie" or two with him.

And they will remember the day Hunt was kicked off the island, infuriating his captors by insisting on wearing his ceremonial uniform and driving behind a fluttering Union Jack on his car

bonnet with which Don had attached the words: "I'll throttle any bloody 'Argie' who tries to take it off."

Hunt's enforced departure was almost a re-run of events in 1975 when the Viet Cong booted him out of Saigon.

HECTIC

But even that never touched his life in the same way as the Falklands did. Despite his official retirement from the Foreign Service on April 10—two months before his 60th birthday—he will always remain Hunt of the Falklands to the islanders.

Which is why life remains hectic.

"Since I've been back I've



Sir Rex . . . banging the drum

The memories a peat fire bring back for Rex Hunt

been inundated with invitations to speak at functions and I feel I owe it to the islanders to bang the drum on their behalf," he says.

"It is also very necessary to keep people aware of the dangers. If the Conservatives lose the next election I can see Britain selling the Falklands down the river."

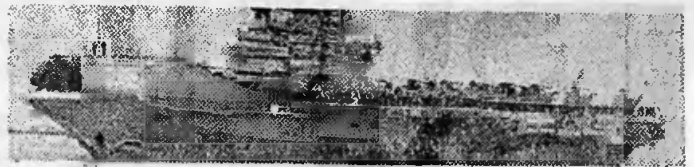
"We have no worries as long as Maggie's in," he says. "All the islanders recognise that she and the present Government are the best friends they can have, but they are anxious about what would happen if the two

Davidson or Neil Kinnock took over.

"I think Maggie is absolutely right to say sovereignty is not on the agenda. My hope is if we keep saying it long and loud enough, the Argentinians will realise that it is no hurt to their national pride, that the islands don't belong to them, that they never did and that they never really wanted them anyway."

"Britain owned the islands before Argentina even existed. So why people keep talking about giving them 'back' is a mystery to me."

Yes Mr Gandhi



HERMES: A refit to last until AD2000

Sir Geoffrey should be feeling perfectly pleased with himself. Not only has he made an ass of the Indian Government; he has also protected vital jobs in the British aerospace industry (the second, of course, being much more difficult than the first).

Look at the odds against him in the Westland helicopters deal. To begin with, the machines were so out of date that nobody was willing to buy them, not even the Royal Air Force.

Second, the company itself had so despaired of them that it had decided to phase them out: the 21 being sent to India will be the last to be built.

Third, India had a new Prime Minister who was not only ill-disposed towards London because of what he regarded as its duplicity over Sikh extremists living in Britain, but, as a former airline pilot, knew enough about flying machines to tell the Indian parliament that the Westland helicopters were totally unsuitable for Indian needs.

Fourth, the French had stepped in with an offer of much more suitable Dauphine

While in New Delhi this week, Sir Geoffrey Howe, the Foreign Secretary, will meet Mr Arun Singh, the Indian Defence Minister, to discuss a proposed deal with India's navy to take over the 28,700 ton aircraft carrier, *Hermes*, following a refit at Devonport. Britain has recently signed another agreement to supply 21 Westland W.30 helicopters for use in the oil and gas industries. Here M J AKBAR, Editor of the *Telegraph* of Calcutta, gives an Indian view.

helicopters on uncharacteristically generous credit terms.

Fifth, virtually every committee set up in India to examine the competing virtues of the Westland and the Dauphine opted decisively for the latter.

Sixth, the recently appointed Indian foreign minister Baliram Bhagat, has made a habit of lambasting Britain on every possible occasion in Parliament and elsewhere.

But, despite all this, never once during the grim negotiation did the British Government ever lose its confidence that it was going to get some sort of helicopter deal. Only shortly after Prime Minister Rajiv Gandhi had seemed effectively to kill hopes of a Westland deal with his statement in parliament, Britain's Minister for Overseas Development, Mr Timothy Raison,

went on the record after a brief visit to India with a statement that the helicopters would be sold. He clearly knew something that the Prime Minister of India did not.

The British Government's triumph could owe something to Mrs Thatcher's enthusiasm for the BBC's television series "Yes, Prime Minister." It simply ignored the politicians and wooed the bureaucrats.

Red carpets were unfurled and weekends at Chevening arranged for the permanent head of the Indian High Foreign Ministry Mr Romesh Bhandari. He and the Indian High Commissioner to London, Dr P. C. Alexander, may not have agreed on anything else, but they were both determined to reinforce the British connection.

Flattery and nostalgia won the day, the helicopter order was split between France and

England. It is true that the Westland deal was financed by £65 million worth of British aid. But that is not the point. India is not in such need of foreign exchange that it would compromise on its requirements for such a sum.

As if this were not sufficient, there was an even more pleasant surprise for Britain waiting quietly in the wings. The Royal Navy decided that its flagship during the Falklands war, the aircraft carrier *Hermes*, had outlived her utility. She was touted around the world market for a while, and when apparently even the Chileans refused to accept her for a rumoured knockdown price of £20 million, the rueful decision was made to see whether about £200,000 worth of scrap metal could not be salvaged from the ship.

But instead of going to the scrapyard, *Hermes* is actually headed for duty in the Indian Navy, at an astonishing cost of £40 million. Sir Geoffrey has already in other words, got Britain £40 million of the £65 million back. And he will doubtless find ways of getting the other £25 million from spare parts and servicing.

In loving memory



Hero—Kevin

By JEAN CARR

LITTLE Phillip Keoghane flies out to the Falklands with his mum next weekend—convinced he's going to meet his dad for the first time.

The happy three-year-old was born three months after his Welsh Guardsman father Kevin was killed on the Sir Galahad during the Argentinian War.

"Phillip tells his friends his daddy is dead but he does not know what that means," said his mother, Jane.

"He says he's going to see his daddy and I think he believes Kevin will come home with us.

"That's something I'll have to cope with when we get there."

Jane, 36, is one of 60 members of the Falkland Families Association who will fly 8,000 miles to the South Atlantic where 1,000 Britons and Argentinians died four years ago.

The Ministry of Defence arranged a boat trip to the spot where the charred wreck of Sir Galahad was towed from Bluff Cove and sunk at sea as a war grave.

"It's time for Phillip and me to go," she said. "I now feel strong enough not to let my emotions swamp me.

"I hope that by taking him it will make it easier to explain things."

Phillip looks remarkably like his father—and the first word he spoke was "Daddy."

Jane said: "When he said it I was upset, but it was also strangely comforting."

Thrilled

"It was like the mixed feelings I had the day he was born, both joy and sadness.

"Kevin would have been thrilled that Phillip is so like him, even the way he stands and throws his long

HEARTBREAK JOURNEY OF THE FALKLANDS WIDOWS



Alone—Jane and Phillip Picture: BRIAN RANDLE

legs in front of him when he runs.

"At this early age he is as thoughtful and aware of my moods as his father was."

"He'll come up and give me a cuddle when I feel a bit low, or a kiss and tell me he loves me, when I need a bit of a boost."

"The only bit he seems to have inherited from me is a terrible temper!"

Soon after Phillip was born, Jane of Newport, Gwent, planted an oak tree overlooking a lake in a local country park.

Months before the Falklands War Kevin landed in the park by helicopter dur-

ing an Armed Forces display.

The tree is marked by a Welsh slate plaque which reads: "In loving memory of Kevin Keoghane, Sergeant Welsh Guards, age 30 years. Killed in the Falkland Islands, June 8, 1982."

On sunny days Jane and Phillip take a picnic and sit and play by "Daddy's tree".

Obstacles in the steps of Scott

From Lord Shackleton and others
Sir, There have been a number of statements and criticisms of the "In the footsteps of Scott" expedition, both as to the competence of its members and their right to be in the Antarctic. We believe these criticisms are unfair and unjustified.

"In the footsteps of Scott" was a unique expedition. Robert Swan, Roger Mear and Gareth Wood set out to walk to the South Pole manhauling their sledges, recalling Captain Scott's epic journey. While it never pretended to be anything but a commemorative adventure retracing Scott's and Shackleton's route, it did have a limited scientific programme.

In view of its exceptional nature, extra care was taken to examine the membership and logistics of the expedition before the Royal Geographical Society decided to support this highly professional venture. On January 11, 1986, the three men reached the South Pole.

Simultaneously with the arrival at the Pole, the support ship *Southern Quest* was crushed by the ice and sank off McMurdo Sound. Whatever its limitations may have been, the ship had been ice-strengthened and passed to Lloyds Ice Class III. Stronger ships than *Southern Quest* have encountered serious trouble in Antarctic waters this season.

The Institute of London Underwriters paid the full £100,000 for total loss within four days of her sinking. Arrangements have also been made through the same route to pay the bill rendered by the United States authorities for £21,000, for subsequently flying the expedition from McMurdo to New Zealand.

The captain, Graham Phippen, with eight years' experience with the British Antarctic Survey, was duty-bound, after the loss of his ship, to take up the offer of American helicopter assistance. Had that help not been available, the crew could have made landfall themselves; but the prudent choice was to accept the generous help offered.

Meanwhile the aircraft which had been dismantled in Australia and shipped down on *Southern Quest* had already been offloaded and flown. Thus Captain Giles Kershaw (one of the most experienced of polar pilots) was fully prepared to take off for the Pole to retrieve Swan, Mear and Wood. But the United States officials, who had already accepted that his flight plan was feasible, asked him not to fly. He agreed to this as a matter of courtesy after the assistance given by the United States to the crew of *Southern Quest*. Consequently, the US authorities undertook to return the polar party to McMurdo.

Regretfully, we feel bound to comment on the quite extraordinary reaction to the expedition from certain Antarctic authorities arising out of their declared policy that they would not support "private expeditions". A letter signed by 56 members of McMurdo and Scott Base stations we think tells the tale.

After warmly congratulating the expedition the signatories went on to say: "What we cannot accept is the shamefully hostile treatment of your group, the failure to extend to you access to communication facilities and restrictions placed upon personal interaction among us."

Those who have heard the recording or read the transcripts of the official exchanges can only regard them as an aberration in stark contrast to the warm and generous reception of the expedition by those manning the South Pole, McMurdo and Scott Base Antarctic stations.

The expedition has left three men in the Antarctic to care for their hut and aircraft and to make sure that everything is removed next year, so as to leave Antarctica as they found it. These three men have been banned by the authorities from visiting Scott and McMurdo bases, except for the use of the post office at Scott Base. This means that normal Antarctic hospitality cannot be accorded to them without special permission.

The view has also been expressed by certain authorities that only governmental expeditions should participate in Antarctic work. We strongly support the scientific effort of the Government-based expeditions within the Antarctic Treaty, but to exclude properly planned and supported expeditions approved by societies such as ours is something that we cannot accept.

We write with two objectives in mind. One is to set the record straight. The expedition has been called "a group of enthusiastic amateurs"; enthusiastic they are, but amateur certainly not. Secondly, in the light of the unfortunate happenings described above, we wish to see an understanding established that will preclude bureaucratic difficulties in the future.

Then we can expect the time-honoured amity that has always existed among polar explorers and scientists to continue within the Antarctic Treaty.

Yours sincerely,
SHACKLETON,
GEORGE BISHOP,
VIVIAN FUCHS,
JOHN HEMMING,
JOHN HUNT,
PETER SCOTT,
Royal Geographical Society,
Kensington Gore, SW7.
March 24.

Invincible in blast tests

The aircraft carrier *Invincible*, which played a leading part in the Falklands campaign, is to be used as a test bed for underwater explosions trials in the Solent from April 7 to 18. There will be five explosions; no more than one a day.

Uganda sold

The 34-year-old cruise liner *SS Uganda*, laid up in the river Fal in Cornwall for the past 11 months, has been sold by P&O to Taiwanese scrap merchants for £530,000.

GUARDIAN, 29 March 1986.

Sir, — Mrs Thatcher has been quick to defend Mr Reagan's navy's right to sail unmolested in disputed international waters off Libya. There are several hundred families whose loved ones died aboard the General Belgrano who might think Mrs Thatcher's stance somewhat hypocritical.

If she can draw a 200-mile "exclusion zone" around the Falkland/Malvinas area where she does not live, and then order the sinking of a lumbering old cruiser sailing away 50 miles outside the zone, what right has she to censure Colonel Gadafy for taking a pot shot at people invading the exclusion zone around the place where he *does* live?

The Americans have no more right to "exercise" just off the coast of a country that doesn't want them there than the Russians have a right to site missiles in Cuba (or the Americans to site them in England).

If there were international police in the same way that there are English police, then the Americans would have been arrested months ago for loitering with intent, soliciting, threatening behaviour and/or behaving in a manner likely to cause a breach of the peace.

One does not need to sympathise with fanatics in order to chastise louts. The world is too small for international gang warfare. —

Yours faithfully,
John Esmond.
15 Lake Street,
Oxford.

Sir, — It is wonderful to hear Mrs Thatcher's strong words in defending US action in the Gulf of Sirte — "it is important that international waters and air space be kept open and we support their right so to operate."

In the absence of a declaration of war, international waters are a free highway and action can only be taken legally under UN Article 51, the right of self defence if there is an immediate threat.

Probably if Mrs Thatcher had stuck to the rules, the Belgrano would not have been sunk on May 2, 1982 with the loss of 368 lives. For in the words of Admiral Lord Lewin in evidence to the Foreign Affairs Committee "You see, there was not a war" (Paragraph 442).

When Mrs Thatcher denied that the Belgrano was sailing away from the Falklands when sunk [Nationwide May 24, 1983], she told me that the cruiser was in an area where she was a danger to our ships and that we had warned Argentina of this on March 23, 1982. In the "clarification statement" of May 7 (five days after the sinking) this area was defined as anywhere at all outside a 12-mile territorial limit around the Argentine coast! In the case of the Belgrano neither the range of its weapons, nor the distance away of our ships apparently were relevant.

Diana Gould.
(Chairman, Belgrano Action Group),
Cirencester, Glos.

By Patricia Clough

For half an hour this afternoon insurers, organizers, harbour authorities and the city of Dundee will hold their breath as seamen attempt to manoeuvre Captain Scott's ship *Discovery* out of St Katharine's Dock in London on the highest tide of the year, so that she can return home to Dundee.

They have about 30 minutes, starting at 2.30pm, during which the equinoctial tide is high enough to give the *Discovery*, with her 13ft 6in draught, a bare 6-12in clearance in the lock connecting the picturesque old dock and the Thames. Two feet of mud was dredged out of the bottom of the lock this week and a footbridge dismantled so that the ship could pass.

If the tide does not come up to expectations, or something goes wrong, it will be at least six months, but more probably a year, before another attempt can be made. The 205ft ship is too long to go through the lock the normal way, with both gates closed.

The Dundee consortium which is leasing the Dundee-built *Discovery* from the Maritime Trust for 20 years as a landmark on its new, £30 million River Tay waterfront development, has insured the

transfer operation for £10 million.

The 85-year-old ship, although irreplaceable, is covered for £600,000. Much of the rest is to insure against the possibility of her becoming stuck in the lock, letting the water drain from the harbour. That would weaken its walls and with them the foundations of surrounding buildings, such as the World Trade Centre.

"Half an hour should be enough but it's tight. There's no time for any mistakes," the Glasgow consultancy firm Professional Project Management, which has organized the move, said.

The *Discovery* is being pulled and nudged out of the dock by small harbour tugs and by a handful of volunteer seamen on board hauling on ropes anchored to the quay in a carefully-planned operation which started yesterday, when the ship was pulled away from the quay. A team of divers will be standing by to help if necessary.

Once the ship is in the Thames, bigger tugs will take over and the *Discovery* will pass through Tower Bridge to a temporary mooring by Tower Steps.

The second stage of the £100,000 transfer will begin when the Dutch semi-submersible the *Happy Mariner* - a cross between a ship and a floating dock - arrives, takes on water and sinks low enough

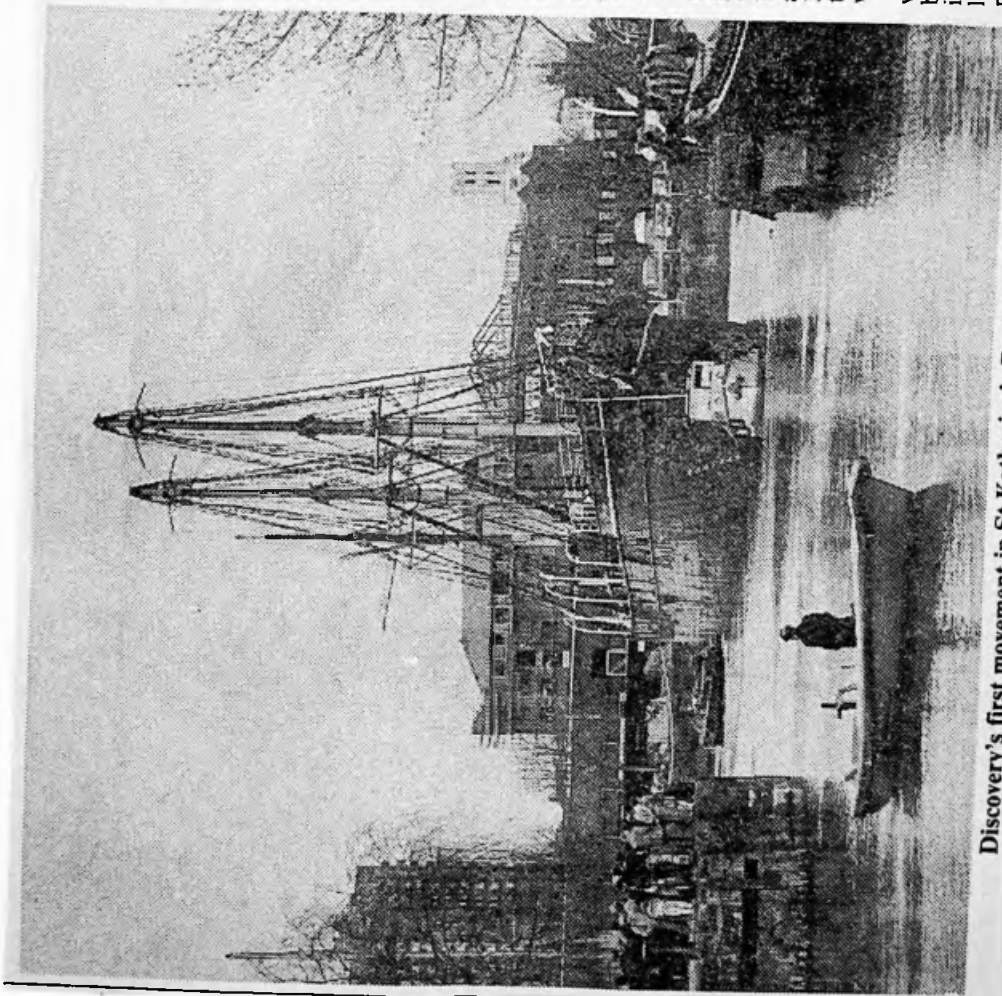
for the *Discovery* to be hauled inside. The water is then pumped out and the *Happy Mariner* sets out on the two-day voyage to Dundee.

That stage of the operation, due to start tomorrow, may be postponed until Saturday or even Sunday, as the *Happy Mariner* is expected to arrive late because of this week's gales.

The *Discovery*, which has weathered fierce Atlantic storms and survived two years' imprisonment in the Antarctic pack ice, was originally to have been towed to Dundee, but insurance costs made it cheaper to take her as cargo, the PPM spokesman said. Her engine was scrapped during the war and the rigging is too fragile for sailing in equinoctial storms.

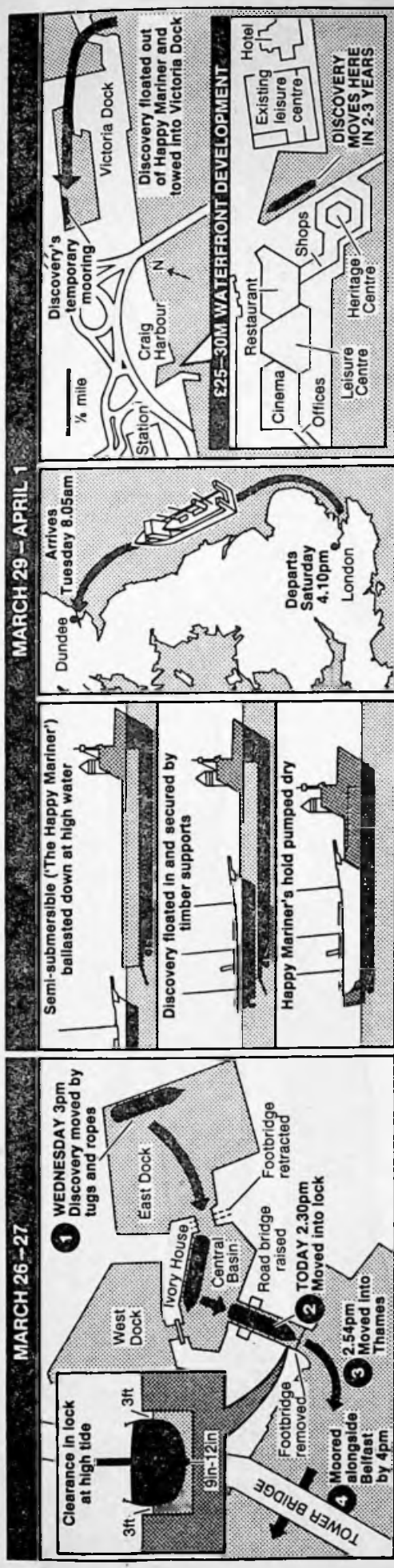
Two-thirds of her masts, her yard spars, jib boom and lifeboats have been removed to lower her centre of gravity for the trip, but nevertheless the high winds could make the operation difficult, the crew say.

The *Discovery* goes with the somewhat reluctant blessings of the Greater London Council which, having paid £100,000 towards her restoration last December, nearly took court action to keep her in London. Eventually the matter was smoothed out amicably and a plaque on board will record London's contribution to Dundee's pleasure.



Discovery's first movement in St Katharine's Dock yesterday.

Tide gives perilous start to voyage home for Discovery



A city's showpiece

Dundee's claim to Captain Scott's ship Discovery rests on work which will take two years.

The ship will become the centre-piece of a waterfront development for visitors to the city, part of a £30 million improvement scheme funded largely by Dundee industry and commerce.

A search is on for an example of the triple-expansion steam engine which once powered Discovery. The original engine was removed years ago. The Trust also plans some ways of recreating the authentic atmosphere on board.

Her triple-skinned hull sheathed in greenheart was designed to withstand the pressure of pack-ice which made her perfect for Scott's expedition.

Discovery will go into Victoria Harbour for restoration

Proud tears for a new Sheffield

By ROGER SCOTT

A PROUD mother wept yesterday as she watched the rebirth of a warship in which her son died.

Mrs Jill Swallow was among the guests of honour as the new HMS Sheffield was launched.

And, as the sleek frigate slid into the Tyne, Mrs Swallow found she could not stop the tears. On hand to comfort her was the skipper, Sam Salt, who had fought so hard to save his ship after she was hit by an Exocet missile during the Falklands War in 1982.

Mrs Swallow's son Andrew, 18, a cook, was one of 20 who died when the ship went down in flames.

She travelled to Tyneside from her home at Bembridge, Isle of Wight, with her other son Peter, 17, and was among several parents and widows invited to see the Sheffield's name live on.

Emotions

She said: 'My emotions are very mixed, but I am glad I came.

'Life goes on and it is nice to be counted a part of the new ship. We know we haven't been forgotten.'

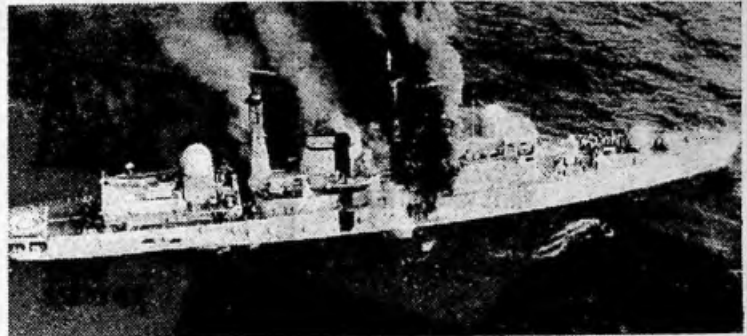
For Commodore Salt, now in a desk job with intelli-

gence, the launch went some way to compensate for the 'irretrievable loss' of his ship.

'I also have mixed emotions today, but it is much worse for the bereaved. There is sadness, but also pride that the name of Sheffield lives on.'

The £100 million ship, launched by Mrs Susan Stanley, wife of Armed Forces Minister, John Stanley, will herself now carry Exocet missiles.

Her sister ship, Coventry, whose namebearer was also destroyed in the Falklands, will be launched in two weeks.



Flashback: The original ravaged warship



Successor: The new Sheffield



Mrs Jill Swallow with Sam Salt

Argentina
recalls
1976 coup
with strike

Remembering the Belgrano

Buenos Aires (Reuter) — A boat carrying relatives of Argentine war dead has sailed to the South Atlantic to mark the fourth anniversary of the invasion of the Falklands.

The expedition intends to place a wreath in the area where the cruiser General Belgrano cruiser was sunk.

Argentina recalls 1976 coup with strike

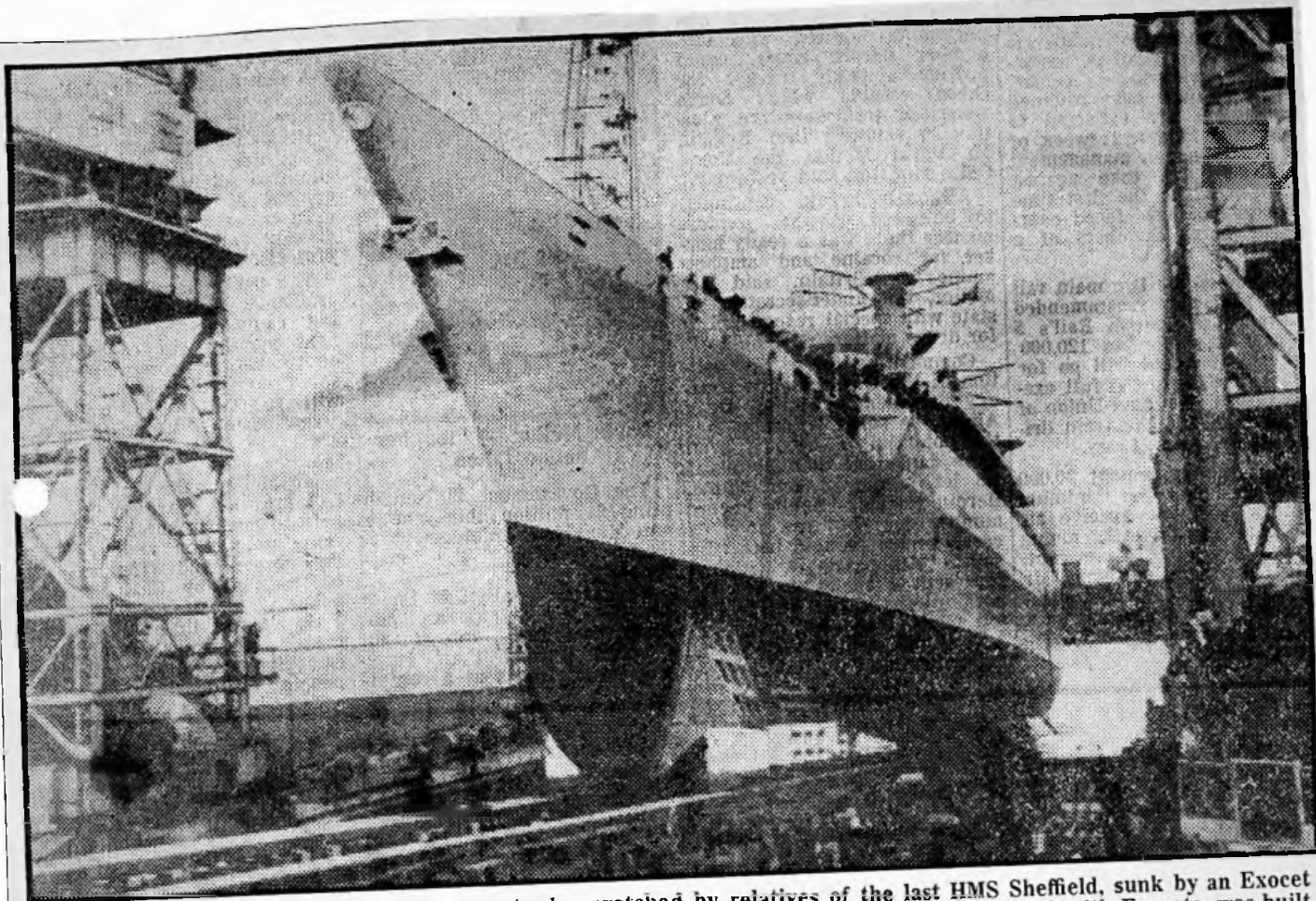
From a Correspondent
Buenos Aires

The tenth anniversary of the military coup that overthrew the Peronist Government of Isabel Martinez de Perón and made Argentina one of the world's human rights pariahs was marked by a small demonstration and preparations for the following day's general strike.

The strike, the fifth since the return of civilian government and the second this year, received support from the leader of the Mothers of the Plaza de Mayo, Señora Hebe de Bonafini who, speaking before an estimated crowd of 10,000, repudiated the "dictatorship that took over to rob, rape, torture, murder and oppress the people."

The human rights leader castigated the 27-month-old civilian Government of President Alfonsín for raising armed forces' salaries and failing to condemn leading figures from the military Government. She pledged support for the workers' demands.

Tuesday's strike, called by the General Confederation of Labour to demand wage concessions, was less successful than the January strike. Official Government figures put support at 60.87 per cent, down from 86 per cent two months ago.



HMS Sheffield was launched on the Tyne yesterday, watched by relatives of the last HMS Sheffield, sunk by an Exocet missile in the Falklands war with the loss of 20 lives. The new ship, a Type 22 frigate armed with Exocets, was built by Swan Hunter at Wallsend

Falklands trip

A BOAT carrying relatives of Argentine war dead has sailed to the South Atlantic to mark the fourth anniversary of the invasion of the Falklands. The expedition intends to place a wreath in the area where Argentina's General Belgrano cruiser was torpedoed by a British submarine. — Reuter.

Wednesday, 26 March 1986

Strike hits Argentina

From Jeremy Morgan
in Buenos Aires

Argentina's right-wing labour leaders yesterday returned to the offensive against President Raul Alfonsin's austere economic policy, with their fifth national strike since he took office in 1983.

The strike was overshadowed by memories of two anniversaries in Argentine history — the military coup which overthrew the country's last elected government on March 24, 1976, amid labour unrest, and another military takeover

in 1966 which removed the last Radical government from power.

While the country questioned the motives for the strike, called by the largest labour organisation the CGT, only a day after the anniversary of the 1976 coup, memories in the ruling Radical Party focused on the 1966 coup.

The CGT's demands include an abrupt switch from the anti-inflation freeze introduced by President Alfonsin nine months ago, and a moratorium on foreign debt payments.

GEN. MOORE RETURNS TO FALKLANDS

**By Our Port Stanley
Correspondent**

Maj.-Gen. Sir Jeremy Moore, who masterminded the liberation of the Falklands in 1982, is returning as a "specialist adviser" to the Commons' Defence Committee today.

The delegation, which arrives today, is led by Mr Keith Speed who was sacked as Navy Minister prior to the Falklands conflict. Other members are Conservative MPs Winston Churchill, Edward Leigh and Neil Thorne and Labour's Bruce George.

During their three days in the Falklands, the committee, who's February visit was called off owing to the Westlands crisis, will concentrate much of their time studying the future force levels in the islands.

Debt help needed fast warns Latin America

By Peter Montagnon
in San Jose, Costa Rica

INCREASED commercial bank lending to Latin America on more favourable terms is an urgent priority if the US initiative on easing the debt crisis is to succeed, a senior Argentine official said here.

Since Mr James Baker, US Treasury Secretary, launched the initiative in Seoul last October there has been no tangible improvement in financial flows to the region, while recession has continued and key export prices have fallen further, Mr Mario Brodersohn, State Secretary of Finance, said.

"We don't have too much time to lose because of the behaviour of international prices," he said in an interview.

Argentina, which is to begin negotiations with bank creditors next month on a multi-year rescheduling package, had lost \$2.1bn (£1.45bn) in export receipts since 1984 because of falling grain prices.

Their continued weakness in 1986 would lead to a significant deterioration in its current account balance of payments which was in deficit last year by \$1.2bn, he said.

Mr Brodersohn said the impact on Argentina's economy had been comparable to that on Mexico of falling oil prices. The only difference was that grain prices had fallen more slowly over a longer period.

Unlike Mexico, however, Argentina is making no explicit requests for interest rate relief. Mr Brodersohn said simply that it must negotiate more loans at lower interest margins from bank creditors.

Argentina has an International Monetary Fund programme and is due to negotiate a new one in April. It had also taken tough economic measures last year, but social tensions were rising.

"Given the continued drop in export prices there has been no alleviation, no solution to the problem," he said.

Mr Brodersohn declined to specify Argentina's financing needs for this year, but he said he would be seeking a new formula for raising money from bank creditors.

The country's last \$4.2bn credit took eight months to syndicate because of delay in winning subscriptions from smaller bank creditors. Argentina could not afford to wait so long this year and would be forced against its will to run up interest arrears if the syndication process could not be speeded up.

A TALE OF TWO CITIES (AND A ROCK)

Spain's foreign minister Señor Francisco Fernandez Ordonez has complained that Gibraltar is the last remaining colony in Europe. As such, he says, the promontory is a "morally intolerable" anachronism.

The "colonialist" taunt is often a convenient one. The Spanish foreign minister is not the first to use it in generalised abuse and he will not be the last. Nonetheless, coming from the representative of a country with the last remaining European colonies in Africa, it is a little rich.

Those colonies are the city enclaves of Ceuta and Melilla, surrounded by Morocco on the North African coast. Calling them colonies is likely to provoke the red-blooded Spaniard to protest. They are, Spaniards insist, an integral part of mainland Spain — and have been since before Morocco existed.

On the other hand they are claimed by King Hassan of Morocco. Some 19,000 Spanish troops are garrisoned in each to protect them from his clutches. The parallel between their situation and that of Gibraltar on the far side of the straits (Ceuta is almost exactly opposite) is irresistible — and frequently drawn, not least by the government in Rabat. Hassan has made it perfectly clear that if and when the day should come for the Spanish flag to flutter over Gibraltar, he expects to start hoisting his own over Ceuta and Melilla.

To describe Gibraltar in the terms used by Señor Fernandez Ordonez is anyway to state something of a half-truth. A colony it may be, but the passions surrounding it are not those normally thought of as colonial. Its inhabitants are hardly an oppressed people whose path to independence — or "return" to Spain — is blocked by the government in Britain. The reason why the Rock remains British is that its people want it so. Their wishes are clear. Under the 1969 Gibraltar constitution the United Kingdom undertook to respect them. The result is that the sovereignty of Gibraltar, ceded to Britain under the Treaty of Utrecht more than 270 years ago, remains an issue between London and Madrid.

That the arguments became so heated during the 1970s was the fault of General Franco. He closed the frontier between Spain and Gibraltar in 1969, but far from making the colony fall like "ripe fruit" into his lap (as he predicted), the blockade hardened the attitudes of those who lived there and made them less inclined than ever to change landlords. That the issue has since cooled is a tribute to the good sense of Franco's successors who have reopened the frontier and begun the process of normalising cross-border relations.

Earlier this month officials from Britain and Spain met for one of their periodic sessions

at La Linea, then crossed for the first time into Gibraltar to discuss *in situ* cooperation over use of Gibraltar's airport. Spain's refusal to grant overflying rights for British military aircraft and the status of Spanish citizens using the airport before crossing into Spain are two issues still to be resolved.

Both Spain's entry into the European Community at the start of the year and the recent referendum which so clearly confirmed the country's membership of Nato have helped to erode differences. Gradually, over a period of time, the question of whose flag flies above the Rock should become less relevant. The concern of the Gibraltarians should become less acute. For the time being however sovereignty cannot enter the arena of discussions. Neither the option of ceding the Rock's sovereignty then leasing it back nor the two-flag, so-called "Andorra solution", represents an acceptable course for as long as the people of Gibraltar say "no."

This might seem unreasonable in Madrid. But to pretend that the status of Gibraltar can be otherwise is to deny reality. If Spain wants to realise its long-term objective it will have to win the confidence of the Gibraltar people — a process which will take patience and time. It will not be helped by words like those of Señor Ordonez.

HELENIAN LURED TO FALKLANDS

By PATRICK WATTS in Port Stanley

MOVES BY British Companies and the Naafi to recruit workers from the island of St Helena for the Falklands have met an angry response from the Falklands General Employees Union.

The union fears that the St Helenians, will be "slave labour" and a spokesman for the consortium of Laing, Mowlem, AMY Roadstone (LMA), which is building a £430 million airport in the Falklands, would not confirm or deny reports that his company was offering £1.20 an hour, while the agreed minimum wage in the Falklands is £1.89½ an hour.

Naafi vacancies

Already 400 St Helenians from the remote South Atlantic island, which has a population of 5,000, and where unemployment is a major problem, have rushed to fill the 10 vacancies offered by Naafi.

Others are expected to try to persuade LMA and the Paisley-based catering firm Kelvin Camps Ltd. to take them on for work in the Falklands.

Representatives of the two firms are on their way by ship from nearby Ascension Island, as there is no airport on St Helena the island where Napoleon was Exiled.

Kelvins expect to have St Helenians at work in their kitchens in the Falklands before the end of April.

Agreed rate

Mr David Taylor Falklands Chief Executive, confirmed that permission has been sought Foreign Office and the Falklands Govt. by the Naafi to recruit from St Helena, and that the Naafi had been instructed to pay the agreed rate under the Stanley wages agreement of £1.89½ an hour.

Mr Taylor expressed astonishment when told that LMA and Kelvins also intended to recruit from St. Helena. "They have not approached us for permission or advice," he said.

Mr Eric Sant, administrative manager with LMA, indicated that 50 per cent of his companies workforce in the future would comprise St. Helenians.

LMA has employed more than 3,000 workers on the site, but this figure is expected to be reduced to several hundred after completion of the second runway soon.

'Shocked to learn'

Mr Terry Betts, chairman of the Falklands General Employees Union, said: "Considering the unemployed in Britain, I'm shocked to learn that LMA, Kelvins and the Naafi are not recruiting from the United Kingdom."

Asked about Naafi policy, a spokesman said: "Recruitment of employees from elsewhere is a straightforward commercial decision, given the successful employment of St. Helenians in Ascension Island, the high calibre of St. Helenian volunteers, and their willingness to come to work here in the Falklands."

IADB ANNUAL MEETING

Concern over Latin America investment

BY PETER MONTAGNON IN SAN JOSE,

THE CONTINUING stagnation of domestic investment in Latin America is now "a matter of the greatest concern for the future development of the region," the Inter-American Development Bank warns in its annual report published today.

The report, which also discloses a sharp fall in the bank's own loan commitments to Latin America last year, says there has still been no significant recovery in investment spending which is running at 30 per cent below its peak of \$167bn (£119bn) reached in 1980.

Short-term austerity measures forced on Latin American governments by the debt crisis which started in 1982 must now give way to a more orderly economic policy based on

assured investment and financing, it says.

A shortage of local investment in development projects was one of the main reasons behind the fall of nearly \$500m —\$3.06bn in the bank's loan commitments to Latin America last year.

Like the World Bank before it, the Inter-American Development Bank has thus had to reveal a contraction in its own support for developing countries at a time when they are facing dep payments crisis and falling living standards.

Moreover, its annual meeting, which opens here today, is likely to see fierce debate over the size of the bank's next capital increase. This will deter-

mine the amount it can lend between 1987 and 1990.

In initial talks here this weekend, the US has made plain that its support for a capital increase is dependent on the Inter-American Development Bank switching to greater emphasis on programme lending with tough policy conditions attached, in line with the so-called Baker plan for easing the debt crisis.

One senior Latin American delegate said this was "a great shock for the bank" which has traditionally concentrated on lending specific projects and shunned involvement in economic policy-making in member-countries.

However, the US delegation, which unusually, is led by a

relatively low-ranking official in the form of Mr James Conrow, deputy Assistant Treasury Secretary, is proving tough in its demands.

One condition it is seeking in return for supporting a capital increase is a change in board voting rules raising the majority required to approve individual loans to 65 from 50 per cent.

This would give the US an effective veto right, as it holds 34.5 per cent of the bank's shares.

The question of a capital increase is becoming urgent as the bank's present lending authority runs out at the end of this year. But there seems little chance of an agreement at this week's meeting.

MoD REDUCES SPECIAL FARE TO FALKLANDS

**By Our Port Stanley
Correspondent**

The Ministry of Defence has announced a reduction in air fares to the Falklands. The "single duty fare" is being reduced from £525 to £450 from April 1. This makes the 16,000-mile round trip a total of £900.

However the MoD has stated that the commercial rate remains unchanged. "The price reduction applies to Islanders, non-residents landing and those judged to be of development importance."

The commercial rate offers a return fare at £1,250 provided the booking is made at least 28 days in advance, while the fare for bookings made within 28 days is a costly £1,950.

Galtieri 'to get 12 years'

General Galtieri, the former Argentinian president, and Jorge Amaya, former naval commander-in-chief, will be sentenced to 12 and 15 years respectively for their roles in Falklands conflict, according to unconfirmed press reports.

Sources widely cited in Buenos Aires newspapers say the Armed Forces Supreme Council has decided to increase by three more years the sentence originally requested by the prosecution for Amaya.

The report says that the council has decided to reduce the sentence requested for the ex-Air Force commander, Basilio Lami Dozo, from eight to six years.

SUNDAY TIMES, 23 March 1986.

One unlikely effect of the announcement of the engagement of Prince Andrew to Sarah Ferguson is that it has raised hopes in Argentina that the wedding could produce a rapprochement between the British and Argentinian governments. If the bride's stepfather were to be invited

to the wedding, the argument goes, it could be used to cover a diplomatic approach. These hopes have been fuelled by the front-page treatment given to remarks made by the Labour MP George Foulkes, who urged Mrs Thatcher to follow the example of tolerance set by the Queen in accepting an Argentinian as a member of the family. Thatcher, the argument ran, should invite president Alfonsin to the wedding, a suggestion which has been greeted with total silence in the presidential palace. Sceptics point out that even the stepfather's presence might be a touch embarrassing. The gallant Hector Barrantes enrolled as a volunteer in the armed forces when war broke out, though his services were never called on.

Galtieri given 12 years for Falklands role

by Maria Laura Avignolo
Buenos Aires

GENERAL GALTIERI, the former president of Argentina, is to be sentenced to 12 years in prison for his conduct of the Falklands war. He took the news stoically and sounded cheerful on Friday as he chatted to The Sunday Times by telephone from his prison. "I am fine. My health is perfect and they treat me very well," he said.

The court judgment will be officially announced in the second week of April, four years after Galtieri launched his invasion. Sentences were disclosed to The Sunday Times last week by a supreme court judge in the military court and confirmed by a senior official in the Ministry of Defence. They revealed that all the junior officers on trial, including the commander of the forces on the ground and the notorious Captain Alfredo Astiz, are to be freed.

Galtieri declined to comment on the sentence itself. "The moment has not yet arrived," he said. He is living comfortably, he explained, in a small two-bedroom chalet with a living room and a junior officer batman.

Another former member of the junta, Admiral Jorge Anaya, considered the

intellectual author of the invasion of the Falkland Islands, will receive a 15-year sentence, three years more than the prosecutor had asked for. The nine-man military tribunal has also decided to sentence Brigadier Basilio Lami Dozo, the air force commander, to six years in prison.

But General Benjamin Menendez, the field commander of the Argentinian forces in the Falklands will be absolved, as will all subordinate officers. They include Admiral Juan Jose Lombardo, commander of the South Atlantic theatre, and Astiz, who surrendered South Georgia to the British and who had been accused of negligence. Astiz was brought to Britain after his capture by British forces for questioning on his alleged role in the abduction and murder of a Swedish teenage girl.

The sentences were determined and the decree signed 10 days ago, but the government decided not to announce them until mid-April to avoid the news breaking on April 2, anniversary of the invasion. As one of the judges said, "If it were up to us we would erase April 2 from the calendar." The former military government declared it a patriotic holiday but President Alfonsin cancelled it in 1975.

THE GUARDIAN, Saturday 22 March 1986.

London: 22 March

22 March 1986



Falklands visit

The all-party Commons defence committee is to make an official visit to the Falkland Islands next week.

London Standard

21 March 1986



WITNESSES TO WAR: Argentine Commander Philippi who described bombing HMS Ardent on TV . . . and Welsh Guardsman Simon Weston, victim of Bluff Cove.

YOU PUBLISHED on Monday a letter from Mr Des Keoghane of the Falklands Families' Association asking that the interviews with three Argentine pilots in Monday night's Horizon programme be dropped.

There is little that can be said that will console a parent who has lost a son. Those who have seen the two programmes about Welsh Guardsman Simon Weston (also made by the BBC) will know something of the horrors of the tragedy at Bluff Cove. Nevertheless, I think it was right to include these interviews.

The point of the programme was to show how the Royal Navy have improved their defences as a result of their experiences in the Falklands. It is inevitable that some

of the most important witnesses to the successes and failure of Royal Naval technology are those Argentine pilots who attacked the Task Force.

Naturally, we were concerned about the effect that Argentine witnesses might have on the families of those bereaved or injured. When the programme was completed we showed it to some of the officers who served on Task Force ships. No one could question the sadness of these officers at the loss of their colleagues, but they were in no doubt that the programme should be transmitted, including the contributions from the Argentine officers.—Robin Brightwell, Editor, Horizon, British Broadcasting Corporation, West Kensington.

THREE YEARS ago an enterprising Lancashire brewery group opened a pub fit for heroes. Falkland heroes.

A "patriotic gesture" costing £½ million and set on a half-acre site amid a tastefully designed housing estate just to the north of Preston.

The pub is appropriately called The Falkland Heroes.

Over the past three years a visitors' book kept behind the bar by licensee Don Oldham bears testimony that some 120 of the conflict's finest fighters of four years ago have dropped into the pub's plush surrounds at Ingol, two miles north of Preston, to collect another honour.

No medals this time, though. But a free, foaming pint. The brewery company's way of saying thanks.

Heroes have come. Heroes have gone. But the pub proudly named after Britain's latest battle campaign wants to keep saying thank you to the men and women involved in it in a very big way.

Nigel Fortnam for the Matthew Brown company, surveying the phalanx of wall plaques and photographs adorning the walls of the single-storey building, said: "We are a very patriotic company and this is our gesture. Anyone who can prove he was there during hostilities is asked to sign the

visitors' book and gets his free pint...

"There were 27,000 personnel involved in the Task Force and we would like to invite them all to a free pint... but not all on the same night!"

The showpiece Falklands Heroes pub, reachable from the M6 via Exit 32, forms a hub of a development by the Central Lancashire Development Corporation.

For the opening in May 1983 two sailors, both local lads, were the first to sign the visitors' book.

The brewery says that as far as it knows every unit in the campaign has contributed a wall plaque.

Mr Miles Eastwood, former Royal Marine and the sales and marketing manager, said: "We did not want to put up photos that would be emotionally upsetting. The company — we have 527 pubs, 19 restaurants, four hotels and four breweries — is based in a military area and we believe we are the first

SOLDIER VISITS A PUB FOR HEROES



SOLDIER photographer Paul Haley (centre) with "minder" Roger Goodwin (right) and publican Don Oldham



to name by way of commemoration the men involved in the conflict by naming a pub after them.

"When we first opened we got the odd snide letter saying it had been named after a political campaign. Whether it was right or not, the people who went down there WERE heroes."

As he spoke two such heroes who had not seen each other for four years were busy swapping the inevitable yarns and personal post mortems over the special pints.

Roger Goodwin, a Ministry of Defence "minder", as they were known, then working on the Royal Navy Press desk, who soon created his own memorable rapport with the international media, and **SOLDIER** staff photographer, Paul Haley who took some 2,700 pictures.

Paul, whose images on film have appeared worldwide, presented 23 of his favourite and most vivid pictures to the pub.

"We'll put them all up if we have room," said publican Don Oldham whose interest in the events of the Falklands heightened after he took up his post behind the pumps.

The Falklands four years on. Heavily laden soldiers from 2 Queens taking part in Exercise Ice Axe, with 658 Sqn AAC Gazelle hovering overhead.

In August of last year, for instance, he sent 576 cans of beer by Hercules to the South Atlantic for the lads of the 1st Battalion, The Light Infantry.

"Now, we are waiting for our invitation to go personally and take some more," said Mr Eastwood.

By now, the Ministry's two VIPs — Very Important Pinters — Messrs Goodwin and Haley were modestly telling an enthralled local evening newspaper reporter and her photographer about their exploits at first hand.

Story Graham Smith

"It was a fairly interesting three months, as they say," said the largely shipborne Roger. "I told wife, Wendy 'see you in a fortnight'. But some three months later..."

Paul, one of three civilian photographers involved in the campaign, confirmed the last he saw of Roger was the latter waving him goodbye as he left by air from Stanley Airfield.

"At least, I think he was waving!" quipped Paul.

One fact remains indelibly sure, however. A warm, heartfelt welcome at a Lancashire pub literally fit for heroes.

All of them, it seems.

SOLDIER 24 MARCH 1986

LIVING AT THE ANTARCTIC GATEWAY

Serving a tour of duty in the Army's most southerly garrison on South Georgia presents unique challenges.

Soldiers face isolation, harsh terrain and often treacherous weather, yet many describe the experience as unforgettable and prefer to have served their Falklands tour in South Georgia rather than with the rest of the Falklands garrison.

The garrison on South Georgia exists to maintain the British presence there, to patrol where possible (even in summer, there is an 80 per cent ice cover) and to carry out civil tasks in behalf of the Falkland Islands Dependencies Government. To do this, Major Bob Wilby, (2 Queens) as JOC Troops South Georgia, was also the appointed deputy postmaster, customs and immigration officer, assistant Queen's Harbour Master and magistrate.

As postmaster, Major Wilby was responsible for the income derived from the sale of stamps and postage to visiting ships, which averages £400 per ship.

All arriving vessels have to report in and have their documents checked, and charges are raised against them for water and shelter. Not that there are many — during his tour Major Wilby dealt with two Russian polar research vessels, a tourist cruise ship *World Discoverer* and two French yachts.

As magistrate, he had the power to deal with vandals from ships since he was responsible for the island's derelict whaling stations. He was assisted by two SNCOs appointed as special constables, and paid a monthly fee for his work on the Falkland Government's behalf.

Apart from the British Antarctic Survey scientists and other occasional scientific teams (a team of taxidermists from a Swedish polar museum are currently based in Grytviken), the garrison are the only human inhabitants on the island, which is only 110 by 20 miles.

The garrison is based on King Edward Point, adjacent to the now infamous Grytviken whaling station. The majority live at the former BAS HQ, Shackleton House (the explorer would approve, his grave overlooks Grytviken), while the engineers and signallers share the RE Hilton, a smaller house nearby.

The men say that there is no such thing as a typical day in South Georgia. Their week is split between three days patrol and three days guard duty back at base.

Preparing for patrol is much the same as anywhere else — even for a one-day patrol 40lb safety berths are carried. For longer patrols the men each carry 80 lbs plus, and wear arctic kit and mountain walking boots.

What is not so typical, is the extremely variable weather and terrain. Temperatures can range

from -15 C to 20 C, and in summer the unwary soldier can get badly burned.

The temperate climate means that patrols can face severe damp cold and extremely strong winds. The winds, known locally as "williwaws", can come sweeping off the mountains over the glaciers, causing white outs, and gathering speeds of up to 100 knots.

It is the terrain welcoming, despite its paradoxically hard yet ethereal beauty. There are no trees or bushes, and the grassland is rough tussock grass, punctuated by bogs, moss banks and of scree-perous elephant and fur seals weighing up to 2½ tons.

Going into the hills, the patrols encounter rocky scree, snowlines and glaciers, which remain dangerous in summer as the warmed glaciers move and create crevasses. The topography limits the area of patrolling and patrol routes, except when visiting ships can insert troops by boat or helicopter.

However daunting it may sound, South Georgia presents superb value for training. As Major Wilby says: "Patrolling with heavy rucksacks is arduous over this terrain, and individuals become fit very quickly. The variable weather is a challenge to survive and patrol in it, and the experience can only make the individual better for it."

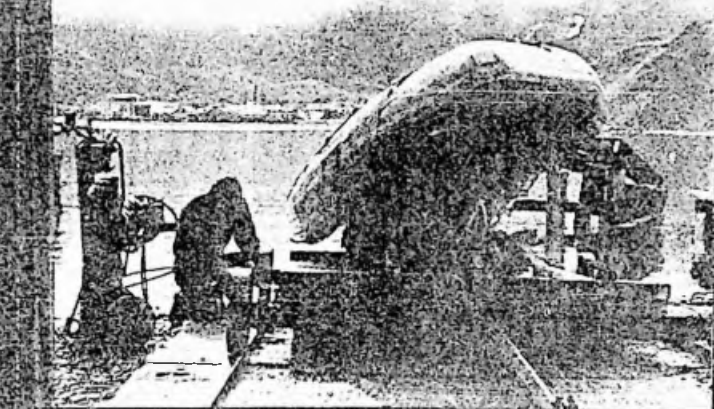
There are other advantages to having a training area on the doorstep. The troops have sole use of the area and a generous ammo allocation — field firing opportunities are limited only by safety rules and considerations of danger to wildlife.

Although few of the garrison are experienced in arctic training, they are provided with specialist equipment and a RM ML: arctic warfare specialist is posted with the garrison. The men spent three days adventurous training on a nearby glacier, which L/Cpl Tom Lindus described as a once in a lifetime experience.

Back at base time is spent in general duties, stints in the ops room and fatigues.

It fell to Sgt Major George Wharrell, who is also COMS, to organise admin, stores and rations for the garrison. This is no mean feat, given the distance involved, as South Georgia is 800 miles and a change in time zone from the Falklands.

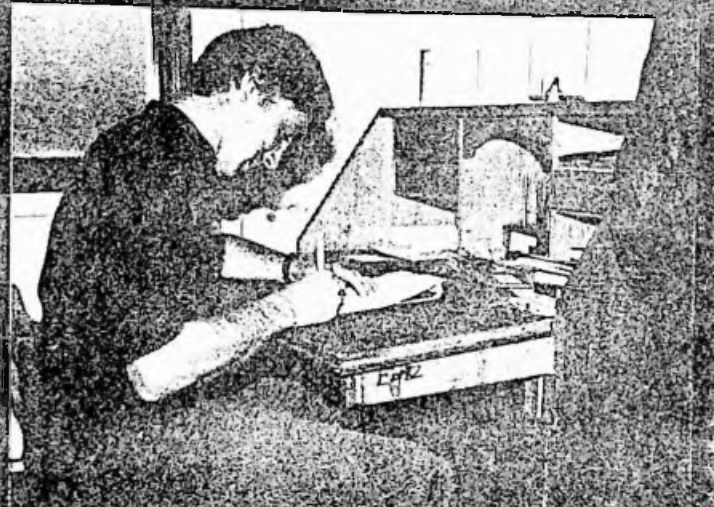
REA and other ships supply monthly to South Georgia, supply



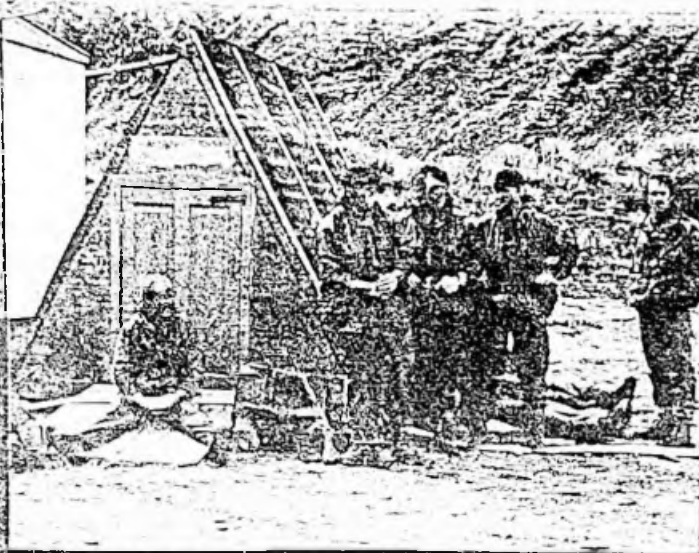
A member of the engineer detachment readies a Gemini inflatable to collect the airdrop from a Hercules into nearby Cumberland Bay.



One of the essential links in the supply chain to South Georgia is the monthly ship, *A Gazelle*, from 658 Sqn AAC moves stores from RFA Sir Bedivere to the garrison at Grytviken.



Cpl Tom Lindus of 2 Queens writes a letter home in his room at Shackleton House, Grytviken in South Georgia.



Capt Mike Newman (left) and his reconnaissance patrol take a breather at Grytviken before setting out on patrol.

ing the garrison with rations, fuel, machinery and stores, delivering and collecting mail, and assisting in the movements of patrols. Every fortnight, Hercules makes an air drop of fresh rations and mail into the air at Cumberland Bay, which the garrison's Sea Raider collects in a matter of minutes.

The signals detachment (266 Signals Squadron) plays an important part in the air drop as well as in communications with the Falklands and the BAS scientists.

The detachment undergoes a two-day meteorology course at RAF Stanley before they arrive in South Georgia, so that they are able to take six-hourly met readings for relay back to Bracknell in the UK. Their reports are also made on the hour, when the air drop is due.

The signallers work 12-hour shifts, and technician L/Cpl Peter Howson was much in demand for fixing videos and cassette players. He says: "It is more relaxed as a posting, but there is less to do in our spare time, except watch

videos, which come monthly, and listen to music."

There is the occasional visitor to Grytviken to break the routine. A Soviet vessel visited the station in early December, and the visitors played the garrison to a diplomatic draw on the "football pitch" behind the whaling station, while the BAS ship gave a carol service on Christmas Eve. Many of the soldiers take up photography (when breeding seals wake you up in the mornings and skuas stand on the doorstep, it's difficult to avoid the wildlife) and make use of the available darkroom facilities.

The isolation of the garrison means that mail is of unparalleled importance to morale. The greatest hardship is that letters home can go only once a month. The men in South Georgia are entitled to two "lamgrams" a week, which are sent to the UK, and which relations in the UK often do not realise they can use.

Despite the age of the buildings, the accommodation is surprisingly comfortable—corporals and above have their own rooms, otherwise there are two to a room.

The engineers (51 Field



Squadron RE) were responsible for the maintenance of buildings and services, including the all important power station and boat support.

Headed by Sgt David Newbury, the men in the detachment were specially selected for their trades, including fitters, plumbers, electricians and joiners/carpenters. Their assets included two tractors and a small dumper, and the equipment left by BAS, which proved to be a blessing and a problem.

The workshops contain machines ranging from circular saws to millings machines, and a reasonable stock of stores.

The problem is that many of the machines work to imperial measurement, while the spares from the UK and Falklands are often metric.

Because South Georgia is at the end of a long logistic chain, the engineers have to improvise and cannibalise while they wait for replacements, which can range from spare parts for the boilers to wiring for lights on the one and only street. According to Sgt Newbury: "It's a coppers' paradise because you've got to use initiative and resourcefulness all the time. We keep as much as we can

Against the background of the icy waters of Carilda Bay in South Georgia, Major Bob Wilby, OC Troops South Georgia, sets off on patrol.

working, because we have little or no back-up kit."

Each RE detachment sets itself a project—the previous detachment from 9 Gurkha Independent Field Squadron devised a filter system to remove overspill from the diesel filter in the generating shop into "fresh" water.

The 51 Field Squadron RE detachment planned to repair the fabric of Grytviken church, a Norwegian building dating from 1913, when they could find spare time from their six-day week.

For such an isolated place morale is high. The men are chosen for their motivation, skills and good health; the last is important since medical facilities are limited, although there is a doctor in the garrison. Dr Walter Leonici's services are rarely required—one of his tasks is the preparation of reindeer antlers from the herd, which have to be skinned on the island. The limited number of antlers is highly prized by the men—after all, living at the gateway to the Antarctic has to have its perks!



Pictures: Sgt Phil Cadman

One of South Georgia's hazards met during patrols—a not so friendly island inhabitant shows its disapproval.

THE TIMES, Friday 21 March 1986.

Taken to task

Television playwright Ian Curteis has had a positive response to his plans for a BBC film about the Falklands conflict. The three-hour drama, to be called *The Falklands Play*, involves characters portraying Mrs T, President Galtieri et al, in a factual reconstruction. I am told that Robert Morley jumped at the idea of playing Willie Whitelaw after hearing Curteis enthuse about the idea at a Garrick Club lunch recently. "It's always a bit tricky using real-life characters," said Curteis. "When I last did so, in a film about Suez six years ago, Lady Gaitskell complained strongly in the House of Lords about my portrayal of her husband." He might have even more trouble with Maggie.

Falklands honoured

CONSTRUCTION NEWS, Thursday 20 March 1986.



Flanking Armed Forces Minister John Stanley are the winners of the *Construction News* Construction Achievement Award 1986. They are (from left to right): John Renshaw, vice chairman, John Laing; Gordon Manzie, chief executive, Property Services Agency; Mr Stanley; Philip Beck, chairman, John Mowlem; Eric Hope, chairman and managing director, ARC Construction

Falklands honoured

ONE of the most spectacular feats of civil engineering — construction of the £400 million Falklands Airport in barely 18 months — was toasted by *Construction News* last week.

At an awards ceremony at London's Inn on the Park, Armed Forces Minister John Stanley said the job was "one of the outstanding achievements of British industry: a brilliant feat of logistics".

Those honoured by that description were the managing agents, the Property Services Agency, and the Laing-Mowlem-ARC Construction consortium that built the airport.

Mr Stanley said that on his first visit to the Falklands after the Cabinet decision to order a major airport, he surveyed the greenfield site, noted the length of the supply line — 8,000 miles — and seriously doubted whether it could be done.

On his next visit nine months later he was dumbfounded. He remembered three sensations.

One was relief that the project had worked, pride that it was the British construction industry that had achieved this feat, and a fervent wish to transport all the profits of gloom and disgorge them on Mount Pleasant Airport with the words: "Well, what about that for British industry?"

It was produced to time in "very, very difficult circumstances" and produced "as fast as any other country throughout the world could have done," he said.

Accepting the award for the PSA, chief executive Gordon Manzie said it was a "boost for us all".

"An outstanding lesson of close collaboration between the public and private sectors," he said.

● More pictures: Page 2

International Finance Corporation

IFC

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The following is being released
in Washington, London and Paris

19 March 1986

IFC HELPS RESTRUCTURE LEADING ARGENTINE TEXTILE AND SHOE COMPANY

The International Finance Corporation (IFC) is joining with domestic and foreign financial institutions in an \$80 million restructuring of Alpargatas S.A.I.C., the leading textile and shoe manufacturer in Argentina.

IFC, the World Bank affiliate that assists developing economies by supporting their private sectors, is lending \$14 million equivalent to Alpargatas. Of that amount, \$4 million is for the account of an international group of banks composed of Arab Latin American Bank - ARLABANK, Morgan Guaranty Trust Company of New York, Union Bank of Switzerland, J Henry Schroder Wagg & Co Limited, and J Henry Schroder Bank & Trust Company. Other loans are being provided by foreign commercial banks (\$31 million) and local banks (\$20 million). In addition, the Company plans to issue \$10 million in preferred shares. Foreign and local bank debt rescheduling of \$5 million completes the financial plan.

Alpargatas is a major, established company whose performance has been hindered by domestic economic and financial conditions. The restructuring plan is a joint effort by the Company, shareholders and creditors to safeguard its medium and long-term viability.

The restructuring includes stretching out debt maturities, decreasing the debt base, strengthening the capital structure by issuing preferred shares, and reducing interest expenses by refinancing expensive short-term debt.

These measures are complemented by operational adjustments already under way: reducing fixed overhead costs, working capital levels and capital investments, improving utilization of facilities, developing new products, promoting exports, selling non-critical assets, and implementing various production improvements.

The project is in line with IFC's corporate restructuring assistance policy to join together with other creditors and shareholders to provide both technical and financial assistance to intrinsically sound companies hampered by difficult macro-economic conditions.

THE TIMES, Wednesday 19 March 1986.

Crab fishing in the Falklands

From Mr D. A. P. Cox

Sir, I should like to take issue with part of your editorial entitled "Falklands factors" (March 10) where you stated that a feasibility study of inshore crab fishing has had promising results, but that no one has yet worked out how and where to market the product.

My company is carrying out the inshore fisheries study in conjunction with J. Van Smirren Ltd, the shellfish company, of Boston, Lincolnshire. We have indeed had promising catch rates of crab and have given a great deal of thought to how and where to market the product.

A small processing plant is now under construction in Port Stanley which will enable us to send sizeable quantities of semi-processed crab back to the UK for further processing and marketing.

A buoyant market for crab products exists in Europe and North America and a regular container service operates between Port Stanley and the UK. The cost of shipping containers 8,000 miles is well within the margins available for seafood of this type.

Yours faithfully,

D. A. P. COX

Director/Secretary,
Fortoser Limited,
Louden House,
Fish Docks, Grimsby,
South Humberside.
March 13.

Heartbreak voyage for Falklands ship

✓ UK firm to fish in Falklands

By John Young

A British trawler company has chartered 10 Japanese vessels to fish within the 200-mile zone around the Falkland Islands. Ships will have Japanese crews but will sail under the British flag and some will have British skippers.

The company is J Marr & Son of Hull, formerly one of the leaders of the British deep-sea fishing industry, and its initiative is the first serious response to criticism that Britain is neglecting the rich fishing grounds.

Marr became interested in the Falklands after its four remaining deep-sea freezer trawlers were requisitioned during the conflict as troop carriers. But after the ceasefire the company's suggestion that a ship should remain to survey the fishing potential was ignored by the Foreign Office.

Letters, page 13

Daily Mail
19.3.86

Heartbreak voyage for Falklands ship

THE schools cruise ship *Uganda*, which became a hospital vessel in the Falklands War, looks to be on course for a sad end in the breakers' yard.

The 17,000-ton vessel, owned by P&O, took children all over the world until she was commandeered by the Ministry of Defence in 1982.

She was painted white with large red crosses on her side and sent off to become a haven for injured soldiers and Marines.

Daily Mail Reporter

After the war the 35-year-old liner became a troopship, ferrying soldiers between Ascension Island and the Falklands, but in May last year it all ended.

The *Uganda* was moored on the river Fal near Truro, Cornwall and has been there since with only her chief engineer, Mr David Turner, 47, and six watchmen to patrol her deserted corridors.

Since then Mr Turner

has run the generators and checked miles of pipes and cables, but *Uganda* has been under steady attack from corrosion.

Now P&O, who have failed to find a buyer at the £1 million asking-price, are ready to send *Uganda* off to the breakers' yard, where she is expected to fetch half that amount.

The news came at the same time as another Falklands ship, the carrier *Hermes*, sailed into Devonport for a refit and a possible new future with the Indian Navy.

What's in a name?

WHAT a difference between the two Falklands! Here in Falkland (Fife), like the rest of Britain, we suffer long-waiting lists for hospital treatment.

Yet a new hospital is to be

built in the Falkland Islands at an estimated cost of £11.3 million, or over £400,000 per bed.

(Mrs) JEAN BALFOUR
Upper Row, Falkland, Fife.

Daily Mail

DAILY TELEGRAPH

18.3.86

18 MARCH 1986

Left cold

HOW can Britain afford to support the Falkland Islands while most people here can ill afford to heat their houses properly, and many are too frightened to burn our costly fuel?

(Mrs) YETTA MENDICK,
Sunningdale Drive,
Liverpool.

DAILY TELEGRAPH, Tuesday 18 March 1986.

A Falkland solution

SIR—In the current uproar over Sellafield, would it not be technically possible, commercially viable and politically acceptable, to dispose of radioactive waste from all sources in suitably prepared deep storage pits on West Falkland?

The location has the advantage of isolation, minimal disruption to the local population and an alternative occupation to sheep farming or kelping, for those who prefer to be employed on the fringes of modern technology.

A nuclear dump might also dilute the fervour of the Argentinian claims to sovereignty.

S. C. A. THORPE
London, W5.

London Standard
17 March 1986

Letters

Spare some thought for our grief

I WRITE on behalf of the parents, widows and children of our servicemen killed in the Falklands campaign. My own son, a sergeant in the Welsh guards, was killed when an Argentine pilot

bombed Sir Galahad at Bluff Cove.

Tonight the BBC is to interview on the Horizon programme three Argentine pilots who will be telling how they bombed British warships and killed the men we loved.

Has the BBC given any thought to the feelings of the 255 families of our dead servicemen? We still live with the pain of their death and will do so for the rest of our lives.

Having served for 23 years in the Household Division in the Welsh Guards I know all about serving one's country, therefore have no personal quarrel with any of the Argentine pilots who were doing their duty.

I do however have a very large quarrel with unfeeling people like the BBC. Surely these men should not be allowed to appear. — Des Keoghane, Chairman, Falklands Families Association, Penrose Court, Hemel Hempstead, Herts.

DAILY TELEGRAPH, Monday 17th March, 1986

Page 17

Over-fishing 'is killing Falklands penguins'

By PATRICK WATTS in Port Stanley

THOUSANDS of penguins in the Falklands have died through starvation, caused, it is thought, by chronic over-fishing of squid, the penguins' main diet, by hundreds of uncontrolled foreign fishing vessels.

On New Island, in the west, adult rockhopper penguins have been washed ashore face down in the water, leaving their chicks to starve to death.

On another large rookery near Salvador, in the east, the adult penguins have been returning to the rookeries from their traditional food-searching expeditions to the established squid areas, with little or no food at all, leaving their demanding chicks starving.

Andrew Douse, of the Falklands Research Centre in Port Stanley, who is conducting pathological examinations on the dead penguins, reports that all

those examined were very emaciated, with their weights being only 25 to 50 per cent of what is normal for this time of the year.

The cause of death was unlikely to be disease or parasitism, he said.

Conservationists have for some time expressed their fears over the damage to the wildlife which uncontrolled fishing might produce.

Recently a petition signed by practically every adult in the islands was handed to Baroness Young, Minister of State at the Foreign Office, imploring the British Government to take immediate steps to control the fishing. They want a 200-mile unilateral zone.

John Powell, a leading Falklands ornithologist, said: "We only know of the damage being done to the penguins in inhabited areas. What the count may be in many uninhabited islands is terrifying."

Daily Mail
17.3.86

Hassala to

Over-fishing puts penguins at risk

From Patrick Watts
in Port Stanley

Thousands of penguins in the Falkland Islands have died through starvation caused, it is thought, by chronic over-fishing of squid, the penguin's main diet, by hundreds of foreign fishing vessels.

On New Island, in the western Falklands, the adult rockhopper penguins have been washed ashore face down in the water, leaving their chicks on the rookeries to starve. On another large rookery near Salvador, East Falklands, the adult penguins have been making it back to the rookeries from their traditional food-searching expeditions to the established squid areas, with little or no food at all.

Mr Andrew Douse, of the Falklands Research Centre in Stanley, who is conducting examinations on the dead penguins, reports that "all birds

examined were very emaciated, with their weights being only 25-50 per cent of what is normal for this time of the year."

Conservationists have for some time expressed fears over the damage to the Falklands wild life, which uncontrolled fishing might produce. Recently a petition initiated by several of the Falklands elected councillors and signed by practically every adult on the islands was handed to the Minister of State at the Foreign Office, Baroness Young, during her recent visit. It implored the Government to take immediate steps to control fishing. The petition called for a 200-mile unilateral zone. However, the minister insisted that the Government would pursue a "multilateral approach", but could give no indication as to when this might be achieved.

Daily Mail
17.3.86

Russia to pay up for fishing in Falklands

FROM today, Russia's factory ships face a tax of £1,500 for every shipment of fish taken from Falklands waters.

The tax aims to curb the free-fishing spree at a time when the high-value squid season is expected to boost the number of ships in the area between now and June from 45 to 100.

Fees

The Poles, Spaniards, Bulgarians and Koreans who take big catches will also pay the tax.

French conservationist Jacques Cousteau, who attacked the Russians and their fellow-fishermen as 'scavengers', recently called for the British Government to intervene because the penguin and albatross colonies were being sentenced to famine.

It is estimated that the past year's catch was worth more than £200 million, but all that foreign fishing vessels paid was about £650,000 in harbour fees.

On Aires

ARGENTINIAN TV is considering broadcasting a BBC programme about the Falklands war. Tapes of the programme, an examination of the naval lessons of the conflict which will be shown here in Monday's Horizon, are currently in Buenos Aires. They include the first television interviews ever given by some of the Argentinian pilots who attacked the British Task Force — a "scoop" for which the BBC can thank President Alfonsín. "We were told that war heroes would not be allowed to speak to British spies," says Edward Briffa, one of the programme's producers. "So we wrote to the president. Eight hours later, we got a call saying we had the interviews."

Sunday Telegraph March 16th, 1986

Page 1

Fishing tax for Falklands

by DAVID BROWN
Agriculture Correspondent

A NEW fishing "tax" will be imposed on all Eastern bloc, Japanese and European trawlers in Falkland waters from April 1.

The measure, which is expected to earn the Falklands about £700,000 a year, spells an end to the free fish bonanza enjoyed there for many years by foreign fishermen. Some have already complained.

The tax will take the form of a "transshipping fee" of £1,500 for each vessel transferring fish and exporting fish from the Falkland Islands. About 130 foreign vessels, mainly Polish, Russian, Spanish and Japanese use the sheltered waters of Berkeley Sound north of Stanley for their transshipping operations.

Harbour dues

The new fee, which will apply in future during the high fishing season between February 15 and June 15, will more than double the revenue the Falkland Islands obtains from foreign fishing fleets. At present these vessels only pay harbour dues which total £650,000 a year.

There has been an enormous increase in fishing activity around the Falklands which has worried both conservationists and the islanders. In 1976, the Islands earned only £597 in harbour dues from fishing vessels.

The Government has been under considerable pressure to introduce a unilateral fishing zone inside the Falklands' 150-mile defence limits, but has so far rejected the proposal in favour of attempting to find an international agreement on fishing there. Without a formal fishing zone it is not possible to introduce a system of fishery protection and inspection to conserve fish stocks.

GCHQ UNION REBELS 'MAY BE SACKED'

'Widespread action' threat by TUC

By COLIN RANDALL

UP TO 40 civil servants were warned yesterday that they face disciplinary action in the continuing row over the ban on trade unions at the intelligence-gathering Government Communications Headquarters at Cheltenham.

They have rejoined unions after leaving them when the Government imposed the ban two years ago.

The warning brought union statements that any dismissals would be followed by TUC-backed action.

At talks with union leaders, Sir Robert Armstrong head of the Home Civil Service, pointedly refused to rule out the dismissal of people who refused to leave their unions for a second time.

But he said the Government "very much hoped there would be no need for dismissals."

No action would be taken before a meeting between Sir Geoffrey Howe, Foreign Secretary, and union leaders early next week.

Ballot of power workers

Members of the small group of union members among the 7,000 GCHQ employees said they would continue to defy the ban.

The TUC and Civil Service unions said any dismissal would lead to a campaign of widespread action, starting with a day of protest.

Mr Eric Hammond, moderate leader of the electricians' union, has already pledged his support for this strategy and says his members in power stations would be balloted about taking sympathetic action.

A number of union members met openly in their canteen at Cheltenham and agreed not to surrender. Their spokesman, Mr Jack Harte, said: "We have not come all this way to concede at this stage."

Mr Robin Smith, 29, a higher scientific officer who has already lost the chance of promotion with a £3,000-a-year rise because of his stand, said: "I and my colleagues wish to remain at GCHQ and to be union members—we are no risk to security."

The GCHQ staff under immediate threat of disciplinary proceedings are those who initially accepted one-off £1,000 payments intended to compensate for loss of trade union rights.

At least 19, but possibly as many as 40, are involved. They apparently rejoined their unions after a High Court judgment that the ban on unions was unlawful but Sir Robert said yesterday that they had been in breach of conditions of service at least since November, 1984 when the ruling was reversed by the law lords.

Each of the rebels has been sent a letter warning them that disciplinary proceedings will be instituted unless they could give assurances "within ten working days that you are no longer a member of a national trade union".

A further 35 civil servants, who either refused to give up union membership at the outset or made no decision when the ban was announced, are being offered alternative jobs in the Civil Service.

If suitable jobs cannot be found, they will be offered premature retirement with compensation. Union leaders said this created a "bizarre" situation because for the time being at least, they would continue to work at GCHQ while retaining union membership.

Secret work 'disrupted'

The Government has maintained that work at the secret base has been seriously disrupted by strikes, go-slows and working to rule during international crises.

In written Commons replies in January, 1984, Sir Geoffrey listed disruptive action which had affected GCHQ work during the Russian invasion of Afghanistan, in the aftermath of the attempt to assassinate President Reagan and in the closing days of the Falklands campaign.

Dr Owen, leader of the Social Democratic party, said the Government's problems stemmed from "their mistaken decision not to accept the unions' readiness to negotiate a no-strike agreement."

According to union officials, at least some of the rebels offered to refund their £1,000 payments on rejoining unions, but the offers were rejected.

The unions say that industrial action at GCHQ has had little effect on security. At times staff had refused to follow union recommendations for security reasons.

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Page 15.

GIFTS FOR FALKLANDS VICTIM

Mr SIMON WESTON, the Falklands veteran who was coshed by an armed security guard while holidaying in Tenerife, has been offered two free holidays by well-wishers.

Mr Weston, 23, a former Welsh Guardsman who suffered appalling burns when the Sir Galahad was bombed at Bluff Cove, had said he met hostility from several pro-Argentinian Spaniards.

He was coshed by a guard outside a discotheque in the resort of Playa de las Americas.

Yesterday, Burgan Timeshare, a holiday firm based in Bromley, offered Mr Weston a trip for two to the Algarve, Portugal. Mr David Minards, the firm's director, who read of the former soldier's Tenerife problems, said it would be "the best holiday Simon has ever had."

Corfu trip

Medina Holidays, a Greek firm, said the chairman, Mr Constantine Georgoulis, had been upset by Mr Weston's story, and had telephoned from Athens to offer a two-week trip to Corfu.

a spokesman for Medina said: "Mr Georgoulis heard the reports of what happened and was upset and moved. Such behaviour would not happen in Greece. British holidaymakers are welcome," he said.

Mr Weston, of Nelson, Mid Glamorgan, said he would be delighted to take up both offers. "These holidays are smashing, but it has all hit me for six. I was not expecting the publicity."

Puzzle on island

Our Madrid Correspondent writes: Tenerife authorities have only traced one incident involving Mr Weston. Clinic records show he was treated for bruises and shaking after he had fallen from a wall.

A spokesman for the Civil Governor of the island, commenting on the security guard incident, said last night: "We are still baffled by this report. It is just not clear when or where this is supposed to have happened. Certainly no complaint was made to the police or the Civil Guard about any aggression."

Argentina to seek Peronist's return

From Jeremy Morgan
in Buenos Aires

Jose Lopez Rega, a controversial figure associated with Juan and Isabel Peron, was yesterday held in a Miami gaol without bail awaiting possible extradition.

Mr Lopez Rega, aged 69, who avoided arrest for more than a decade, was picked up by the FBI at Miami International Airport as he stepped off a flight on Thursday from Nassau in the Bahamas.

A spokesman for President Alfonsin said yesterday that they were pressing ahead with extradition proceedings against the former minister, but it remained unclear what charges would be presented to the US courts.

As social welfare minister, Mr Lopez Rega, was a key fig-

ure in the elected Peronist government that ruled from 1973 until the military takeover over 10 years ago.

Today, however, he is a symbol of everything that went wrong during the country's last dismal experiment in democratically elected government.

Mr Lopez Rega is supposed to have wielded a sinister influence over President "Isabel" Peron as she wrestled with government, infighting, mounting political violence and economic chaos.

Accused of fraud and corruption, Mr Lopez Rega, is also alleged to have founded the Argentine Anti-Communist Alliance, or Triple A. A group of shadowy paramilitary death squads, it was blamed for kidnapping and killing perhaps hundreds of people

Daily Star
15.3.86

Howe probe over Simon

FOREIGN Secretary Sir Geoffrey Howe yesterday launched an inquiry into the attack on Falklands hero Simon Weston while he was on holiday in Tenerife.

Simon, 23, was coshed over the head by a security guard at a disco. And he faced insults from pro-Argentinian Spaniards when they found out he received his horrific burns at Bluff Cove.

Tory MP Nicholas Winterton, vice-chairman of the all-party Parliamentary Falkland Islands Group, said Simon's treatment was "shameful and disgraceful."

He added: "I have spoken to Sir Geoffrey and he views it very gravely."

Well-wishers have offered Simon two free holidays in Portugal and Corfu.

Daily Star
14.3.86

Falklands hero in a dust-up

HERO soldier Simon Weston told yesterday how he faced hostile Spaniards on holiday because of his Falklands past.

The ex-Welsh Guardsman who suffered horrifying burns at Bluff Cove, says he was coshed by an armed security guard when he tried to get into a Tenerife disco.

"He also stuck a pistol in my ribs," said Simon. "I took off—discretion is the better part of valour."

And a waiter who learned he was a Falklands veteran walked off without taking his order for food.

Simon, aged 23, from Nelson, mid-Glamorgan, said: "Some of them definitely took a dislike to me when they realised I had been in the Falklands."

THE TIMES, Friday 14 March 1986

Falklands survivor hit by cosh

From Tim Jones
Cardiff

Spanish hostility over the Falklands campaign led to a badly burned British survivor of the conflict being coshed by a security guard when he tried to enter a discotheque in Tenerife.

Mr Simon Weston, aged 23, a former Welsh Guardsman, described yesterday how his first holiday since the war turned into two weeks of tension when some Spaniards realized how he came by his injuries. He had gone to Tenerife as part of his rehabilitation.

Mr Weston, named recently as a Man of the Year, was aboard the *Sir Galahad* when it was hit and turned into a blazing inferno in which 50 men died and 67 were injured.

Since then Mr Weston has spent months having his face and hands reconstructed. He said: "When some of the Spaniards realized I had been down to the Falklands and that's why I looked the way I did, they started giving me a hard time."

After coshing him, the security guard "then stuck his pistol into my ribs. I took off. After all discretion is the better part of valour."

On another occasion, he was shunned at a restaurant after a waiter asked him how his face had been scarred. "The waiter said: 'Las Malvinas' and I replied: 'Yes, the Falklands'." The waiter walked away without taking his order.

But Mr Weston said that he had been given a marvellous reception by British tourists. "It was my first real break since the Falklands and it was definitely worth it. It won't stop me going on holiday again although I wouldn't go to another Spanish area."

Mrs Pauline Hatfield, his mother, said: "It's true that Simon did meet a certain amount of hostility the first week he was there but overall he enjoyed the holiday."

His holiday was paid for by a well-wisher

Need to invest in Falkland fish

*From Mr James Provan, MEP
for Scotland North East (European
Democrat (Conservative))*

Sir, Your leader of March 10 draws attention to the presence of a large number of deep-sea fishing vessels operating within 200 miles of the Falkland Islands but totally underestimates the threat which the build-up of fishing by East European and oriental vessels poses to the local fish stocks and the development of onshore facilities which could provide a major boost to local employment.

Over the last three years the number of vessels operating in the waters around the Falklands has increased enormously, as has the level of catches. An estimated \$262 million worth of fish was taken from these waters in the first nine months of 1985.

Offshore fishing provides a major opportunity for the Falklands economy and for the betterment of relations with South America and with Argentina in particular. It is only if the United Kingdom, which has been assured that financial support would be available from the European Community, is prepared to invest in the islands' fishery resources, that the Argentinians will see that we do believe in the long term future of the Falklands.

The Food and Agricultural Organisation must be encouraged to produce their report as soon as possible. Thereafter it will be up to the British Government to negotiate an agreement with the contiguous states. If the United Kingdom does not maintain the pressure for a multilateral agreement there is a danger of some countries coming to bilateral agreements with Argentina.

Yours faithfully,
JAMES PROVAN,
Wallacetown,
Bridge of Earn,
Perth.

March 10.

FALKLANDS FACTORS

Nearly four years since Argentine forces invaded the Falkland Islands, 3,000 British troops remain on alert in the South Atlantic in case they should try it again. It is true that the Government, caught napping once, would not relish being ambushed again. It is equally true that Argentina has never formally declared an end to hostilities - as Whitehall is fond of recalling. But the threat, from a Buenos Aires regime which is opposed to the use of force to attain its objective of sovereignty over the islands, is more apparent than real - and not very apparent at that.

Sceptics argue that the government in Argentina might change - and do so for the worse. So it might. But there are few signs that it will in the foreseeable future, and if there were - then the presence of British troops on the Falklands would be more likely to promote that contingency than prevent it. Moreover the opening of the main runway at the new Mount Pleasant airport last May, has enabled the rapid reinforcement of the garrison there in an emergency. The number of troops could be reduced to the level necessary to protect the airport and keep it open for the additional battalions to arrive. It must be hoped that progress will be made towards this in the Summer - before waiting for the completion of the Mount Pleasant complex next year.

The 150-mile protection zone around the islands could be removed for similar reasons - permitting another frigate to return. This would ease the ship management problems of a hard-pressed fleet. The tri-service cost of maintaining the garrison at its present level is around £370m a year. This has to be seen in the context of a total defence budget of more than £18bn, and withdrawal of

troops to this country would not bring anyway a straight return in cash. But just as the exclusion zone is resented in Buenos Aires, so the drain on the British exchequer will come to be increasingly resented by people in Britain. Even many of the islanders themselves acknowledge that a long continuation of the *statu quo* could do more political damage than it has military value.

There are sound reasons why Falklanders might be wary of forfeiting good will in this country - the chief one being that progress towards broadening the islands' economic base is proving to be embarrassingly slow. With most of the Government's post-war £31m development cash already allocated (though not necessarily spent) there are no signs of the economic take-off which at one time Falkland optimists had hoped for.

Some movement has been made in the division of the islands' large estates into smaller owner-occupied sheep farms and output, it is claimed, has gone up where this has happened. But the overall pattern of land ownership looks unlikely to change very dramatically. A feasibility study of in-shore crab fishing has had promising results. But then no-one has yet worked out how and where to market the product, with Britain an expensive 8,000 air miles away and Argentina geographically near but politically distant. The woollen mill established to make better use of the home-grown product is facing not dissimilar difficulties.

Off-shore fishing is a contentious subject, with 130 vessels from a variety of countries, trawling within 200 miles of the islands on one recent count. The islanders want Britain to declare a 200-mile fishing zone, within which these visiting fishermen would

have to pay licence fees to the local economy. The British Government, wary of creating more friction, prefers to work for a multilateral agreement on fish quotas, worked out on the basis of a survey by the Food and Agriculture Organization (to be completed later this year). Either way the growth of local fishing could bring in significant sums if the vessels can be persuaded to put into Port Stanley for facilities.

There are those who still believe that the islands are capable of building up their own tourist industry, for ornithologists, marine archaeologists - or anyone else prepared to pay up to £3,000 a trip. But the numbers are unlikely to be large and there is about this, as about other attempts to exploit the islands' unique potential, a faintly desperate air.

The most recent developments in the Falklands were the closure of the local brewery and the "Up for Sale" sign on that famous local hostelry the Upland Goose. To Baroness Young, deputy Foreign Secretary who returned a week ago from her second visit to the islands, it must have been apparent that in a scattered community of 1,900 people (100 more than at the time of the war) there is a basic shortage of manpower and skills which must hamper any attempts, however well-meant, at expansion.

The chances of local development would be improved by the normalisation of relations with Argentina and the restitution of air links with the South American mainland. That in itself might be encouraged by the lowering of Britain's military profile in the South Atlantic. Neither would guarantee success. But they are starting to look like necessary prerequisites if success is ever to be achieved.

SAD TALE OF THE GOOD PENNY

SANDRA BROWN, Livery Walk, Bridge of Weir, has just returned after a year with a catering company in the Falkland Islands.

Her job was on the construction site at Mount Pleasant Airport, started after the conflict of 1982.

It's soon to be the largest airstrip in the southern hemisphere, and is a bustling mini-city of 3000-odd construction workers.

The work was hard, and the hours long.

So Sandra loved nothing better than to escape to the bleak, but beautiful countryside.

She visited the military grave-

yard at San Carlos, final resting place of Colonel "H" Jones, who died leading a heroic attack on an Argentinian machine-gun position during the battle of Goose Green.

The mass grave holds the remains of 14 men, representing the Paras, Royal Signals, Air Corps and Marines.

One stone stopped her in her tracks. The inscription read simply, "He must have been a good penny."

At first, she didn't understand what it meant. It had nothing to do with the young soldier's name.

But after a lot of thought, she

reckons she's come up with the answer.

Bad pennies, as the saying goes, always come back.

This young man never came back, so he must be a good penny.

Sandra was so moved, she burst into tears on the spot.

It didn't help matters when she reflected that the young soldier's family had possibly never seen what she was seeing now.

So she lingered a while longer, grieving for a young soldier she never even knew.

She doesn't know where the family of the dead hero live.

But, if they're reading this article, she'd like them to know their son will never be forgotten, no matter how far away he is.

Phoenix From Bluff Cove

◉ Sir Tristram was wrecked in the same attack which left Sir Galahad (right) a burning hulk. Welsh troops are seen rowing to safety in our picture.

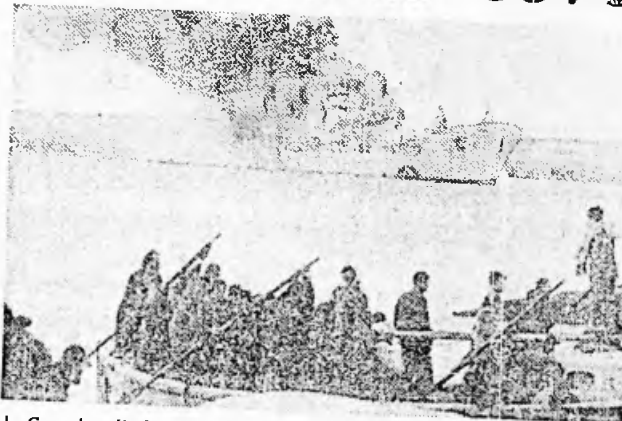
REMEMBER the Royal Fleet Auxiliary Sir Tristram? On June 8, 1982, with her sister ship, Sir Galahad, she was bombed and set on fire by Argentine Skyhawks in the Bluff Cove disaster during the Falklands War.

Over 50 men, mainly Welsh Guards, died.

Sir Galahad was later scuttled — but Sir Tristram has now rejoined the Fleet — in better nick than ever.

After the attack, which left her a smoke-blackened hulk, the wreck was used as a primitive floating barracks off Port Stanley.

Then a huge, heavy-lifting vessel, the Dan



Lifter, sailed to the Falklands carrying massive sections of an artificial harbour.

She had no return load, so her owners offered to carry any suitable cargo back to the UK — at a discount.

Sir Tristram was nominated for a half-price piggy-back home.

The 409-foot, 5700-ton ship was lifted out of the water on to the deck of big sister for the 8000-mile trip to a repair yard in Wallsend.

There she was cut in two and a new midships section fitted. Her aluminium superstructure, which melted in the fire, was replaced by steel.

The latest satellite electronic communications gear was installed.

There's a new cafeteria-style restaurant for the troops, automatic foam guns and a new firefighting system.

Sir Tristram can now transport 534 soldiers, 16 tanks, 34 mixed vehicles and 30 tons of ammo. Chinook helicopters can use her flight deck.

She recently ferried troops to Norway for Arctic warfare exercises.

Like a phoenix, the once abandoned hulk is now the pride of the Royal Fleet Auxiliary — and part of NATO's plans to reinforce Europe in the event of war.

The ship is again under the command of Captain George Green, who won the DSC during the Falklands campaign.

OBSERVER Colour Supplement
9.3.86

COLLECTING

by
C. W. Hill

Long before General Galtieri and Goose Green claimed their places in history, the Falklands were firm favourites with philatelists. Introduced in 1878, the early stamps portraying Queen Victoria are scarce and expensive, especially if they are still on their original envelopes. But the star of the Falklands issues is the 1933 series of 12 stamps which were issued to mark the centenary of the British occupation.

Soon after the series was placed on sale the Argentine Government announced that mail bearing any of the commemorative stamps would be regarded as unfranked and would be delivered only on payment of the double postage due normally charged on unpaid mail. Costing just £2 when new, the series is now priced at about £3,000, mint or used.

In recent years nature conservation has been the theme of several attractive series featuring the islands' flora and fauna. This 17p stamp (*Right*), showing a giant grebe, is one of a trio designed by Ian Strange and printed by the House of Questa. The silver grebe and Rolland's grebe appear on the other stamps. They are among more than 30 birds depicted on modern Falklands issues. A

1960 series of 15 definitives ranging from ½d to £1, with a face value of a little over £2, now sells for £60 mint, or £40 used.



Stanley Gibbons Ltd publish a catalogue devoted entirely to the Falklands, their Dependencies, South Georgia, the British Antarctic Territory and the other British south Atlantic islands, Ascension, St Helena and Tristan da Cunha. The current edition (120 pages, £7.50) has notes on the historical background to the various issues as well as the usual philatelic guidance. Prices reflect the keen interest in the stamps of these distant colonies, whose revenues benefit considerably from sales to collectors.

Val Arnold-Forster reviews the week's radio

Falklands war sounds

SURPRISING that we haven't heard more plays about the Falklands War. Taken Out (Radio 4, Monday to be repeated next Sunday) is the first that I've heard, one of a batch of Welsh plays produced by Adrian Mourby.

It was about the bombing of the Welsh Guards aboard Sir Galahad, and the visit made to the Falklands war graves by a bereaved family after the war. But the message was universal: an impassioned polemic on the wastefulness and horror of war, modern enough in its setting, but with echoes of the great poetry of World War I.

Author Greg Cullen set himself an ambitious task, interweaving the thoughts and memories of the bereaved, the victims and the survivors — the parents of a dead soldier, his widow, an officer who had survived the

bombing and the thoughts of the two young men who had been killed. An enormous canvas, but detailed by the particular personal stories.

He touched on every sort of personal reaction, not only the grief and pain, but the nightmarish helplessness of seeing men burn, the tensions of the mourners — the anxiety of the young widow faced with bringing up a child alone, the complicated jealousy of the mother for her daughter-in-law, their different feelings about the justifications for the War — and, above all, the frustrations, of young men dead before their time, of those who need to know what exactly happened.

The author dwelt on the pointlessness of the war — the young widow, seeing the bare, beautiful landscape of the Falklands, mused that they'd got plenty of this sort of countryside at home, why fight a war for it?

Maybe there were too many emotional threads tangled together, and sometimes the play moved jerkily from the dead to the living — but it was a confusion that mirrored the confusions of immediate grief and gave the play considerable intensity, helped by intelligent and well controlled playing, especially from Tessa Gearing.

It may be that all the reporting from the Falklands has taken the wind out of the sails of potential playwrights and poets, but I'm sure that there is more to come out of that particular conflict.

Another Welsh drama, Lord of Misrule (Radio 4, Sundays and Wednesdays) is

half-way through its serialisation and is not one to dive into unaware: a riotous mixture of Welsh ranting and historical intrigue, quite incomprehensible for the newcomer.

But listening to it reminded me of radio's capacity for depicting violence (remember the John Masters' serials?) and sex (even the Archers has its heavy breathing these days, and, though treated far more seriously, of course, there's incest on every channel).

It seemed a pity that Feedback's discussion of the Churchill proposals, expertly chaired by Chris Dunkley, focussed on television alone.

Good to find that The Food Programme is back on Sundays (post rather pre-prandial now). This week had a careful investigation of the possibilities and potential dangers of irradiating food. Apparently this is the latest method of food preservation, destroying the bacteria that makes food uneatable. An alarming notion, but, so we were told by those in trade, perfectly safe even though it does destroy vitamins.

There is a government committee due to report later on the whole subject, and Derek Cooper of the Food Programme didn't pretend to know the answers. But he had tried some of the food, and reported that cheese was terrible, but irradiated strawberries were fine. No need to worry yet, it seemed.

Only a couple of days later You and Yours reported that a batch of irradiated prawns was on sale in this country.

Aid for Falklands ventures considered

Group of 24 backs call for cut in debt interest rates

BY JIMMY BURNS IN BUENOS AIRES

THE GROUP of developing countries yesterday endorsed a Latin American proposal for a cut in interest rates, in negotiations involving the Third World's most heavily indebted countries.

The group, which represents Latin American, Asian, African, and Middle Eastern countries, on economic issues at the International Monetary Fund and World Bank, agreed to step up demands for "equal footing" status with industrialised countries within multilateral agencies.

It reiterated a demand for an inter-ministerial committee under the auspices of the IMF and World Bank to discuss new ways of dealing with regional debt and of increasing the transfer of resources to the Third World.

These initiatives emerged from a five-day meeting called by Argentina to co-ordinate

positions before next month's session of the IMF's policy-making interim committee.

Yesterday's final communiqué confirms the increasingly active role within the group played by Latin American countries.

Last week, the 11-nation Cartagena Group of Latin American debtor countries produced an inconclusive meeting at the Uruguayan resort of Punta del Este.

Officials said yesterday that the G24 document would give added impetus to individual debtors as they strive to strike a hard bargain in negotiations with creditors.

Meeting for the first time since the formulation of the Baker Plan last October, G24 has taken its cue from the Cartagena Group in giving only qualified support to the initiative of Mr James Baker, US Treasury Secretary, for dealing with Third World debt.

Aid for Falklands ventures considered

BRITISH vessels seeking EEC assistance for Falklands projects would receive a sympathetic hearing from the British government, says Timothy Raison, minister of state at the Foreign Office.

Mr. Raison was replying to a parliamentary question from Stuart Randall, Labour MP for Hull West. He had asked whether the government intended to submit a programme to the EEC Commission to attract funds

for the development of the Falkland Islands fisheries.

Mr. Raison said that there were no plans to do so and that it is a matter between the Falkland Islands government and the EEC. However, he went on, a British vessel seeking EEC help would get a sympathetic hearing from the Ministry of Agriculture, Fisheries and Food with a view to seeking approval from the European Commission.

● Spain has recently test-fished off South Georgia.

Act like fishing 'super-power'

THE EEC should start acting like a "super-power in fishing" Euro-MP Bob Battersby told the European Parliament this week.

"The arrival of Spain, with its large deepsea fleet, and Portugal in the EEC has made Europe a fishing super-power," said Mr Battersby outlining his plan for future EEC fisheries policy.

Mr Battersby, who will be speaking at the FISHING '86 conference in Glasgow on March 22, said: "Both Japan and Russia have for the last 25 years been operating an integrated and planned industry. With the accession of Spain, Europe now has one of the biggest distant water fleets in the world. It is a world fleet that is in competition with the Russians and the Japanese.

"Despite this we are still not self-sufficient in fish. We now have the possibility of becoming much more so, but for that we must have an integrated policy."

Mr Battersby said the EEC's political and economic power can now be used to win new fishing grounds for European fleets as far afield as the Pacific.

—Euro-MP tells EEC

"We cannot face world competition if we are squabbling among ourselves. There are not enough fish in our waters. We have to go outside.

"There are tremendous fishing opportunities in the Falklands. But, as elsewhere, we have got to make it economically attractive for owners to go there."

"Port and harbour facilities in the Falklands have to be improved and if there is no investment there, the Argentinians would be encouraged to think we can see no long term future for the islands,"

said Mr Battersby.

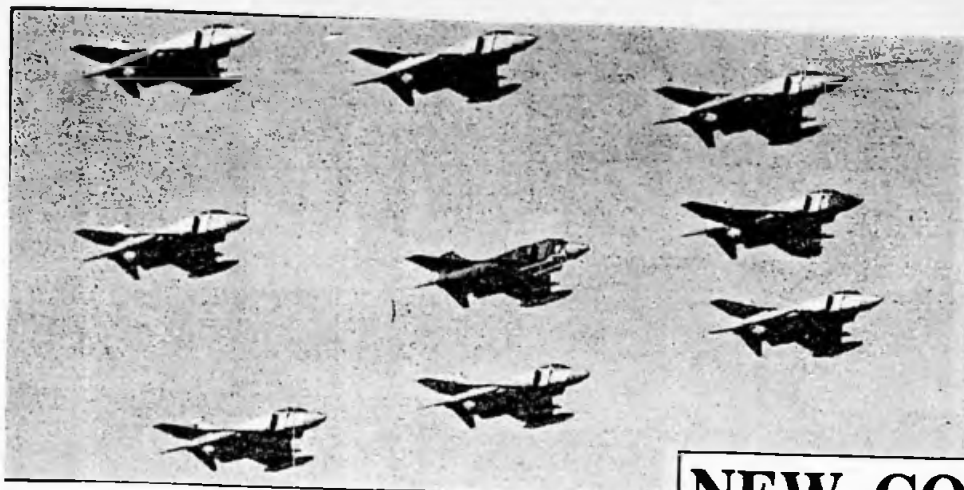
He added: "I am sure the British government will be there and we can find Community backing for the Falkland fishing. Investment is vital for the restructuring of a Community fishing policy.

"We must grasp the opportunity to define a structural policy which will serve the Community's fishing industry into the next century.

"Current policy will run out this year and must be replaced by a bold far reaching policy for the Community of 12," he said.

His report based on an in-depth study will be put before the European Parliament fisheries committee on March 17. It will call for an imaginative development of exploratory voyage and joint venture policies.

RAF NEWS
7 - 20 March 1986



NEW CO

Command of No 56 Squadron, Wattisham, changed hands when Wg Cdr Ali McKay handed over to Wg Cdr Mike Bruce. Wg Cdr McKay (left, below), who has received two Queen's Commendations for valuable service in the air, led the squadron to win the Dacre Trophy, awarded to the best air defence squadron in the RAF. His new appointment is OC No 23 Squadron in the Falklands. Wg Cdr Mike Bruce previously served as a flight commander with No 56 from July 1979 to July 1982. He has some 2,400 hours in the Phantom. The squadron marked the handover by overflying in Diamond Nine formation.



BCC bid to reconcile Falklanders

THE recent British Council of Churches delegation to the Falkland Islands was often initially greeted with hostility by the local people, according to one member of the group, Mrs. Jean Mayland.

Mrs. Mayland, a member of the General Synod for the Diocese of York, told the *Church Times* last week: "One thing was made startlingly clear: one hundred per cent. of the people we met want to remain British."

Quite often they were met with hostility to begin with — the islanders asked them: "Why did you speak with the Argentines before us?" But, Mrs. Mayland added, generally they found that, as they talked, the hostility melted away and they usually finished in quite a friendly manner.

Sovereignty issue

However, "The people were very suspicious when we tried to defend the BCC statement that sovereignty should be on the agenda of the talks with the Argentines. To them, if Britain did this, it would imply that the Government at best was willing to yield sovereignty and at worst might actually yield it."

Mrs. Mayland said that the delegation had tried to persuade the people that it was essential to put sovereignty on the agenda, however low down. But "in fact the only way forward seems to be to try to put sovereignty on one side altogether."

The delegation also raised the matter of reconciliation with the Argentinian people, and that had seemed a possibility, even though remote; but "reconciliation with the Argentine Government was not to be entertained." And, said Mrs. Mayland, although some of the Falklanders felt very sorry for ordinary Argentinian people, "almost in vain did we try to get them to appreciate the difficulties of the struggling Argentine democracy."

Churches' role

She believed that in the present situation the Churches have a vital role to play, even if the islanders thought that the Churches should stick to personal religion and leave politics alone.

The situation for the Churches was very difficult, she said, as the islands are very secularised and church attendance is very low. Nevertheless, "there are signs of hope in the Falklands; and the Churches must play their part in helping these to grow and flourish."

The other members of the delegation were the Very Rev. W. B. Johnston, former Moderator of the General Assembly of the Church of Scotland, and Dr. Philip Morgan, General Secretary of the BCC. The purpose of the visit was to listen to the views of the people, to explain the work of the BCC in its discussions with Argentinian Church leaders and politicians, and to explore future prospects for the islands.

Raising the Titanic

WHEN the "unsinkable" liner Titanic sank in 1912, no-one dreamed that in 1986 we would have the technology to raise the liner from its bed two miles below the Atlantic Ocean off the coast of Newfoundland.

Stamford man, Tony Wakefield, a partner in the local firm of Wakefield and Imberg, consulting engineers, is involved in the project to raise the liner.

Floating the liner could be achieved by pumping down thousands of tons of molten wax, which would solidify inside the hull, Mr Wakefield believes.

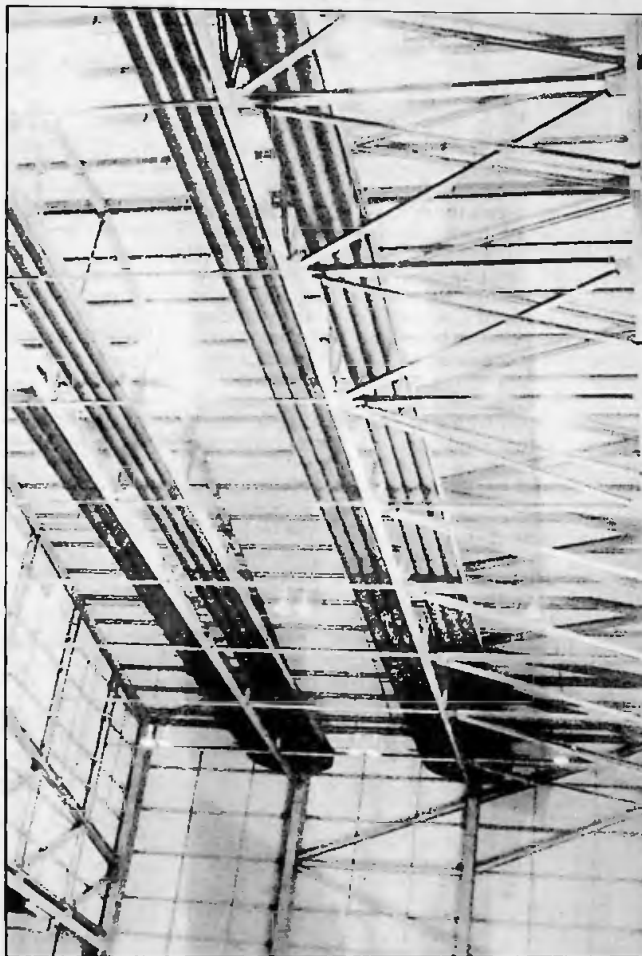
His firm which was involved in a scheme which raised the Argentinian submarine Santa Fe off the coast of South Georgia, plans to be part of the project.

Mr Wakefield is to give a talk "Raise the Titanic" at Stamford Workers' Educational Association headquarters, Focus, at Fane school (south site) on Friday, March 14 at 7.30 pm.

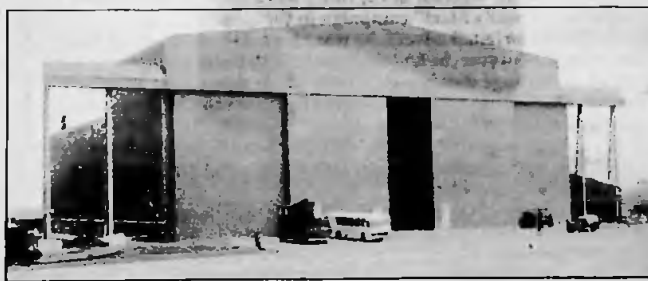
The cost of 50p includes coffee and anyone wishing to attend should inform branch secretary Mrs A. Smith on Stamford 51678 as an aid to catering.



Falklands assignment



This exclusive photograph of the main hangar in the Falkland Islands taken by Kenneth Brown, technical editor of Construction News and editor of Construction News Magazine, during his assignment there earlier this year, shows some of the complex steelwork used in its construction. The roof trusses, each 60 m long and weighing some 13 tonnes, were the largest-ever built at the Sherburn, N Yorkshire factory of Ward Brothers (Sherburn). This job formed part of a commission to design, manufacture and erect the 400-tonne structure of the main hangar, as well as supplying a number of buildings, working as subcontractor to the Laing-Mowlem-ARC main contractor consortium. The steel structure was used as a theme for a commemoration stamp issued by the Falkland Islands Government to mark the opening of the Mount Stanley airfield by Prince Andrew last May.



Times
6th March 1986

Goodwill poll

Diplomatic relations with Argentina should be resumed, 70 per cent of Britons believe, and 87 per cent say Argentines should be allowed to visit their relatives' graves in the Falkland military cemetery, according to a Gallup poll published yesterday.

Last call at Port Stanley brewery

Port Stanley (Reuter) — The only brewery in the Falklands has gone into liquidation because of lack of demand.

Mr Harry Milne, the director, said it was established soon after Britain reclaimed the islands after the 1982 Argentine invasion.

"Lack of support from British servicemen, contractors and the general public caused the failure." At its peak, the brewery was producing 150 gallons of "Penguin beer" a week.

FISHING ZONE ANGER

By PATRICK WATTS
in Port Stanley

BARONESS YOUNG, Minister of State at the Foreign Office, was unable to offer any encouragement on the introduction of controls to prevent over-fishing, during a five-day visit to the Falklands.

The Minister is taking back to London a petition, signed by a large percentage of the islands' population, which asks the British Government, to introduce immediately a "unilateral zone."

The Minister told a public meeting in Port Stanley: "I share your concern. I am convinced a multi-lateral arrangement offers the best prospect of meeting all needs."

But not all nations fishing around the Falklands supported Britain's sovereignty claim to the islands, said the Minister. She could not say when a multi-lateral approach could be introduced.

Severe criticism

Lady Young's response brought severe criticism from many councillors. "It was the same old record replayed with a new needle," said Mr Charles Keenlyside, who was instrumental in raising the petition.

Mrs. Norma Edwards, who handed the petition to the Minister, said that in addition to severe disappointment over the fishing problem, there seemed little hope of the Foreign Office taking steps for the compulsory purchase of three large islands on West Falklands owned by Argentinians but neglected.

Lloyds List
6 March 1986

Falklands tanker sought

By a Staff Reporter

A NEW Falkland Islands shipping agency which opened yesterday plans to buy a 1,500 tonnes dead-weight tanker to replenish merchant ships.

But the purchase will be delayed until the British Government has

made a final decision on fuel policy for the islands.

Based at Port Stanley, South Atlantic Shipping & Air Service is owned jointly by five British companies — Denholm, Jas Fisher, Curnow Shipping, Laird Group and Turner Diesels.

Daily Mail
6.3.86

Penguin beer fails to pick up

PENGUIN ALE did not go down well at all.

Three years after the Falklands started brewing its very own beer for the first time the business has gone bust.

Director Harry Milne blamed it on 'lack of support from Servicemen, contractors and the public.'

The Leicester brewers

Everards had bought an old storage shed for £20,000 and spent an estimated £250,000 on equipment and raw materials, but at its peak the brewery produced only 150 gallons a week and the 1985 Christmas sales were 'disastrous,' former manager Philip Middleton admitted.

The Naafi wouldn't buy Pen-

guin, and at one stage only one of Stanley's three pubs offered it to their customers. Locals weaned on imported canned beers found it a bit unexciting, said one publican.

Another blamed Everards for not changing their marketing approach—'They were too stubborn to accept advice.'

Times
5.3.86

Islands angry over fish

Port Stanley (Reuter) — Baroness Young, Minister of State at the Foreign Office, ended a five-day visit to the Falklands yesterday, but offered no encouragement to islanders demanding a 200-mile fishing zone around the islands.

She will take back to London a strongly-worded petition protesting at Britain's failure unilaterally to declare a fishing zone to protect over-exploited stocks.

Britain is reluctant to de-

clare new limits because policing would be difficult and would add some £2 million to what it already pays daily to defend the islands.

The Baroness told a public meeting: "I am convinced a multilateral arrangement offers the best prospect."

But Mrs Norma Edwards, of the Falklands council, complained: "That could take years; by then our fish stocks will be exhausted. I'm disappointed with the minister's attitude."

Falklands fleet still possible

Britain could launch another Falklands campaign, Mrs Margaret Thatcher, the Prime Minister, said in the Commons. She was replying to Sir Edward du Cann (Taunton, C) who had asked her to look at the appalling decline in the merchant fleet. Sir Edward du Cann, accompanied by Labour cheers, said: MPs in all parts of the House are desperately concerned about the matter and its implications for defence and economic policy. We could not mount another Falklands operation because we do not have the ships and more than 80 per cent of British trade is carried in ships with foreign flags.

Mrs Thatcher: I disagree that we cannot mount another Falklands operation. We could. The merchant marine and war requirements are the subject of continuous review. The merchant fleet remains capable of meeting all the needs of the armed forces.

Big shake-up for Argentine plane maker

A BIG reorganisation of Fabrica Militar de Aviones (FMA), the manufacturing branch of the Argentine airforce, is under-way; it is aimed at improving the self-sufficiency of the armed forces in weapons production and boosting the export potential of the country's crisis-torn aerospace industry.

The reorganisation of what has traditionally been one of the most deeply entrenched fiefdoms of the Argentine military is being made possible thanks to a close political alliance between the airforce and the democratic government of President Raul Alfonsin.

This was symbolised last March with the appointment of Brigadier General Teodoro Waldner as the head of the joint chiefs of staff, the first airforce officer to command the operations of all three services and thus upset the historical tutelage of the army.

FMA, with a workforce of 5,000 and five plants, boasts the oldest established aerospace industry in South America. Its first factory was established in 1928 and Argentina became the first country in the region to produce its own plane, although not on a commercial scale, during the post-war industrialisation of General Juan Peron.

In recent years FMA has fallen behind US competitors in Brazil, failing not only to accompany the professional needs of the airforce, but also to penetrate the international market. In the 57 years of its existence, FMA has exported six units, all to neighbouring Uruguay.

Domestically it has become an embarrassing white elephant and a drain on state resources, particularly during successive periods of military rule. FMA's accounts have never been made available to the public but it is understood that the company has never made a profit.

A state of virtually permanent financial anarchy has accompanied the constant changes of government, the discrimination of export policy in favour of the army, and the particular nature of airforce officers who have sat on successive management boards with grandiose plans for self promotion while lacking the least technical know-how or market sense.

The prototypes on which FMA has spent vast sums in recent years have ranged from parachutes to cars, but not one

aircraft has emerged from the industry capable of being of long-term use to the armed forces, let alone of attracting a wider foreign market.

The vulnerability of Argentina's aerospace industry was exposed by the Falklands war. Dependent on foreign, mainly US and European parts, the airforce was virtually neutralised when these were embargoed (although replacements have been obtained through third parties, and countries like

Israel, at considerable extra cost). The only home produced combat aircraft, the 1A 58 Pucara, built during the 1970s to help the army in its counter-insurgency operations, proved hopelessly slow against the kind of sophisticated anti-aircraft weaponry used by the British.

The lessons drawn by the airforce combined with Mr Alfonsin's determination to professionalise and depoliticise the armed forces have begun to produce the first practical evidence of a historic marriage of convenience.

Since December, more than 20 senior management posts at FMA have gone to civilians. Although the managing director remains an airforce commodore, FMA's five plants are to be given separate marketing divisions and a larger degree of autonomy. The new civilian military holding will be supervised by a commission with representatives from the private sector, the civilian ministry of

defence, and the ministry.

Financially, FMA will no longer be part of the air budget, but will have to be financed. Although the will keep a 51 per cent majority shareholding, FMA is to be opened to private shareholders. By becoming a mixed company government officials believe will become both more efficient and more competitive.

With the announcement in January of a joint co-operation

agreement with Embraer of Brazil, the Argentine aerospace industry appears to have entered an ambitious second stage of its reorganisation.

The agreement focuses on the joint production of the Brasilia, the pressurised 30-seater turbo-prop which has become one of Brazil's great export successes over the past year, particularly in Europe and the US.

Initially FMA will supply chemically milled parts for the fuselage, wings and tail of the plane, receiving from Embraer training and technological transfer for making carbon fibre parts used mainly in engine blades.

Argentine airforce officials say the details of the agreement are a state secret, but it is understood that the joint production of the Brasilia is seen as a stepping stone for a more ambitious integration of the Argentine and Brazilian aerospace industries.

Future co-operation may be applied to the development of

a light transport plane for military uses and Latin America's first joint advanced fighter plane.

Argentina has also hinted that it might use the Brasilia deal to barter for some Tucano fighter-trainers — some reports indicate as many as twenty — to cover its immediate needs.

Meanwhile talks have been conducted recently between FMA and other foreign companies which are interested in using Argentina as a base for

the still lucrative third world market. Future co-operation agreements could be extended to either Agusta of Italy or Sikorsky of the US for the development of a military helicopter similar to Agusta's A109 Mk 11.

For most of its history the Argentine military has relied heavily on direct arms purchases from abroad, but the budgetary restrictions imposed by the Alfonsin government — the defence budget has been slashed from more than six per cent of GDP to less than three per cent — and a renewed post Falklands nationalist distrust of military dependency, have put the emphasis on technological transfer, rather than expenditure on domestic research and development as a way to self sufficiency.

Even before the current reorganisation FMA had already taken a step in this direction with the building of its 1A 63

jet trainer. The design for the aircraft began in 1979 with the assistance of Dornier of West Germany. Initially more than 100 Argentine engineers were assigned to Dornier's West German plant during the first production and design phase. Officials at FMA boast they have acquired the necessary technical know-how to build the jet trainer on their own with an engine similar to its current Garrett TFE 731-2 turbofan.

Significantly, it is the technology acquired from Dornier which seems to have attracted Embraer and which is likely to be put into use in future aircraft programmes. At its factory in Cordoba, FMA is understood to have added more than 275,000 square feet of enclosed space to its manufacturing area in order to accommodate new chemical milling equipment.

When they talk of the reorganisation of FMA, airforce officials say they would like to emulate countries like Brazil and Italy where national aerospace industries have responded successfully to growing overseas markets because of, rather than in spite of, a lack of government direction.

Now that the armed forces are no longer in power, they argue, FMA should be allowed to develop a people network of civilian salesmen against the background of a none too restrictive government policy on arms manufacture and exports. This would not only help the Argentine armed forces defend the nation, but also bring in much needed foreign currency.

As in Brazil and Italy, the fact that the armed forces cannot afford to spend much on new equipment can even be an advantage. Such restrictions would force FMA to make what the market really wants.

There is still a question mark over the future of FMA's potentially most controversial project: Condor I-A 11, a rocket able to deliver a 500 kilos payload over a range of elevation of 100 km.

FMA openly describe such projects as part of their space research programme for "peaceful uses." However, some observers are worried that such "rockets," if equipped with appropriate sub munitions, could pose a serious threat to existing military facilities on the Falklands.

London Standard
3.3.86

LONDONER'S DIARY

Falkland Goose frightens off the buyers

FOR ONE brief moment at the end of the Falklands struggle the Upland Goose was the most famous hotel in the world. The man of the moment, my former colleague Max Hastings, strode into the bar ahead of the troops and the war was over. Today it's a different story and the

The only way the hotel can hope to do reasonably well is, I'm told, out of visiting MPs and businessmen.

Sir Anthony Kershaw, chairman of the Commons' Foreign Affairs committee stayed there; so have the media men who've built their reputation on that war. Mightier political nabobs—Mrs Thatcher and her two defence ministers, Sir John Nott and Michael Heseltine — chose the privacy of Government House.

After a hunt for a buyer last year failed, Mayfair estate agents, Grant & Partners, have been brought in to advertise it.

"Hundreds of people expressed an interest," they tell me, "but we've ended up with four or five who are still pursuing it—mostly hotel groups. One group is sending a representative out this month so something might come of it."

It will be none too soon for King who is 62 and has run the hotel for 16 years with his wife, Nanette. "We need the rest now," he tells me from Port Stanley, "though it will be sad giving up after all this time." They are moving to a new home in the town.

"The best moment in our whole time was when Max Hastings walked in. That meant we had got shot of the Argentinians

at last. He got a whisky on the house," he recalls.



Sir Anthony and Heseltine :
Goose guest and stay-away

poor old Goose stands unwanted and up for sale in Port Stanley.

For several months the landlord Desmond King has been looking for a buyer for the 16-room building, the only hotel and pub on the islands.

His asking price of £450,000 (London prices?) includes a vegetable patch which keeps the kitchens—but still there've been no takers and, post-Lord Shackleton's report things don't bode well for hopes of a tourist boom on the islands.

DAILY TELEGRAPH, Monday 3 March 1986.

The new editors

One for the pot

A STORY to gladden the hearts of practical jokers has reached me, belatedly, from the Falklands where during the conflict many Argentine soldiers were told (and many believed) that the British killed and ate their prisoners.

At the end an Argentine prisoner, in hospital with a paratrooper on one side and a Royal Marine on the other, was found by a nurse cowering under his blankets.

When the sister enquired why the prisoner was hiding he explained, with some difficulty, his fear of cannibalism. The conversation was overheard by the two British soldiers who, at lunchtime, pulled up their chairs either side of the hapless prisoner and laid their knives and forks on his shaking body. At which point he passed out.

The new editors

MR MAX HASTINGS, the new editor of The Daily Telegraph who takes up his appointment next week, is best known as a war reporter and prolific author.

In 1982 Mr Hastings, 40, was both Journalist of the Year in the British Press Awards and Reporter of the Year in the Granada TV awards for his coverage of the Falklands. He was then working for The Standard and himself made headlines as the first Briton to walk into Port Stanley when the British Army fought to regain control of the capital.

He has also covered wars in Indochina, on the Indo-Pakistan border, Cyprus, Angola and the Middle East. He has just completed a book on the Korean war and has been commissioned to write the Oxford History of The Second World War. His book Bomber Command, won the Somerset Maugham prize for non-fiction in 1979.

He was educated at Charterhouse and University College, Oxford, which he left after one year when he was offered a job on the Evening Standard Londoner's Diary.

He has contributed to many publications including the Spectator, the Washington Post and the Daily Express. Since last year he has been writing for the Sunday Times.

His television documentaries for the BBC and Central TV have included films on China, the Nile, the case for

Daily Telegraph



Mr Max Hastings

nuclear deterrence and the future of the British countryside.

Of his new task Mr Hastings says: "The first thing is that there is no intention of wrenching The Daily Telegraph off its existing course. We shall continue our great traditions — the news service, the sports coverage, the City, Peter Simple — the idea of the paper as a stronghold of traditional moral values. But there are some things I am sure we can do better.

"Our aim will be to stay true to the expectations of our loyal existing readers while giving new and younger readers more reasons for reading the paper.

"The Daily Telegraph will remain a platform for excellence and a standard-bearer for conservative philosophy but it will also be more surprising, more provocative, even better informed."

SUNDAY TELEGRAPH



Mr Peregrine Worsthorne

THE new editor of the Sunday Telegraph from next week, Mr Peregrine Worsthorne, has contributed its most controversial political column since the paper's inception.

Summing up his aims as editor — an appointment that crowns more than 30 years with the Telegraph newspapers — he says:

"I stick to the old-fashioned belief that the most important quality in a newspaper is good writing. Nothing else matters so much. Scoops, exposés, investigative reporting are important. But they are extras, luxuries, compared with the staple necessity of good writing in all sections of the paper, without exception. About this I am fanatical, obsessional and will brook no argument. Good writing does not mean pretentious writing. It means expressing

interesting thoughts and telling interesting stories in clear and simple language. That is what readers want most from their newspaper."

Mr Worsthorne, who is also known as a frequent and enthusiastic participant in political debate on radio and television, became assistant editor of the Sunday Telegraph in 1961 and associate editor in 1976. He was previously a leader writer for the Daily Telegraph for six years during which he travelled widely, particularly in the USA, Europe and Africa.

Educated at Stowe, he studied history at Peterhouse, Cambridge and Magdalen College, Oxford. He was commissioned in the Oxford and Buckinghamshire Light Infantry in 1943 and served with the rank of lieutenant in the European campaign of 1944-45.

He joined the Glasgow Herald in 1946 and moved to the Times two years later, where he was Washington Correspondent and a leader writer. Other publications to which he has contributed include: Encounter, the New York Times, Foreign Affairs, Le Monde, the Washington Post and the Spectator.

His books include The Socialist Myth, 1972, and Peregrinations, 1980, a selection of his articles. He lists his hobbies as tennis, reading and riding and is married with one daughter.

Interest cuts urged after Uruguay meeting

By Jimmy Burns in Punta del Este

A GROWING number of Latin American countries appear ready to press for lower interest rate payments on their foreign debt after two-day emergency talks in Uruguay called by Mexico and Venezuela.

Officials from those two countries joined with others from Colombia, Brazil, Argentina and Uruguay to issue a communique declaring that in the case of individual debtor countries "substantial modifications to existing debt agreements could no longer be postponed, in particular with regard to current interest rate levels."

The countries represented at the meeting make up the steering committee of the 11-nation Cartagena group of debtor countries. Officials said that although no specific country was mentioned in the final statement, the group was giving tacit support to Mexico in its efforts to win important concessions from its creditors because of its latest payments crisis.

However, the immediate threat of a joint regional offensive against creditors seems to have receded. The meeting held back from unilaterally setting a definite interest rate level for repayments below present market rates.

The talks, although officially billed as an emergency meeting, were characterised by improvisation and differences between delegations over what specific strategy to adopt.

The most clearly disappointed country at the end of the meeting appeared to be Argentina, which had hoped to find Mexico leading the group towards adopting more specific radical measures.

Mexico, by contrast, let it be known privately that any unilateral action might undermine its present negotiations with creditors.

PROFILE

MAX HASTINGS

Hell's bells at the Telegraph

When old Lord Camrose, proprietor of the *Daily Telegraph*, lay dying (according to a Fleet Street story), his nearest and dearest were summoned to his bedside. One by one, they approached to receive his blessing and hear the contents of his will: a Hampshire mansion for one, £500,000 in gifts for another, a Mediterranean yacht for a third, and so on.

'My dears,' he said at last, addressing his sobbing kinsfolk in a frail voice, 'before I depart this vale of tears I will leave you one piece of advice. If all of you wish to die as rich as me, never, never brighten up the *Daily Telegraph*.'

That injunction is about to be abandoned by its new editor, Max Hastings, who takes over next week.

Max, 40, is a fine journalist, practising with distinction the traditional craft of the reporter: to describe what he sees directly, accurately and vividly. He is also a bracing and radical Left often seems to mirror the dogmatism he is attacking.

He has embellished his professionalism with a patrician style which appears to derive from boyhood immersion in John Buchan stories and which figures in numerous Fleet Street vignettes:

Max going to war (like Sir Garnet Wolseley, conqueror of the Ashanti) with a Fortnum's hamper, sharing *paix-de-foie-gras* with his fellow correspondents;

Max, with Belfast ablaze, loping into the Europa Hotel carrying a brace of pheasants and announcing: 'I've just been shooting with Lord —';

Max writing to *The Field* about the deplorable manners of the Pythchley, holding up traffic while crossing the A50;

Max and Tricia lifting off from their wedding reception in a helicopter; Vietnam-style in a helicopter; Max, discovered in Brook's armed with a pair of Purdy guns, explaining: 'They were my father's—I'm selling them to pay the bloody school fees';

Max, in an argument with the *Washington Post* about payment for an article, concluding: 'Well, in that case you can settle my wine bill at my club.'

All this is less a matter of affectation than of authentic English romanticism, familiar in its more attenuated metropolitan forms: those of the

Sloane and the Young Fogey. He is ragged in Fleet Street, of course. In return, he piles it on a bit. 'Max was in his seventh heaven,' recalls a correspondent whom he took deer-stalking on the Duke of Sutherland's estate. 'He noticed I was wearing the *wrong boots*.' It's sometimes hard to be sure who's ragging whom.

He's a stickler for form. A friend, whose car crashed on the way to dinner with him, abandoned his profusely bleeding wife to telephone and apologise for not making it. Max was deeply shocked. 'Hell's bells, old boy,' he said, 'you're not going to chuck, are you? I've got a whole dinner-party here waiting!'

He is a tall (6ft 5in), ill-ordinated man with a loud voice which he seldom modulates inside newspaper offices. He clatters in, makes a suggestion of telephone-calls, fixing luncheon engagements at very expensive oyster-bars and discussing the previous weekend's amusements ('Bloody good shoot on Saturday — Bagged a brace of high cock pheasants... Beaters were *shambles*'), and types non-stop for two hours.

He is immensely prolific (250,000 words of books and articles in 1985), an accomplished he attributes to country life, away from the distractions of El Vino's. Then he clatters out again, all the while exuding indestructible *bonhomie*. His bumpiousness is condoned because of his good nature, his loyalty and the sheer professional respect he commands.

Max's father was Macdonald Hastings, war correspondent for *Picture Post*, who taught him how to shoot and fish and (according to a family friend) 'always to write up your notes before going to bed, no matter how pissed you are.' He was less close to his mother, the journalist Anne Scott-James.

He was a scholar at Charterhouse, where he won a history exhibition to University College, Oxford. But before going up, he worked for Alasdair Milne as a researcher on the BBC TV series 'The Great War.' Finding it difficult to settle down to studying after that taste of 'the real world,' he left Oxford, having persuaded Charles Wintour, editor of the *Evening Standard*, to take him on as a £30-a-week reporter, where — even in that then *galère* of Old Etonians — his lifestyle attracted attention.



A patrician style derived from boyhood immersion in John Buchan stories.

Some lines from 'Alice in Wintourland,' the *Standard's* 1976 office pantomime: 'Will you cut down on expenses?' said the Editor to Max, 'If you swim to Northern Ireland, you'd save Value Added Tax.'

'Hell's bells, life's bloody pricey in Belfast and in Beirut— And I've got to have some ammo for my weekend pheasant shoot!'

He established himself as a war correspondent in Biafra, Indochina and during the Yom Kippur War.

Ruinous cuts

In 1978, after two books on America, two on Ulster and a biography of the seventeenth-century Scottish general, Montrose, his attempt at a tax-avoidance coup came disastrously unstuck. He had retreated to Ireland to write a book about the Entebbe Raid with a promise of full cooperation (subject to approval of the typescript) from the Israeli Government and a handsome advance from George Weidenfeld.

But by the time he had completed it, the new Begin Government was demanding ruinous cuts which placed his advance in jeopardy. Suddenly, he found himself 'the poorest tax exile in Ireland' — a fate that caused few tears in Fleet Street. He recouped with 'Bomber Command', which won the Somerset Maugham Prize and put him in the big league for paperback non-fiction. His income has averaged £140,000 for the past three years.

Although rich in anecdotes, his war histories ('Das Reich', 'The Battle for the Falklands' — with Simon Jenkins — and 'Overlord') are not merely anecdotal. Other writers have employed eye-witness testimony to illuminate the experience of battle. Max's strength is that he relates this to judgments about the commanders.

The Falklands campaign was made for his brand of sentimental patriotism: a small colonial war of Victorian scale and temper. Because pooled copy was available to all newspapers, and because his own was so dramatic, his dispatches received unrivalled national exposure even before his famous single-handed liberation of the Upland Goose in Port Stanley.

The professional jealousies he provoked sprang from his refusal to obey the reporting rules laid down by the military. His Vietnam experience had taught him the value of hitching helicopter rides to find the action and get out fast with his copy, rather than becoming bogged down with pre-selected units. Some of his less experienced colleagues obeyed the rules and suffered accordingly.

'Hell's bells,' says Max, 'it was my eleventh war!' He was also accused of failing to deliver other correspondents' copy, which he denies.

The row reached its climax at the legendary encounter in the Upland Goose after the ceasefire at which one correspondent threatened to bayonet him, but was restrained by another with the immortal

words: 'This is neither the time nor the place to kill Max Hastings.'

Tricia, whom he met punting on the Cherwell, runs their house in Northamptonshire, where he rents a shoot with three friends and is part of county society. They have two sons and a daughter.

In his wife's county, Leicestershire (rich landowners), dinner-party conversation is of horses, farming and one's neighbours' infidelities.

In Northamptonshire (commuting professional people), dinner-party conversation is of books, politics and one's neighbours' infidelities. Max is at home in both.

His Fleet Street friends wonder how he can stand it. Max affects not to know what they are talking about. His Leicestershire friends enjoy having a celebrity in their midst who (as one of them puts it) 'can talk like a gentleman, knows how to behave towards women and farm servants, and can use a gun.' Since Max tends to hog the conversation, that's just as well.

The *Telegraph* will change. The old duality between the present editor, Bill Deedes (in charge of editorials and features), and the publisher, Lord Hartwell (to whom other departmental heads report directly), will end. The page make-up, which reminds one of a Victorian Bible, will be revamped. 'One's got to make the paper look brighter and livelier,' says the new editor. . . . But what on earth is that strange rumbling sound? Hell's bells, Max, it's Lord Camrose turning in his grave!

Latin 'states' border pact

Punta del Este: Eight Latin American countries yesterday announced the creation of an international civilia force to monitor the Costa Rican-Nicaraguan border.

Their foreign ministers said after two days of talks that details of the force would be worked out at a meeting of Central American deputy foreign ministers in the Costa Rican capital of San Jose on March 12.

Asked if the force would include Europeans, the Mexican Foreign Minister, Mr Bernardo Sepulveda, told reporters: "We will invite those who showed interest and who are experienced in the matter."

The ministers also called for the creation of a Central American Parliament which they said would help achieve peace in a region where three countries are fighting insurgencies.

The creation of a force to monitor the tense border between Costa Rica and leftist Nicaragua is one of the first concrete results of three years' work by the Contadora Group of Colombia, Mexico, Venezuela and Panama. The four founding nations were joined last year by a support group of Argentina, Brazil, Uruguay and Peru.

Clashes along the Costa Rican-Nicaraguan border have become frequent as Managua's troops chase US-supported rebels back to their bases straddling the frontier.

Sepulveda told reporters he hoped another monitoring force could be set up for the border between Nicaragua and Honduras, the closest US ally in Central America.

"We hope there will be a chain reaction of this magnificent idea in the region," he said.—Reuter.

Return of the Phoenix

WHEN RFA Sir Tristram was bombed during the Falklands War the landing ship's useful career seemed to be over.

Her sister-ship, RFA Sir Galahad, was so devastated by the Argentine attack at Fitzroy that she was towed away and scuttled.

It seemed as if the Sir Tristram, too, would have to be written off. Even the prestigious "Jane's Fighting Ships" deleted her name in the main entries of the 1982-83 edition and referred to her in a footnote as "hit and abandoned off the Falklands Island, 8 June 1982."

But rumours of her impending death were premature. After a spell as a floating barrack block off Port Stanley, the Sir Tristram was saved by a remarkable recovery and reconstruction programme which has made her not just as good as new, but better than ever.

The germ of the idea for the ship's return from the ashes was cultivated in 1983 when a decision was made to build an artificial harbour in Port Stanley.

Piggy-back

Pre-fabricated sections were carried south on heavy-lift ships, one of which was the Dan Lifter. She had no return cargo, and the owners offered to carry any suitable cargo away from the islands at a reduced rate.

Eyes alighted on the Sir Tristram. She would be the suitable cargo. The battle-scarred hulk was lifted clear of the water and secured for the 8,000-mile piggy-back voyage home.

Her return safely accomplished, transformation of the vessel began at Tyne Shiprepairers' drydock at Wallsend. Most dramatic feature of the rebuild was replacement of the aluminium superstructure with steel, compensation for the extra weight being provided by a new midships section which increased buoyancy.

The 120-ton section

lengthened the ship by 29ft, and the major surgery was accomplished by cutting the vessel in two. The bow was then floated out of the dock, the midships section floated in — followed by the bow section. Once in place all three sections were attached.

New technology

Internally, the Tristram's communications complex has been enlarged and fitted out with the most modern equipment available. An electronics maintenance room has also been provided, and thought has been given to the future by planning the whole layout of the complex in such a way as to ease any further refit.

Satellite communications and navigation equipment has been introduced and helicopter control facilities have been expanded and updated by the fitting of helicopter control radar.

Three radar and satellite

aerials are mounted on the mainmast which has taken on a goalmouth-like appearance.

The vehicle deck doubles as a flight deck, with the capability of landing large Chinook helicopters. A central flyco has been established in the bridge section to deal with the forward and after landing areas, while closed circuit TV has been provided to monitor both decks.

First-of-class flying trials were carried out successfully in December and proved the practicality of the changed shape of the after flight deck.

Firefighting improvements include two automatic foam guns which overlook the decks, and provision below of a gas flooding system.

Accommodation

Accommodation and amenities have also been improved: the public rooms have been redesigned to open-plan, and the dormitories have been modified to comply with up-to-date passenger ship regulations.

Troops' cafeteria has been rebuilt to a more informal standard and is reminiscent of the style of modern roadside restaurants.

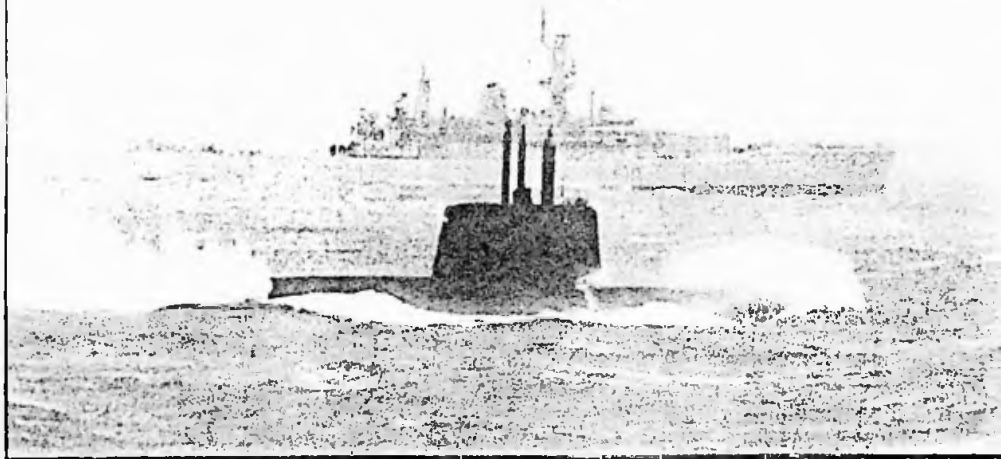
Main engines have been retained, but they are now managed by means of a new electronic pneumatic control system.

Thus the Sir Tristram has shed the scars of her Falklands ordeal. However, her part in that war cannot — and will not — be forgotten. Two days before the completion of her reconstruction she was presented with her Battle Honour "South Atlantic 1982," one of the last RFAs to receive such an award.

FACTS AND FIGURES

Displacement: In excess of 5,700 tons fully loaded. **Length:** 409ft. **Beam:** 58ft. **Draught:** 13ft. **Armament:** Two 40/60mm Bofors guns. **Propulsion:** Two Mirreles diesel engines driving two shafts producing 9,400 bhp; bow thruster. **Speed:** 17 knots. **Range:** 8,000 miles at 15 knots. **Complement:** 69.

Argentine encounter



THESE days the Royal Navy's encounters with its Argentine counterparts are happily not as hostile as they once were . . . When HMS Aurora met a new Argentine submarine built in West Germany, the only shooting which took place was of photographs (one of which appears here). The encounter took place off Emden after the departure of the submarine San Juan, which was spotted by the Aurora's Wasp helicopter in poor weather. RFA Gold Rover was in company with the frigate.

It's business as usual for

ships. The Trident is now home in the command of Capt G. G. Green, who was the first to command the submarine. The ship's commanding officer, Capt G. G. Green, is now in command of the submarine.

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It's business as usual for Sir Tristram

RFA Sir Tristram is once more under the command of Capt. G. R. Green who won the Distinguished Service Cross as the ship's commanding officer during the Falklands campaign.

Her return to operational service began when she assisted in the deployment of troops to Norway for their annual three-month spell of Arctic warfare training.

She was back in Devonport in February for flying trials, and later

that month deployed to Norway again to take part in Exercise Anchor Express. She is due to return to her Marchwood base in mid-March.

The Sir Tristram was built at the Tyne shipyard of Hawthorn Leslie and completed in 1967. Ordered by the Ministry of Transport on behalf of the Army, the six ships of the "Round Table" class were originally managed by the British India Steam Navigation Company.

However, in the early 1970s they

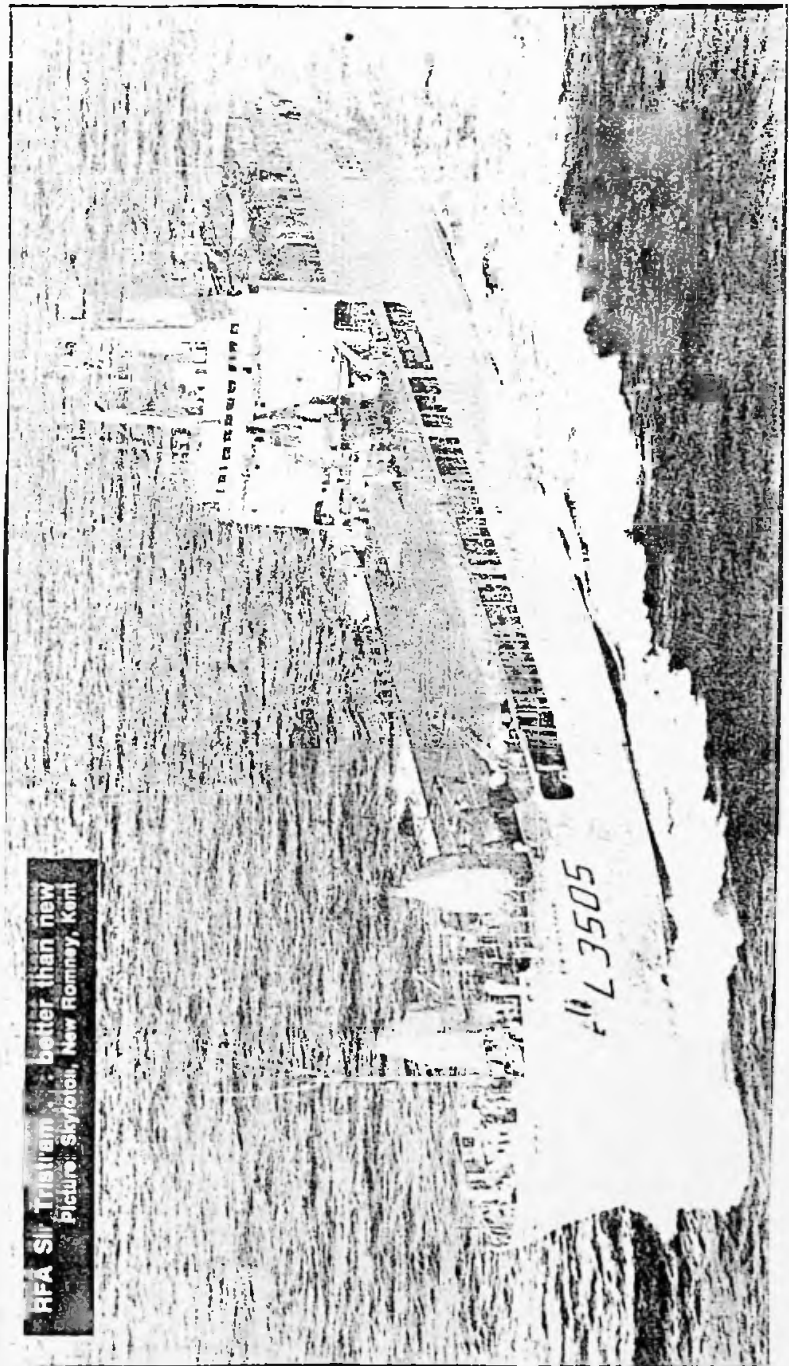
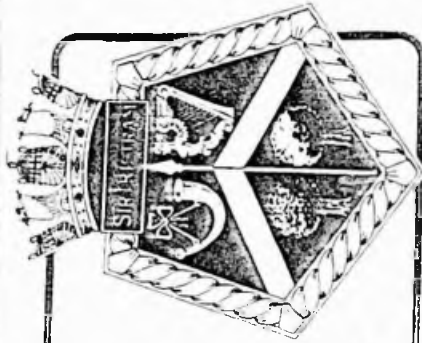
were transferred to the RFA and all six were involved in the Falklands campaign. Only the Sir Percivale and the Sir Geraint were relatively unscathed. The Sir Galahad was destroyed, the Sir Tristram heavily damaged, the Sir Lancelot pierced by a bomb, and the Sir Bedivere hit by another which fortunately bounced into the sea.

Termed landing ships logistic (LSLs) the vessels are multi-purpose carriers for troops and heavy vehicles. Bow and stern doors give

them a roll-on, roll-off capability, while the addition of dock-to-dock ramps enables a full load of vehicles to be disembarked on to the beach.

LSLs can also carry two 120-ft pontoon rafts with outboard engines and which can be used as vehicle ferries or as a causeway to the shore.

Each ship has the capacity to transport a maximum of 534 troops, 16 tanks, 34 mixed vehicles and 30 tons of ammunition — all of which can be varied in quantity to suit requirements.



RFA Sir Tristram — better than new picture: Skyfoto, New Romney, Kent

Falklands fishery gets GRP launch

HALMATIC has sold a 9.9 metre service launch to the Falkland Islands Company.

The semi-displacement launch will be used to transfer provisions and personnel from Port Stanley to Berkeley Sound, 20 miles away, and for servicing fishing vessels and factory ships.

It is fitted with twin Mermaid Majestic 180 hp diesel engines driving through Borg Warner gearboxes, giving speeds in excess of 20 knots.

The forward wheel-house and cabin can comfortably carry ten passengers and two

crew, while aft there is a large self-draining cockpit for stores.

Heavy duty fendering, wide side decks and inboard handrails provide for safe and easy boarding. Strong bollards enable small barges, lighters or pontoons to be towed.

Overall length is 9.83 metres, beam is 3.45 m, draught is 0.91 m, it has a displacement of 6.5 metric tons, a fuel capacity of 200 gallons and a water capacity of 30 gallons.

● Further information from Halmatic Ltd., Havant, Hants PO9 1JR, England. Telex 85461.

Britain joins squid jiggers

A HULL fishing company is taking up squid jigging to ensure a British catching presence around the Falkland Islands.

J. Marr and Son Ltd., the largest privately-owned fishing company in Britain, and its sister company J. Marr (Seafoods) Ltd., have signed an agreement with Japanese fishing vessel owners.

The Hull companies have chartered ten vessels from the KSJ Corporation for squid jigging. This will

enable them to learn the catching techniques and quality control procedures for the squid fishery.

"Through our international fish trading operations we have a very good knowledge of the activities of all nations in Falkland waters," said Marr.

"It is one of the world's biggest fisheries, and rather than being an intermediate trader we want the UK to have a bigger slice of the fishing."

Falklands pilot plant planned...

A PILOT processing plant is soon to be set up in the Falkland Islands. This will be the next stage in the Falkland Islands Development Council's project to assess the potential of inshore fisheries there.

The plant will be set up by Forster Ltd., which was formed by former Grimsby fishing industry executive John Williams.

As the first stage of the project the boat, *Coastal Pioneer*, carried out research into the fisheries around the islands. It discovered abundant stocks of skate, krill and various crustaceans, including red crab (*Paralomis granulosa*).

The latter species is thought to have the most market potential as its meat is of very good quality.

"The project is progressing well," said Mr. Williams, "and I am optimistic that a viable commercial operation will eventually be developed."

"Crustaceans appear to have most potential at present, especially red crab, and the next phase will concentrate on assessing the processing and marketing potential of the species."

Van Smirren, a British processor based in Boston, will send out a staff member to commission the small processing plant.

The biggest problem in processing red crab is that it

only measures about 10 cm across the shell, making it difficult to remove the meat. A slightly bigger species, *Lithodes*, has also been found in the region, but stocks do not seem to be as big.

Over the next six months, fishing will concentrate on crustaceans to consolidate the work already done.

..and grants discussed

THE EEC Commission has stated that the Falkland Islands will qualify for fisheries development grants. Until now it has been understood that the islands were not within the EEC's sphere.

Finance would come from

the European Development Fund, which has been used to help fisheries in French overseas departments. But the commission stated that "social and economic priorities" would determine the funding.

Naval Aviation History (March 1986)

When Argentine troops invaded the Falkland Islands on April 2, 1982, nobody was certain that the outcome would be a bitter and bloody one.

Even though Sea Harriers of No. 800 Squadron were embarking in H.M.S. Hermes at Portsmouth just four hours later, many believed that negotiations would win the day.

And when the vanguard of the Task Force sailed from Portsmouth Harbour three days later, after round-the-clock ammunitioning and taking on stores, that belief still held.

As Her Majesty's Ships neared their lonely destination in the South Atlantic, backed by Royal Fleet Auxiliaries, the hopes of peace faded.

Protective screen

It was the start of a ten-week operation which stretched resources and imagination to the limit, which cruelly showed up some gaps in our defences, but which also proved the skill, courage, and effectiveness of a new generation of men and machines.

For the Fleet Air Arm, embarked in a variety of ships, it was another challenge to be overcome. Four new squadrons were formed, and while the R.A.F. took over search and rescue duties at home, as well as helping to train Sea Harrier pilots, the Navy's fliers set to with a will.

All the ships' flights and helicopter squadrons were involved in a massive

stores airlift in mid-April when the carriers and other ships reached Ascension Island, the tiny outcrop in the Atlantic which proved a vital staging post in the operation.

They were then busy throwing a protective screen around the fleet as it ploughed through heavy seas towards the Falklands, and aircraft from Antrim, Plymouth, Endurance, and Brilliant were all involved in the recapture of South Georgia on April 25.

Six days later, Royal Navy pilots launched the first British carrier strikes on an airfield since the Suez crisis 26 years previously. Sea Harriers, joined by R.A.F. Vulcan bombers from Ascension Island 3,500 miles away, repeatedly pounded the airfield at Port Stanley, destroying two Argentine Mirage aircraft and losing one Canberra.

Retaliation was not long in coming. On May 4, the guided missile destroyer H.M.S. Sheffield was hit by an Exocet missile with the loss of 20 officers and men. Only a few hours earlier, Lieut. Nicholas Taylor (32) had become the first Serviceman killed in action in the conflict, shot down while attacking the airfield at Goose Green.

Heavy price

Despite the strategic and logistic success of an operation mounted 8,000 miles from home, Britain's forces paid a heavy price for retaking the Falklands. By June 14, the day Argentine forces surrendered, 250 soldiers, sailors, airmen and merchant seamen were dead, seven ships had been destroyed, and eight Sea Harriers and more than a dozen helicopters lost.