

FOULKES

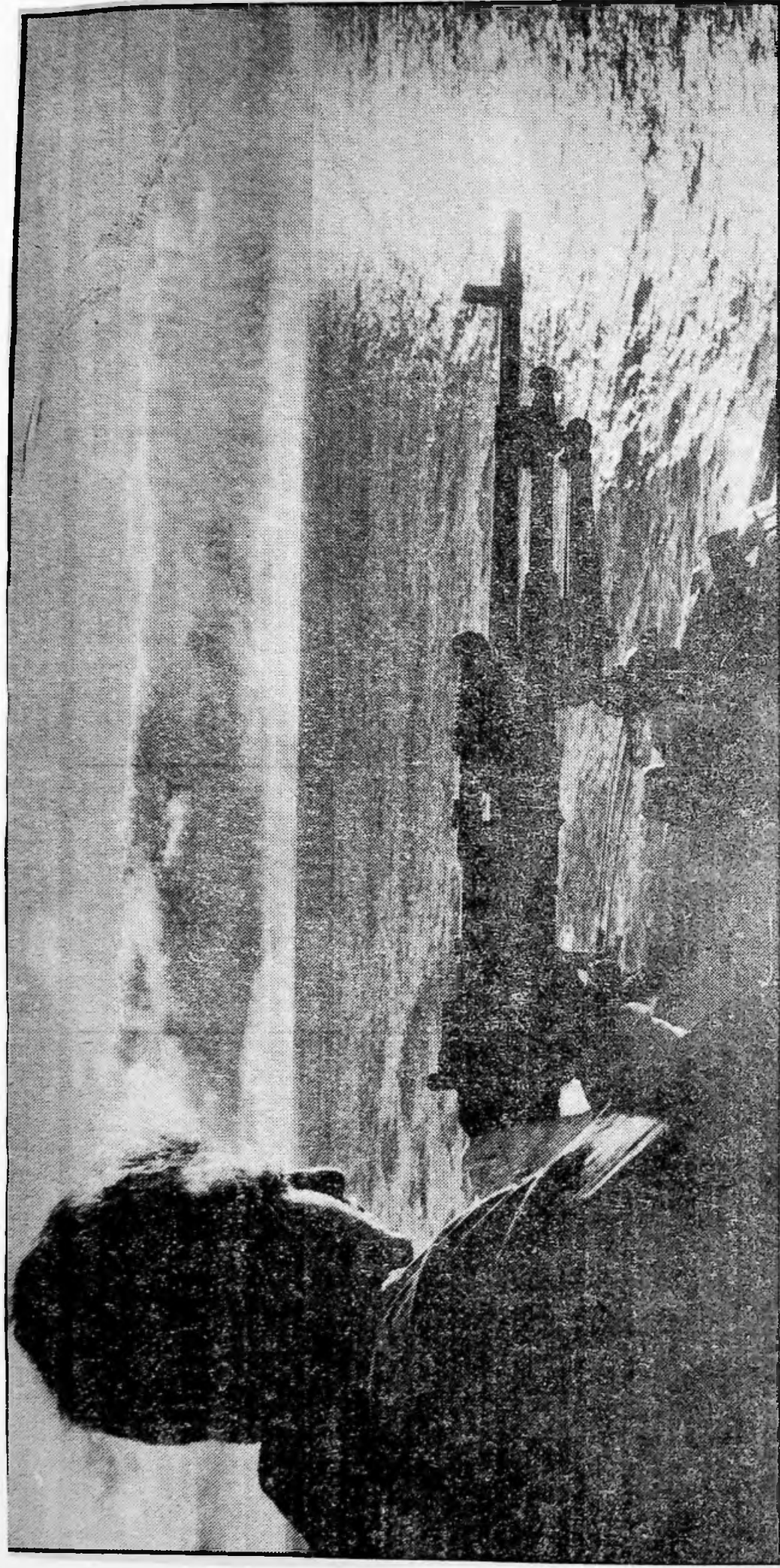
Britain's islands offshore are already braced for penalties by a future Labour government – thanks to the single-minded campaign by George Foulkes MP, who is the party's spokesman on Europe. Aged 45, this Co-op man has represented constituents in Ayrshire for the past eight years.

Jersey's *Offshore Finance* profiled him in June 1985, when it suggested that his attacks on the "parasite islands" stemmed from jealousy due to Scotland's jobless. Yet for a rural member, whose recreations are "boating and fishing", Foulkes also has an odd loathing of the Falklands – which are hardly favoured fiscally.

However, these bases in the South Atlantic are certainly strategic, having potential if

the Panama Canal was blocked or Antarctica opened up. Nearer home the Channel Islands have their uses (as the German occupiers found) for guarding the Western Approaches. And there is an exercising area for NATO just south of the Isle of Man, whose Ronaldsway airport is still used by the Fleet Air Arm; moreover, the Manx do pay tax for defence.

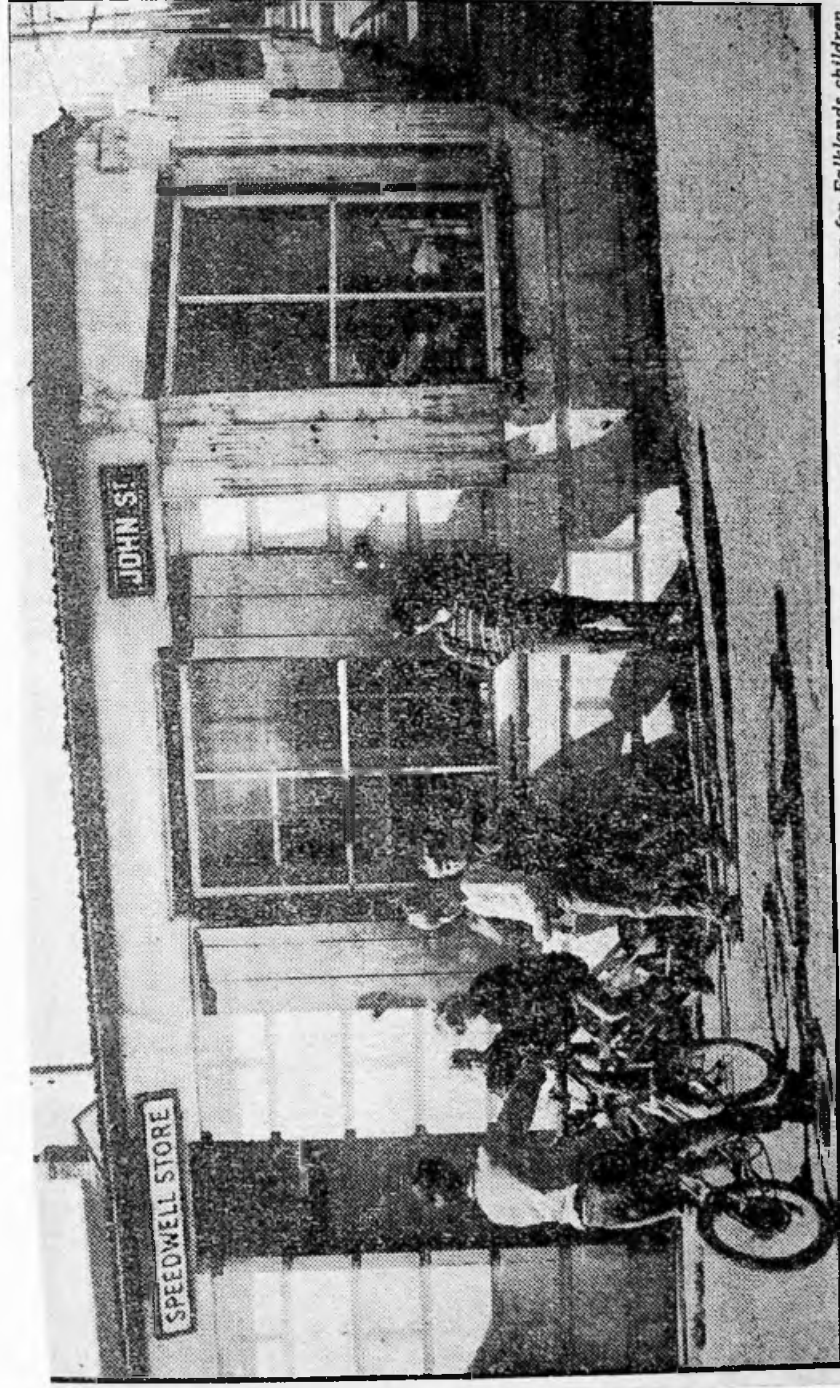
Aviation as well as devolution are also listed interests of Foulkes, who is less vocal about his support for the *Morning Star*. Yet his signature has been seen among those of leftwingers, asking for extra copies of the communist daily to be sold at the annual Scottish conference of the Labour Party last March. The *Morning Star* has consistently campaigned against western defence as well as the recovery of the Falklands.



Staying on alert: the seas are now calm but a careful watch is kept to protect the islands and a booming fishing industry

JOHN EZARD reports from Port Stanley on how prosperity is coming to the war zone

Fruits of Falklands peace



Coming out to play: normality returns for Falklands children

NEAR VILLIERS STREET, Port Stanley, on a hill right at the top of the town, stands a military warning board. It looks down to the harbour where the brilliant blue and white fisheries protection ship Falklands Desire is poised to begin her first unarmed patrol in search of pirates this weekend.

The board says in big black letters: "Ground Alert State: MV." Four years ago, signs like this were a familiar sight in garrison camps all over the Islands. But it has been so long since anything nasty happened here that none of ten civilians asked could remember what "MV" means, although nearly all of them were intimately affected by the 1982 conflict and tensions afterwards.

The letters stand for "Military Vigilance," a grading slightly higher than amber in the three more widely used alert states which escalate from amber to yellow to red. It means, according to a senior garrison officer, "no body really thinks anything's going to happen but better watch out just in case."

The noticeboard isn't all that it seems. Yet it accurately reflects the military's risk assessment as the civilian government here embarks on its biggest, most apparently daring, economic step since the 18th century establishment of wool farming — the management of an 150-mile exclusive fishing and conservation zone in the face of diplomatic resentment from Argentina.

Informed but so far confidential estimates indicate that the first year's total profit from what British Ministry of Agriculture inspectors call the world's "highest value" fishing zone could be as much as £14 million on an outlay of £4 million. That level of income — double the total Falklands internal budget — is less than a tenth of the falling cost estimate for the garrison by the late 1980s. But, relatively, it would be a big help, especially if it turns into regular revenue.

Discussion is already under way on how it could be used to transform the Islands' limited housing, roads and education, speed up immigration and make them independent of British development aid for the first time in decades.

"It's something we've wanted for so bloody long, a way of generating money ourselves," said John Cheek, one of the elected councillors with most international negotiating experience. "There's a feeling around that soon we will be able to hold our heads higher. I don't think anyone likes living on charity."

Setting up the zones — approved by Mrs Thatcher only three months ago after 12 years of Falklands pressure on UK governments — has been so rushed that no detailed budget for it has been presented locally. The officially announced profit forecast of £3 million has been kept deliberately low so as not to over-inflate expectations, although "That's income tax out the window, then" was one only half-joking reaction to it. Rising costs are still seen as a risk. Owners of some of the 250 ships licensed will not finally take up the permits for which they are due to pay between £25,000 and £80,000 a vessel — or that some more dire event will jeopardise the zone.

Not that lack of commercial interest has so far been the problem. Licenses to fish for squid, the South Atlantic's richest prize, have been heavily over-subscribed. All the signs are that when the squid migrate south into the zone in mid to late February, the fleets now fishing free in

international waters, 400 miles north of the Falklands will follow them as in previous seasons. When that happens, the Falklands Fisheries (Fishing) Regulations Order 1986 — only just over a month old — requires licensed ships to collect their documents from Stanley and have their catch capacities checked. And that is when revenue will start to flow into the Falkland government's deposit account at Standard Chartered Bank headquarters, King William Street in the City of London.

The zone is the biggest responsibility this tiny government has ever shouldered. Until after Christmas its London staff had no facsimile machine to receive or answer the shoals of application documents: one of them had virtually to live in a Telecom office. It has meant 12-hour days, seven-day weeks for nine key people in Port Stanley and London, with help from six Foreign Office officials and the Agriculture Ministries' fisheries inspectorate.

They have ended by licensing fishermen from Spain and Poland (despite these countries' formal sympathy with Argentina), Japan, Taiwan, South Korea, Italy, France, Chile and Britain. The only fully-owned British presence is one trawler, the Waveney Warrior from Lowestoft, although the Falklands Development Corporation has formed joint venture investment companies with firms owning 100 of the licensed ships. Of these 100, six have been chartered overseas by British seafood interests. The inspectorate now has six senior men here under its chief, Mr Peter Derham, to run protection vessels for the first season till permanent staff are recruited.

The Desire's sister patrol vessel the Falklands Right, arrived on charter from Britain only this weekend. The Dorchester plane to feed their on-board computers with aerial sightings began flying only three days ago. Already there is pride that so much has been got together so quickly. All the same, a lot of fingers will be crossed when the two unarmed ships — bearing names combined from the Falklands crest motto, Desire The Right — set out to start their 300-days-a-year patrols tomorrow.

In a moment for the history books of the southern hemisphere: a small moment but a bigger one, except for 1982, than this or many larger states has had before.

Yet to a regular visitor, the warning board near Villiers Street — and the way civilians had forgotten the meaningless of its code — signals a change almost as major as the zone. It isn't a present-day military alert board. It's fastened to one of the weathered portable cabins which the garrison and contractors

have been selling to local people during their move to posher centralised barracks at Mount Pleasant airport.

They're used as garages or garden sheds. This one has been left near southern summer vegetables with its old alert board intact: it makes a good talking point. And so a sign which so recently would have aroused fear, unease or at least bad memories, stands now as an item of suburban kitsch. In its small, shabby way, it is one of the fruits of nearly five years of peace — and of

underlying confidence in British protection and also, perhaps, in President Alfonsín's decency.

You can see this differently and more vividly if you sit on a bank along the estuary at Port Howard. The largest farm on West Falkland, set in a sheltered cove lined with meadows and gorse hedges like a Devon or Cornwall village. A thousand Argentines occupied it in 1982. Along the track in 1987 come four farm village children — Tanya, Angela, Ian and Martin — playing on two mini-trail motorbikes.

Behind them in a Land-Rover comes the farm manager, Robin Lee, whose grandfather joined the farm as a stockman in 1890. Behind him come two tractors, and behind them, wearing more self-consciously rugged clothes, perspiring in the sun, walk five tourists, two from Sweden, the rest from Britain. They are the second batch to be here in the first tourist season.

Robin Lee is busy not only waiting on them at table and running the 200,000-acre estate but preparing with his brother to buy it from its UK-based owners with a loan as part of local land reform. The fruits of peace and development on the Falklands can be very sweet. And they take many personal forms.

A woman one met in a damp cottage after the conflict has managed to put in central heating. Some country tracks which were hopelessly boggy then have been graded and gravelled. Halving the Land-Rover time between neighbouring farms. Improved relays send slices of Radio 2 and Radio 4's output, including The World This Weekend, into homes which in 1983 and 1985 had only BBC World Service's twice-weekly morsels of News From Britain and External Services Calling. The Falklands programme, more controversially to some, virtually every home has video. Only about ten did pre-1982. It feels strange watching Dirty Harry on West Falkland.

For Stuart Wallace, one of the younger, pre-1982 councillors who negotiated with Britain over leaseback, one pleasure is the effects of land reform on a cottage near the wilds of the Malo River, where he started fishing 18 years ago. Then it was a

desolate, neglected billet for a single shepherd. "Now it's well painted and fenced, forries are in the yard and a family lives there on its own land," he said. "Just imagine if we'd done all this 50 years ago."

For John Cheek, an unemployed joy was being able plausibly to thank the Argentine Foreign Minister, Dr Dante Caputo, as well as the British Government in a speech on the fishing zone. It was the ministry's signing of a fisheries agreement with Russia and Bulgaria, coupled with a claim that this accord covered the Falklands military protection zone, which precipitated Britain's declaration of a regime based on Port Stanley.

All these pleasures are qualified by awareness of a coming British General Election with all three opposition parties committed, judging by present policy statements, to sovereignty talks with Argentina.

But for those who believe in reading omens in Falklands kelp, a most curious pointer has emerged in the past week. Officers at Mount Pleasant have begun talking to a local market gardener about prettifying the airport's muddy mounds by ordering trees and shrubs of varieties which will take 10 to 20 years to mature. In the Milton Keynes sense, at least, this ranks as a long-term investment.

The garrison's role in the fishing zone is strictly one of crisis back-up. Should an intruding Mirage pilot tell the Dornier to accompany him to Argentina, its pilots — like 56-year-old Captain Alan Rowling — have been ordered to treat the incident as a hijack and go quietly.

Laboriously graduated responses have been worked out with trawler captains and inspectors, who have high-grade communications links with the military's joint operations centre but will ultimately be under Foreign Office orders in an emergency.

"We will try to keep it low-key and never to endanger anyone," said Terry Plumb, one of the three senior inspectors, during a trial voyage in the Desire this week. The two converted deep-sea trawlers, with strengthened bows, "had ways" of immobilising the equipment of unlicensed ships which persisted in fishing illegally. "But the first approach to the problem will be diplomatic."

The worst-case scenario discussed is of an Argentine gunboat which continues shooting at a fleeing protection vessel. Phantoms would then be called in to buzz it. What makes some of those close to the planning of the regime despondent is that a Phantom's firepower is too lethal to use outside a war. And only four Phantoms are still down here anyway.

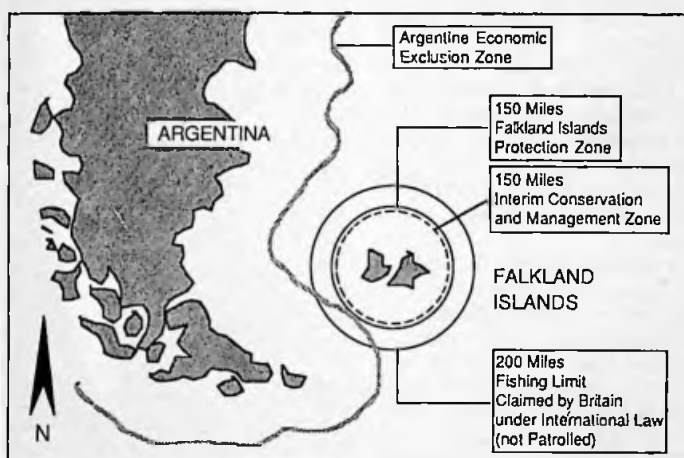
A gunboat unimpressed by buzzing would have to be left alone or tackled by the garrison's naval strength — one frigate and an armed naval fisheries protection vessel. These might have to sail from the other side of the big seas of the 150-mile zone.

But generally, other people here are inclined to trust Alfonsín's continued pledges of non-violence and to expect the zone to mature into a rather dull if lucrative affair. John Cheek said: "I think logically there is very little chance of the Argentine government doing anything."

All other things aside, they would lose more internationally than they would gain by it. But you can't always second-guess the Argentine military.

Argentina was invited ten days ago, through its representative at the Brazilian embassy in London, to comment to the Guardian on the zone. By yesterday no comment had been received.

Foreign fleets net Falklands fish quotas



By John Lichfield

A TOTAL OF 215 vessels from 10 nations will be licensed to fish in Falklands waters when the government's conservation zone around the islands opens tomorrow. Only three are registered in Britain.

Two of these are Spanish vessels sailing under British flags of convenience. The other is the Putford Protector, a former North Sea trawler turned oil-rig supply vessel, registered in Aberdeen but now owned by a Spaniard. It will have a British skipper and mate but a mainly Spanish crew and will catch squid for the Spanish market. It will set sail next week for a re-fit in Spain and will not reach the South Atlantic until May.

This trio will not be the only fishing vessels to fly the British flag in Falklands waters this year. Up to 60 Japanese and Taiwanese squid-jiggers, awarded fishing licences on behalf of Hull and London-based companies, will jig for squid under the Red Ensign. Jigging is a form of line fishing, designed especially to catch squid.

Two former British deep-sea trawlers, veterans of the Icelandic cod wars, will also be taking up station in the South Atlantic, but not to fish. The Falklands Right and Falklands Desire have been leased to the islands' government

as protection vessels to police the Falklands Islands Interim Conservation and Management Zone.

The absence of truly British fishing boats from the list of licencees released by the Falklands Islands government yesterday is hardly a surprise. In 1975, before the cod wars, Britain had 580 deep-sea, long-distance fishing vessels. There are now 20, mostly laid-up or re-deployed as supply or research ships.

J. Marr and Co, a Hull-based fishing company, which has pioneered joint ventures with Japanese boats in the South Atlantic, said yesterday it would build new British boats to fish around the Falklands if the conservation zone proved a success. "It's the Foreign Office's fault that we have no vessels able to join in," said John Davis, the company's spokesman. "We've been pushing them to declare a zone of this kind since before the Falklands war. If they had acted sooner we would have had the confidence to build, or convert, vessels of our own."

The lack of British preparedness rather gives the lie to Argentine accusations that the 150-mile fishing zone is part of a concerted British effort to exploit the economic potential of disputed Falklands waters. The government says it was forced to introduce the zone to end a fishing free-for-all which threatened to wipe out

stocks of squid, hake and whiting.

The Foreign Office has been delighted with the orderly response of the world's long-distance fishermen. Despite angry protests by Argentina, and initial complaints by Spain, almost all the nations which traditionally fish Falklands waters have paid for licences (up to £120,000 a year for each vessel). The only exceptions are the Soviet Union and Bulgaria. Both countries have let it be known that they will cast their nets elsewhere when the zone comes into effect at midnight tonight. Argentine vessels are also expected to steer clear, since the fishing zone coincides with Britain's existing military exclusion zone. Although Britain claims a 200-mile fishing limit around the Falklands, the conservation area has been fixed at 150 miles to avoid a clash with Argentina's own 200-mile economic exclusion zone.

Foreign Office and Falklands officials said they anticipated no serious problems. The two converted trawlers acting as protection vessels will carry no guns. Royal Navy ships on duty in Falklands waters will be available to assist them if needed. The cost of the Falklands Fisheries Protection Force, also including a Dornier aircraft, is estimated at £4m a year. The licences will net £7m, giving a £3m profit for the Falklands government.

The 215 licences for the first season until the end of June have been awarded to vessels from the following countries: Japan 71 (some under British flags), Poland 40, Spain 36, Taiwan 30 (some under British flags), South Korea 25, Italy 6, Britain 3, Chile 2, France 1 and Greece 1.

Alfonsin cautious on his fishing zone response

From Jeremy Morgan
in Buenos Aires

President Raul Alfonsin is approaching Britain's imminent Falklands fishing zone with cautious uncertainty as Argentina's South Atlantic policy comes under increasing question at home.

The Foreign Minister, Mr Dante Caputo, stressed that Argentina opposed the British measure but he also hinted that ships and aircraft would not enter the British zone after it went into force at midnight.

Mr Caputo, who has avoided questions about the issue for much of the past week, went to some lengths in a local radio programme to deny this reflected a change in government policy.

"I want to make it clear that if we do not enter the 150 miles around the island," he said in a clear reference to Britain's planned fishing controls, "this is not because an administrative zone has been put there."

Instead, he said Argentina would not intrude because the British "have made this administrative zone coincide with the military exclusion zone" imposed after the 1982 Falklands war.

Mr Caputo's comments came barely a day after Mr Cesar

Jaroslavsky, a senior Congressman from the ruling Radical Party, suggested Argentina would observe a 10-mile "buffer zone" outside the British limit.

But the minister's defensive tone was also seen as a sign that Argentina's Falklands policy is now primarily aimed at containing damage amid fears that Britain seized the initiative by announcing its fishing plan last October.

Diplomatic observers here detect signs of growing concern inside the Government that its policy of negotiating bilateral fishing accords may have backfired following the British move.

Unlike London, argued one source, Argentina omitted to set a deadline on talks, and may not yet have recovered from its surprise at the British move three months ago.

Instead, he added, Argentina has so far reached agreement with only the Soviet Union and Bulgaria, leaving the Government open to accusations of getting involved in the East-West conflict.

Asked if President Alfonsin had ratified those accords, which were cleared in Congress just before Christmas, an official confirmed that decrees were signed over a fortnight ago.

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Bagpipes and jokes cheer stranded 450

By Patrick Watts
in Port Stanley

A PIPER playing "Scotland the Brave" and Sgt Bilko's Pte Zimmerman kept 450 tourists on a £20,000 world cruise entertained in Port Stanley after a gale forced their ship to move anchorage.

The tourists, mostly Americans and Canadians in summer clothes, were left behind when the gale caused the Holland-America liner Rotterdam to leave the outer harbour.

Col Anthony Neilson, of the 1st Bn, Argyll and Sutherland Highlanders, offered the stranded visitors food and accommodation in a floating barracks. Cpl Gordon Laing welcomed them aboard by playing "Scotland the Brave" and other tunes on his bagpipes.

Mickey Freeman, Pte Zimmerman of the "Bilko" television series, kept them entertained with his jokes. "Unlike the Argentines who fought to get into the Falklands we're fighting to get out", he quipped.

One visitor who became ill was taken to hospital by helicopter. Her condition was later said to be "comfortable".

The Rotterdam is on a 100-day cruise and has called at Port Stanley in late summer. Its stranded passengers had sheltered in the cathedral until the army came to the rescue.

Argentines keep clear

Cristina Bonasegna, in Buenos Aires, writes: Argentina will keep away from Britain's 150-mile exclusion area around the Falkland Islands to "prevent any kind of confrontation" when a fisheries conservation zone comes into effect on Sunday, Senor Dante Caputo, Foreign Minister, said yesterday. Russia also said it would keep away.

US veterans take Falklands by storm

From John Ezard
in Port Stanley, Falklands

Four hundred elderly American tourists sailed from here, groggy but proud yesterday, after the biggest unscheduled stopover since hundreds of wounded British sailors were given succour after the first world war Battle of the Falklands.

The visit of the US-owned Rotterdam, intended to be for the daylight hours of Thursday only, was the first by a cruise liner since the 1982 conflict. Its 750 passengers, many in their seventies and eighties, were paying a few thousand dollars for a short cruise, with the

Falklands as a highlight, or much more for a 100-day world voyage.

As launches brought more than half of them ashore the Falkland Islands broadcasting station put out an appeal for civilian Land-Rovers to take them to shops, the philatelic sales office and nearest penguin colonies. They landed to find the only two loos in Stanley locked.

But that, it turned out, was the least of their problems. They spent a successful day demanding diet candy at West Store, clambering over barbed wire into minefields to take wildlife close-ups, and asking whether it was the job of local

natives to dig the deep burrows used for breeding by hundreds of thousands of Magellan Penguins.

Then, before the launches were due to return them to a five-course meal, 24 hours of perfect weather whipped suddenly into a force 8 easterly wind. The Rotterdam was obliged to sail two miles to safer waters, leaving the 400 visitors stranded on a chilly jetty in a town with an adult population of about 600.

They were given sanctuary in Stanley cathedral, one of the most windproof buildings along the waterfront, which was used as civilian refuge during the last days of the 1982 conflict.

Islanders invited as many as possible into their homes.

The garrison organised soup and bread at its nearby floating quarters. As military improvisation gathered pace, officers and other ranks were turfed out of rooms at a coasteel (floating accommodation block) to create space.

All were found a meal and bed, though some had to tolerate bunkhouses. The Upland Goose hotel bar was loud with tourists boasting of the tale they would have to tell.

The night's only casualty was an elderly woman taken to hospital with an angina attack.

Fruits of peace, page 19

Falklands rescue

British forces on the Falkland Islands have come to the rescue of some 300 elderly Americans marooned there (PA reports).

Their luxury liner, the Rotherdam, put in at Port Stanley yesterday for passengers to inspect the scene of the 1982 war. But the weather became rough and the ship had to be towed to safer waters.

The tourists, unable to board their vessel, were billeted overnight on Coastal 3 — the barge home of about 300 men of the First Battalion of the Argyll and Sutherland Highlanders.

Argentina poses arrest threat to trawlers

By Tim Coone in Buenos Aires

FOREIGN trawlers venturing outside the 150-mile Falkland Island fisheries management zone (FICZ) which comes into force tomorrow face possible arrest by Argentine coast guard and naval vessels.

Mr Dante Caputo, the Argentine Foreign Minister, said in a local radio interview on Thursday evening that Argentina will exercise jurisdiction over what it claims as its territorial waters in the south Atlantic "up to 200 miles measured both from the mainland and from the Malvinas."

He said that the 150-mile FICZ will be respected to avoid confrontation with British naval ships and fisheries protection vessels but "outside the 150 miles we are going to exercise our jurisdiction."

An official communique released yesterday confirmed Mr Caputo's statement, at the same time as restating Argentina's willingness to negotiate with Britain "with an open agenda and without preconditions."

The decision to exercise its jurisdiction will create serious problems for foreign trawlers which have applied for British licences to fish within the FICZ. To enter or leave the FICZ they will have to cross a 50-mile "ring" patrolled by Argentine vessels. If they are detained for inspection of their log-books the trawler captains may face confiscation of their catches and gear and fines of up to \$1m if it is proved they were fishing within waters claimed by Argentina.

Furthermore, fishing industry experts believe that it will be unprofitable for foreign trawlers to restrict themselves to fish only within the FICZ, and that to fill their holds they will be obliged to venture into waters which will now be more actively patrolled by the Argentine navy.

Unofficially it is expected that a "buffer zone" of 10 miles extending beyond the edge of the FICZ will not be ventured into by Argentine ships to avoid confrontation with the Royal Navy.

But beyond the buffer zone foreign trawlers which do not have permission from Argentina to fish will be subject to arrest.

Robert Graham and Tim Coone assess the chances of conflict as Falkland's deadline nears

Argentina takes cautious line on fishing zone

PREDICTIONS can be foolhardy in international relations, especially where Britain and Argentina are concerned. The British Government is, however, remarkably confident that when the 150-mile fisheries protection zone comes into force around the Falkland Islands on February 1 no serious incidents with Argentina will occur.

Mr Timothy Eggar, a junior Foreign Office minister, told a recent meeting of the House of Commons Select Committee on Defence: "We are reasonably confident there will be no determined effort to break the (new fishing) regime."

The Argentine Government too has been cautious. In marked contrast to its bellicose protests when Britain announced the fisheries protection measures last October, Mr Dante Caputo, the Argentine Foreign Minister in his latest reference to the issue, said Argentina should show "firmness and prudence," limiting itself to "peaceful and effective backing" of his country's rights in the disputed waters.

The Argentine Navy and coastguards have let it be known that they will be respecting a 10-mile "buffer zone" to prevent possible clashes and allowing an adequate margin of

error for fishing vessels. Such a buffer zone has been in force tacitly since 1982.

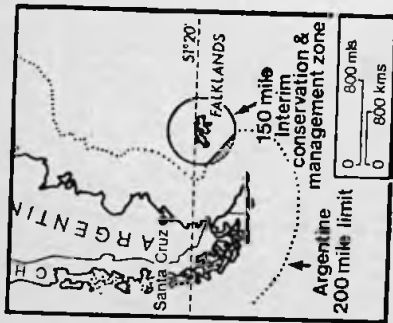
The US Government, which was unhappy about Britain declaring the FICZ (Falkland Islands Interim Conservation and Management Zone) is understood to have put strong pressure both on Whitehall and Buenos Aires to avoid incidents.

The US has offered its good offices to ensure that "tripwire" mechanisms exist.

The Soviet Government, which last July signed a bi-lateral fishing deal with Argentina, has given assurances to Britain that it will respect the FICZ. The Soviet fishing fleet has been the largest operating in Falklands' waters but along with Bulgaria and East Germany has not applied for licences to fish in the FICZ.

Licences have been issued to Polish fishing companies and Spanish groups—the latter also having joint ventures with Argentine companies to fish in Argentine waters.

Both sides are nevertheless aware of the dangers in the situation. Almost one third of the FICZ extends over waters claimed by Argentina as part of its own 200-mile territorial zone. This is quite separate from the latter's sovereignty claim to the



The legal implications of the 150-mile fishing zone have been carefully worked on by Foreign Office lawyers, but the situation is far from clear. Indeed, in recognition of Argentina's 200-mile territorial claim extending from its own coast, the FICZ in the south western edge has been shortened.

What is significant, in this area, which is closest to the Argentine southern mainland, is the protection zone enforced by Britain since 1982 takes no account of Argentina's territorial claim. In other words British warships and aircraft reserve the right to patrol and intercept vessels in a slightly larger area and closer to the Argentine coast.

Britain has made a point of delegating fisheries protection to the Falklands Government. It is being carried out by two civilian vessels on hire and one aircraft.

Argentina still has not formally ended its state of belligerency with Britain. Last November President Raoul Alfonsín offered to end hostilities provided Britain removed the protection zone.

Mrs Margaret Thatcher, the British Prime Minister, views the protection zone as a necessary safety net to ensure proper

protection of the fishing regime—at least for this season.

The possibility of hardline elements in the Argentine Navy challenging the new regime cannot be ruled out, especially in waters to which Argentina has a recognised legal claim.

For the high season (February to June) 230 licences have been granted. This means that roughly one-third fewer vessels will be fishing than during the same period last year—underlining Britain's commitment to ensure proper management and conservation of fish stocks. Conservation of fish stocks and the failure of a British initiative for the multi-lateral regime to control fishing via the UN Food and Agriculture Organisation was the justification for Britain's unilateral move.

With each licence costing £50,000 to £60,000 the Falklands Islands Government will be earning some £7m from fees. It will, however, have to pay £4m for civilian fisheries protection.

Since the licence fee is based on 5 per cent of estimated catch, the rough total catch value in the high season could be a minimum £230m. The main catch is squid, the *lolligo argentinius*, but there are also hake and blue whiting.

Daily Mail
31.1.87

FALKLAND GUESTS

MORE than 300 elderly Americans unexpectedly became guests of the Army when they were marooned during a sightseeing stop on the Falkland Islands. While they were ashore, their cruise liner, the Rotterdam, had to be towed out of Port Stanley harbour to safer waters when the weather became rough. Unable to rejoin the ship the tourists were billeted overnight on a barge which is usually home to the Argyll and Sutherland Highlanders

Argentine 'buffer' at Falkland zone

From Jeremy Morgan
in Buenos Aires

Argentine military forces will observe a 10-mile "buffer zone" around the fishing protection zone to be introduced by Britain in the Falkland Islands next Sunday, said a senior member of President Raul Alfonsín's ruling Radical Party.

The buffer zone plan, revealed by Mr Cesar Jaroslavsky, the head of the Radical majority in the lower house of Congress, is intended to avoid incidents in the South Atlantic once the British barrier is enforced.

However, there was some confusion over the details of the Argentine move. Asked about Mr Jaroslavsky's comments,

Senator Adolfo Gass, another prominent Radical who chairs the foreign affairs committee in the upper house of Congress, said: "We don't know anything about this."

Argentine defence sources, meanwhile, said the navy had long operated under clear instructions to avoid potential incidents with the British. Observers saw that as a sign of navy reluctance to admit it was steering clear of any confrontation with British forces.

The navy's reputation has never recovered from its decision during the Falklands War to withdraw to coastal waters after the sinking of the General Belgrano in May 1982.

FALKLANDS

Rush for licences

THE Falkland Islands Government is having to ration the number of ships which want to fish in its new 150-mile protection zone, which comes into force tomorrow.

Despite the boycott from Argentina, the Soviet Union, East Germany and Bulgaria, embarrassed Falkland Islands officials are having to turn away half the number of ships who applied.

The rush for licences to fish took the Foreign Office by surprise. One senior civil servant described it as "a foreign version of the British Gas sale."

Thirteen countries outside the Falkland Islands applied to fish within the new limits although three, West Germany, Italy and Portugal, have now dropped out.

Costs of war and garrison £2.6bn

Expenditure on the Falklands since the start of the war in 1982 totalled £2.6 billion by the end of the last financial year, Ministry of Defence officials told the defence select committee.

The campaign itself, including the cost of replacing equipment, cost £1.5 billion; the subsequent cost of keeping a garrison there stands at £1.1 billion. Of that £1.1 billion, the building of the new Mount Pleasant airfield has cost so far just over £300 million, but it will save £25 million a year in transport costs.

Falklands military costs 'to run at £100m a year'

BY ROBERT GRAHAM

THE GOVERNMENT estimates the costs of its military presence in the Falklands will stabilise at about £100m a year. This was revealed yesterday by Mr Martin Fuller, a senior Minister of Defence official, in evidence to the Commons defence committee.

Britain has spent £2.6bn since the Falklands conflict, he said. This expenditure reflected the cost of replacing equipment (£1.5bn) and bolstering the garrison and defence facilities of the islands (£1.1bn).

With the new air base at Mount Pleasant almost completed the principal infrastructure expenditure has been made. So far £319m has been spent on facilities at the Mount Pleasant base plus £132m on providing permanent barracks for the Falklands garrison and necessary reinforcements. The committee was told that estimated expenditure this year

would be £400m but this was on a declining curve.

The current programme of expenditure extends to the end of the financial year 1989-90 and comes from special Treasury funds outside the normal defence budget.

After this period, Mr Fuller said he expected expenditure would stabilise at "under £100m" a year. Such funds are still expected to come via a special arrangement with the Treasury but formal discussions between the Treasury and the MoD had not yet begun.

The defence costs of the Falklands include improvements to the runway and accommodation at Ascension Island, where about £50m has been spent. The committee was told that Ascension remained vital to the Falklands as all air traffic to and from Britain had to pass through there.

FALKLANDS**Garrison
costs £1 bn**

By David Fairhall

THE Falklands garrison has so far cost £1.1 billion, in addition to the £1.5 billion that was spent fighting to defend the South Atlantic islands and replacing the equipment lost.

These figures were given to the Commons defence committee yesterday, in response to a question from Labour MP Mr Bruce George.

The new airfield at Mount Pleasant has cost £309 million so far, plus £10 million for navigational aids and £132 million for the associated army base, the Defence Ministry's Head of Resources and Programmes, Mr Martin Fuller, told the committee. Capital expenditure on the Mount Pleasant complex would be complete by 1990, after which it would cost about £5 million a year to maintain.

A further £14 million had meanwhile been spent on a nearby harbour

Fortress Falklands costs £1bn

Britain has spent almost as much again on defending the Falklands as the campaign to win them back from Argentina cost in 1982, according to figures released yesterday by George Younger, Secretary of State for Defence.

The total cost since the first shots were fired has been £2.6bn, of which the campaign cost £1.5bn, Mr Younger told the Commons Defence Select Committee.

The subsequent cost of the garrison itself was £1.1bn of which £300m was spent on rebuilding Mount Pleasant airport. That should, however, now save the Ministry of Defence £25m a year in storage and transportation.

The costs of protecting the Falklands, however, are now declining. Martin Fuller, head of resources and programmes at the MoD, told the cross-party committee.

The running costs of the garrison would soon fall from £126m to around £100m a year. A further £50m is being spent on improved facilities at the Ascension Island staging post.

Falklands policy

Dear Sir,

As an ex-serviceman who took part in the Falklands conflict, I read with interest Nicholas Ashford's article of 24 January.

It would appear that he is of the opinion that offering the sovereignty of the Falkland Islands to Argentina would be justified in that it would benefit Argentina's internal political situation by placating the military and the right wing within Argentina.

Perhaps Mr Ashford should spend a little more time considering the rights and wishes of the Falkland Islanders who would like to remain British, and also the hundreds of British servicemen who died defending the rights and wishes of the Falkland Islanders.

Magnanimity towards a defeated enemy is a worthy sentiment, but not when it means denying the rights of our own countrymen.

Yours faithfully,

Mr W. H. WILLIAMS

Ashford, Middlesex

25 January

Troops by air

The recent successful completion of the Mount Pleasant airport complex would enable the Falkland Islands to be adequately defended at all times with fewer troops because reinforcements could be brought in quickly, Mr George Younger, Secretary of State for Defence, said during Commons questions.

US steps in over Falklands

BY TIM COONE IN BUENOS AIRES

THE US is seeking to defuse tension between Argentina and Britain which could arise after February 1 when a 150-mile fisheries conservation zone comes into force around the disputed Falkland Islands.

This is the explanation being given here for the unexpected arrival at the weekend of General John Galvin, head of the US Southern Command based in Panama.

Officially his visit is being described as routine; but accord-

ing to one well informed Government source, "it cannot be denied that the issue of the Malvinas (Falklands) conflict was a principal motive of the talks."

Gen Galvin yesterday met Mr Horacio Jaunarena, Argentina's Defence Minister, and Gen Teodoro Waldner, head of the Argentine Joint Chiefs of Staff. The Southern Command post traditionally covers responsibility for the Southern Hemisphere. One suggestion was

that he was seeking to establish agreement on basic ground rules about military activity in or near the fisheries conservation zone in order to avoid any possible clash.

Yesterday, a 24-hour general strike paralysed Argentina's ports, most of the public transport system, left government offices and banks closed or working with only skeleton staffs, and, according to early reports, left most of the country's factories idle.

Daily Mail

27 January 1987

FALKLANDS GENERAL RESIGNS

FALKLANDS hero Major-General Julian Thompson has resigned from the Royal Marines amid speculation that his marriage was in difficulties.

The Ministry of Defence confirmed last night that the 52-year-old commando had given up his £34,000-a-year job.

Major General Thompson, who as a brigadier accepted the Argentine surrender in 1982, was strongly tipped to become the Marines' Commandant General, a post which carries a knighthood.

War window

A stained glass window left Lyneham, Wilts, yesterday for the Falklands. It is to be installed in Christ Church Cathedral, Port Stanley, as a tribute to British Servicemen who fought during the islands conflict.

'Dirty war' general arrested in US

From Jeremy Morgan
in Buenos Aires

The arrest in the US of General Guillermo Suarez Mason, long alleged to have been a key figure in the former Argentine military regime's "dirty war," has come at an awkward moment for President Raul Alfonsin in his dealings with the armed forces.

General Suarez Mason, aged 63, is cited in 170 cases of human rights crimes during the regime's crackdown on civilians after the coup in 1976. Legal sources here say that 90 per cent of the cases involve kidnappings in which many of the victims disappeared and other counts include murder, extortion and robbery.

As First Army Corps commander during the first three years of the regime, he was the immediate superior in the military hierarchy of the former Buenos Aires province police chief, General Ramon Camps, who was sentenced last month to 25 years in prison on more than 70 counts of torture and other crimes.

General Suarez Mason is also accused of corruption at the state oil corporation, YPF, and a link has been drawn between him and both drugs trafficking and the Propaganda Due (P2) Masonic lodge based in Italy.

He was declared a fugitive from Argentine justice in 1984 and an extradition from the US was requested in October 1985 after he had been named as one of 12 wanted men when President Alfonsin imposed a temporary state of siege.

General Suarez Mason was arrested on Saturday in Foster City, California, three years to the day after the late Dr Raul Borras, then civilian defence minister in Argentina, ordered him to be cashiered from the army.

At the time, it appeared the Argentine military elite was prepared to leave General Suarez Mason to his fate. But his arrest coincides with signs that the armed forces have decided that there are not going to be any more trials.

As a fugitive, General Suarez Mason will not benefit from the "Final Point" law signed by President Alfonsin just before Christmas calling a halt in less than a month's time to legal action against military officers accused of human rights crimes.

But the "Final Point" is seen as an attempt to respond to military pressure for proceeding to close quickly—even though there is no sign of this being reciprocated by senior officers.

US seizes 'dirty war' Argentine

By Isabel Hilton
Latin America Editor

ONE OF Argentina's most wanted men, ex-general Guillermo Suarez Mason, was arrested on Saturday in the small Californian town of Foster City. He will appear today before a judge who will decide whether to grant bail pending extradition proceedings.

General Suarez Mason is wanted in Argentina on 170 charges of human rights violations, including torture and "disappearance", as well as separate charges of extortion and embezzlement.

He was known as one of the army's most hard-line generals and, as commander of the Buenos Aires-based 1st Army Corps, was responsible for thousands of disappearances during the "dirty war" which followed Argentina's military coup in 1976.

After he retired as head of the joint chiefs of staff in 1981, General Suarez Mason headed the state oil company YPF. The embezzlement charges date from that period.

In April 1984, he was officially declared to have rebelled against the army for failing to present himself for court proceedings. Stripped of his rank, he was about to be arrested on human rights charges when he fled the country.

He has been arrested at an interesting moment in Argentina's flagging attempts to deal with the torturers and murderers of the

dirty war. The Buenos Aires Federal Court currently has 300 cases of human rights violations pending, and General Suarez Mason stands accused in 170 of them. At the same time, the courts, under the so called *punto final* legislation passed last December, have only 30 days in which to take statements from the military officers accused in those and hundreds of other cases, before the guillotine comes down on further proceedings.

Last week the military courts, which have functioned as the courts of first instance in human rights trials, declined to pursue proceedings against 15 admirals implicated in cases at the Navy Mechanical School in Buenos Aires, the navy's principal torture centre during the dirty war. And last Thursday a group of junior naval officers refused to respond to a military court summons on the grounds that, during the dirty war, they had been obeying orders given by the admirals. Even if their cases now pass to the civil courts, it is unlikely that proceedings can continue before the time limit.

The case of General Suarez Mason, however, does not fall within the *punto final* legislation. That excluded officers who had fled the country or were implicated in a case involving a child. In addition, because General Suarez Mason lost his military rank and privileges, he lost the protection of the *punto final* legislation. The courts will therefore be able to pursue his case.

THE INDEPENDENT

Monday 26 January 1987

SOLDIER

Britain's 150-mile fishing zone around the Falklands goes into effect on **Sunday**. On a diplomatic level it has already had considerable success — 230 fishing licences have been issued to most of the largest fishing nations, scuppering Argentina's attempts to undermine the zone. Whether it is worth the amount of controversy that has been aroused remains to be seen, though.

Buenos Aires has other problems. Trade union leaders have called a 24-hour general strike today, the eighth since President Raúl Alfonsín took office just over three years ago.

HEARTIER
BATTLE IN
NORTHERN

SOUTH
ATLANTIC
SAPPERS

SOLDIER

26 JANUARY

1987

35 PENCE

HEALTHIER
EATING IN
NORTHERN
IRELAND

SOUTH
ATLANTIC
SAPPERS



Bug hunt starts in Falklands

IT'S impossible to see what Maj Charles Kirke is looking at inside the small glass container he is holding, but take our word for it — it's a bug of some sort.

His interest in entomology was aroused when studying at the Royal Military College of Science at Shrivenham and moths kept flying in through his window and he wanted to name them.

The only way to do this was to catch them so he bought a couple of traps and the whole thing snowballed from there.

Now he is based in the Falklands and supplies the Natural History

Museum in London with as many local insect specimens as he can.

They are pleased to get them since their collection of South Atlantic insects was low.

Encouraged by their interest Maj Kirke now spends all his free time bug hunting.

He said "I'm surprised I've not had more ribbing, but the fact is a lot of soldiers have become interested in the hobby and can be seen searching hillsides and hedges all over the place." Could be they've all been bitten by the bug!

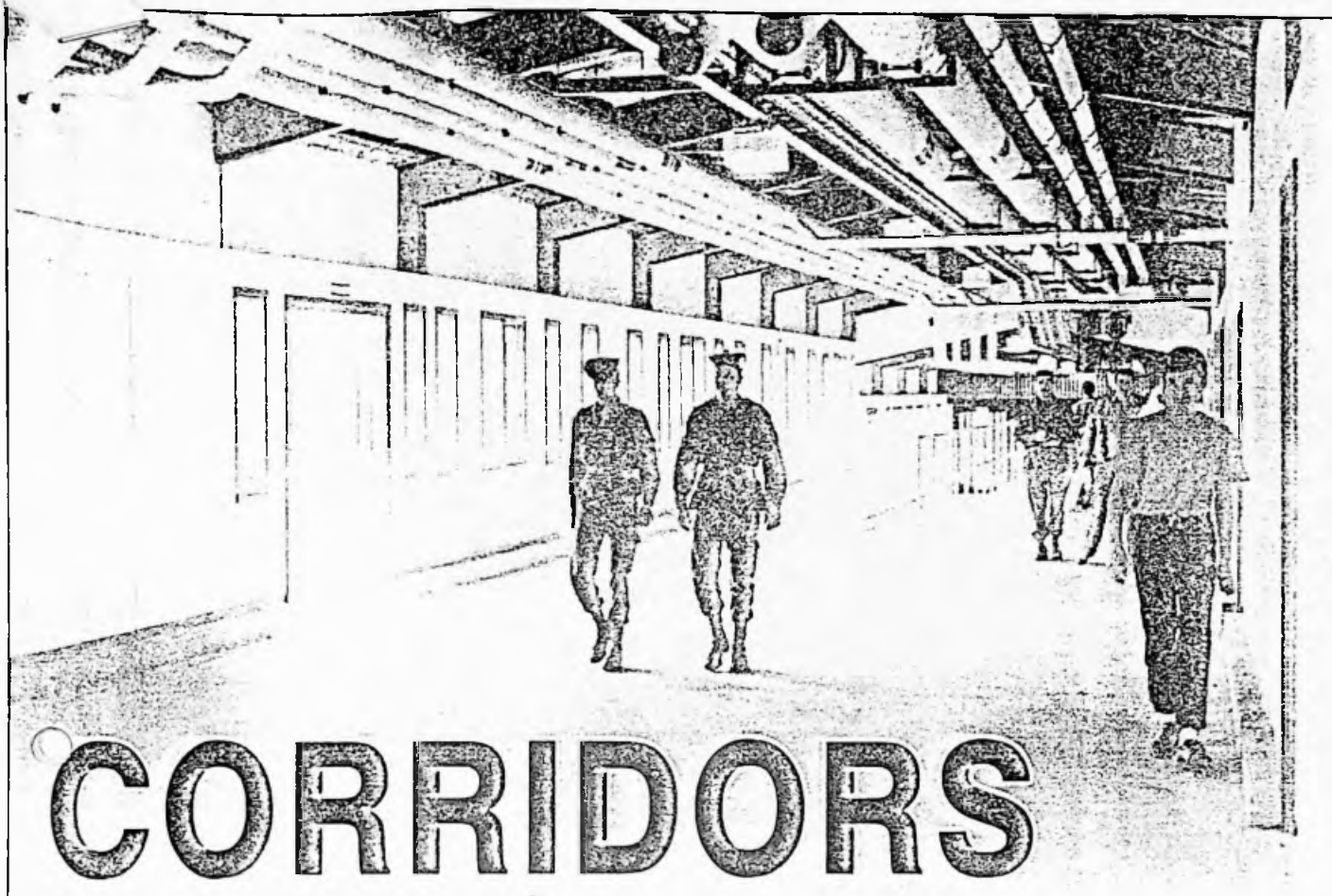


MAJ CHARLES KIRKE: bitten by the bug when moths flew in

Major Kirke, who is based at the Royal Military College of Science, Shrivenham, Wiltshire, has been keen to get his hands on the moths since he first saw them in the Falklands. He has been able to catch them in the Falklands and has been able to catch them in the Falklands.

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CORRIDORS OF POWER!

Above - Miles
of corridor
in 'Death Star'
- the Army's
new home in
the Falklands

GARRISON life on the Falkland Islands will enter another phase with the move into the Mount Pleasant complex.

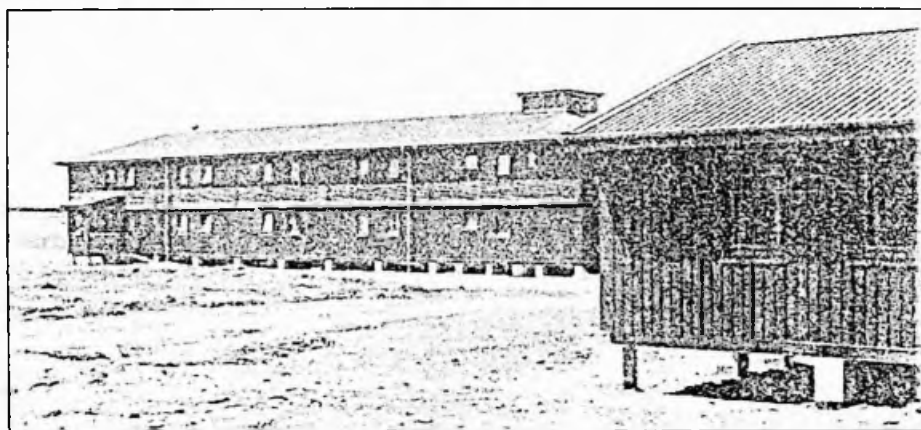
The new complex, whose several miles of weather-sealed corridor have earned it the nickname Death Star, will next month house the majority of the 3,000-plus Servicemen and women of the Falklands force.

Units are numbered for the three coasts, the floating barracks east of Stanley, which with the Portakabin complex known as Lookout Camp have until now provided the bulk of the accommodation.

Lookout Camp lies on the outskirts of the Falklands' capital and after refurbishment this year will house those personnel left in the Stanley area including the military staff of the joint hospital.

One company of the resident infantry battalion, currently the 1st Bn The Argyll and Sutherland Highlanders, are already based at Mount Pleasant but soon all will operate from the same complex which is some 20 miles to the south-west of Stanley and linked to it by road.

Other Army personnel staying at Stanley after the move will include the staff of HQ British Forces Falkland Islands, the Explosive Ordnance Disposal team and a small provost unit. An element of 73 Port Squadron, RCT, will also remain to man the Falklands Intermediate



Accommodation blocks at the new Mount Pleasant complex

Port and Storage System (FIPASS) until its closure.

FIPASS, a temporary floating port completed in 1984, is now mainly used for the export of material such as the strategic stores being gathered from around the islands by the Royal Engineers.

The Army, with its petrol depot in the Canache area near Stanley airfield and its ammunition depot on Stanley Common, has been tied to the capital but now the new fuel depot is at Mare Harbour, the logistics supply base south of Mount Pleasant, and the ammunition depot has moved too.

The ammunition storage facility on

Stanley Common was the only one in the Army to which the public had unrestricted rights of access. This was because the islanders had to get to their peat, a considerable factor in deciding to move the depot because the ammunition was slowly sinking into the bog.

Military personnel will be boosted by more than 200 contractors who will man the laundry and bakery among other maintenance and back-up services.

Recreation facilities at Mount Pleasant include gymnasiums, a new water sports centre called Gull Island on a shallow lake nearby and a variety of playing fields and pitches. A bowling alley is also to be built.

A LEGACY OF DEATH

MINEFIELDS that litter the dunes and beaches around Stanley airfield are well marked but hazards remain undiscovered elsewhere which is why the Royal Engineers' bomb disposal team must be on call 24 hours a day.

Hill walkers, patrols and farmers stumble across unexploded ordnance each week — from belts of 7.62mm ammunition to shells and mortar bombs — and it is the job of the 33 Explosive Ordnance Disposal detachment based at Stanley to destroy such finds.

Backed up by Royal Navy clearance divers and other RAOC and RAF teams, 33 EOD reacts to at least five incidents each week. Bigger missiles such as Roland and Exocet have been found but mines are being washed on to beaches every day.

EOD OC Capt Paul Jefferson told SOLDIER: "This is obviously an important part of our work here. There is all manner of stuff lying around still and things like the BL755 cluster bomblets and 66mm HEAT rounds are very bad news and must be treated with extreme caution.

"The biggest worry for me is grenades. Soldiers find something that they recognise and which they assume they know something about and find it tempting to pick up. This can be a fatal assumption and I can only stress how important it is to leave such finds alone and report them to us," said Capt Jefferson.

There are more than 120 minefields and boobytrap areas around Stanley and the settlements and though few records were found for those in the "camp" area beyond the capital the minefields near it are well documented.

He added: "The quality of Argentine recording varies but their records of anti-personnel and anti-tank minefields are reasonably good for the Stanley area. They were laid by both soldiers and marines and the latter seem, on the whole, to have made a better job of it and to have

kept better records of what they were doing."

Mines are destroyed by the radio-controlled Red-fire, a variant of the Northern Ireland Wheelbarrow. It has wide tracks to support it on sand and a boom which can detonate plastic mines with a blow torch or metal ones by placing a charge against them.

The EOD detachment, with the help of the infantry battalion stationed in the Falklands, must ensure that fences surrounding minefields are maintained

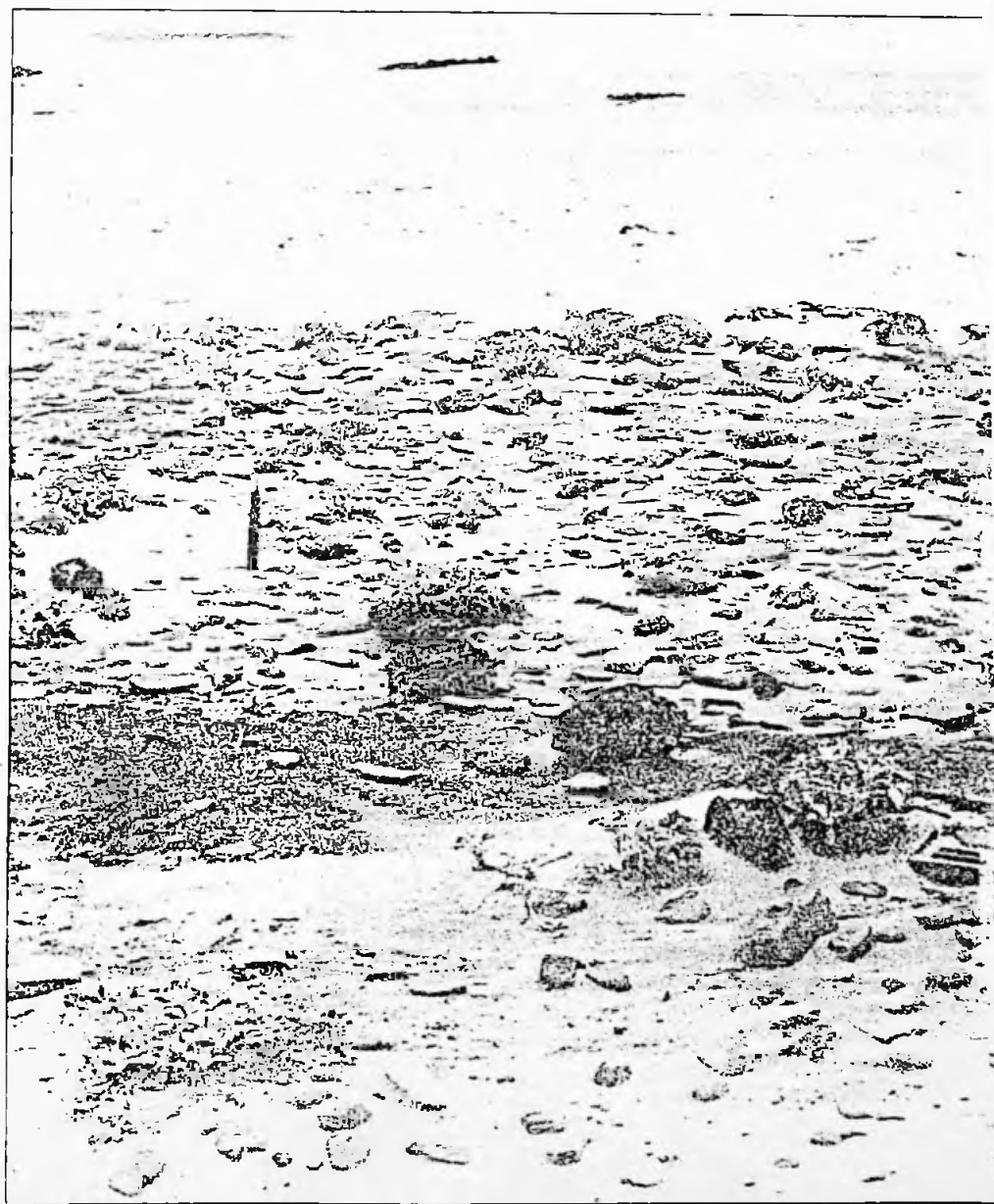
throughout the year to prevent people from straying into them.

Their job is not made easier by the elements. Wind and waves move mines around and streams wash them out of minefields. Two of Capt Jefferson's predecessors have been badly injured by stray anti-personnel mines.

Several people were injured by mines after the war and it was the escalation of accidents that brought about the current policy of sealing off minefields rather than clearing them.

Battle area clearance nevertheless remains the function of the EOD detachment and if a spate of finds is recorded in a certain area it will then be swept for ordnance.

The move to the Mount Pleasant complex has meant handing back to the islanders ranges which must first be cleared of all unexploded material. Trenches are cleared when discovered and the EOD detachment has checked Stanley airfield during the lifting of protective matting from the runway.

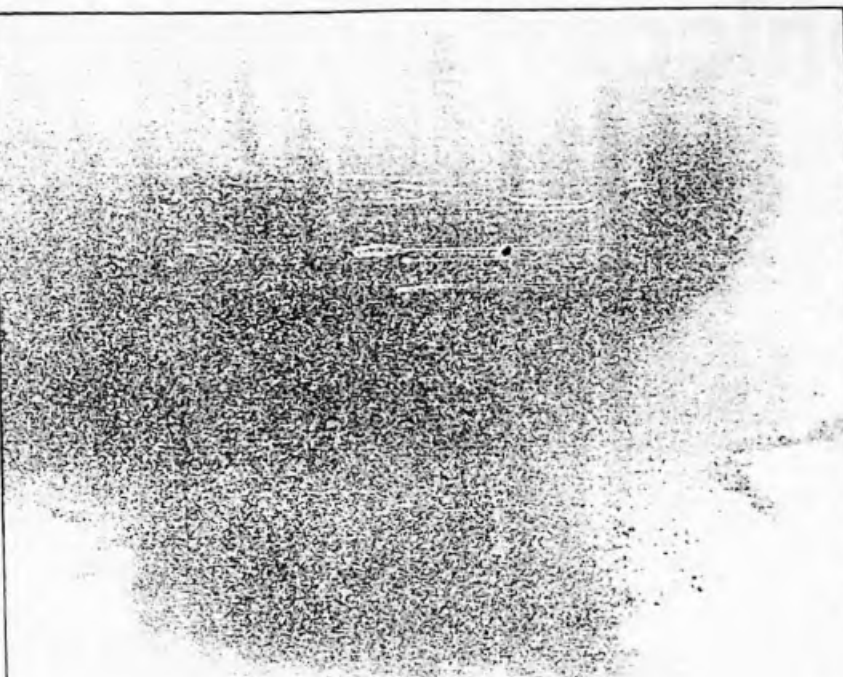


SPOT THE MINE!

A DEADLY legacy of the Falklands war is the profusion of minefields around the islands. So dangerous is the process of clearing them that British sappers have abandoned them and left them.

This picture reveals the scale of the danger. Argentine anti-tank mines are exposed on the beach by tide and rain. Sappers enter around them — and shifted constantly by the elements — are anti-personnel mines, only three inches in diameter and very difficult to detect.

Two bomb disposal team commanding officers have been badly injured by stray anti-personnel mines.



Above — The controlled detonation of an anti-tank mine on a beach near Stanley airfield
Below — Capt Paul Jefferson RE with the remains of a BL755 bomblet in his right hand and a 66mm HEAT round



Sappers dismantle trappings

WORKING flat out to restore the Stanley area to pre-war normality are two squadrons of sappers who are making the most of the Falklands summer to get the job done before the end of their four month tour. The aptly named Operation Flogger is intended to leave both airfield and town environs looking much as they did before the 1982 conflict, a daunting task involving the

collection of thousands of tons of strategic stores and equipment and the demolition of both Argentine and British defensive positions.

Operation Flogger began in November and within a fortnight the men of 12 and 16 Field Squadrons, 25 Engineer Regiment, had lifted 90,000 sheets of heavy duty matting from the airstrip – six weeks ahead of schedule.

Each sheet of the American-made AM2 aluminium matting had to be lifted by hand, cleaned, checked for damage, categorised and then bundled ready for shipment to the UK.

The matting had been laid to protect the runway from the post-war increase in air traffic and according to Maj Bob Griffiths, OC 12 Squadron, had stood up well to the rigours of both jet fighters and heavy

Hercules transport aircraft.

Maj Tom Forrestal, OC 16 Squadron, added: "It has been a pretty thankless job but the morale among the men is astonishing. They have adopted the attitude that the quicker they get on with it the sooner it will be finished."

But the job did not finish there. Troops of both field squadrons, plus members of 43 Plant Squadron and some 120

ROCK BREAKERS

It's all part of the job for the men of 20 Field Squadron

PICK and shovel succeeded where modern technology could not when sappers of 20 Field Squadron levelled a track up Mount Kent across one of the stone runs that are so distinctive a feature of the Falklands landscape.

Huge boulders of the stone runs – whose origins have puzzled geologists for more than a century – pose a considerable barrier to communications on the islands and prevented the ascent of Mount Kent by BV 202 vehicles.

The nature of the terrain also prevented the movement of stone-breaking equipment up the mountainside so the men of 20 Field Squadron – part of Maidstone-based 36 Engineer Regiment – took with them sledgehammer and explosive and did the job by hand.

Having levelled a track they then re-roofed part of the accommodation at its summit – just another aspect of the varied role of the roulement engineer squadron on the Falkland Islands.

Primary role of the Falkland Islands Field Squadron – the title which each roulement squadron takes during its four months tour – is airfield damage repair (ADR), a hat not usually worn by 20 Field Squadron and a job for which they had to be trained before the posting.

The squadron allocates two troops permanently to ADR and the third combat engineer troop is designated as engineer support to the resident infantry battalion, currently the 1st Bn The Argyll and Sutherland Highlanders.

There is also a 60 strong support troop which, with the REME workshops, looks after more than 200 items of equipment such as cranes and concrete mixers.

ADR troops are tasked with keeping all

essential services at Mount Pleasant Airport operating. They would be expected, among other things, to fill in craters, mend electric cabling and install and repair emergency fuel piping.

ADR personnel continued their training when they arrived in the Falklands, and were also tasked with a variety of jobs such as the Mount Kent trackway, putting down concrete bases for Rapier sites and range clearance.

During the changeover of infantry battalions in November one ADR troop spent a week on patrol. The unit's divers have also been checking the chains on the coastal anchorages, the floating accommodation blocks east of Stanley.

A detachment of combat engineers, eight men under a sergeant, have been sent to South Georgia to support that remote island's infantry unit.

20 Field Squadron are normally part of 5



of war in the Stanley area

men of 518 Company, Royal Pioneer Corps, were tasked with dismantling several fabric "Rubb Shelters" - temporary hangars - and gathering stores such as class 30 and class 60 aluminium trackway. In addition they are to close down the theatre depot which houses a lot of equipment.

Another task is the clearing of military debris from the conflict including the many

Argentine defensive positions and British Rapier sites around the airfield. A lot of material such as contaminated fuel handling equipment and kilometres of coiled barbed wire are being destroyed, but other scrap, including terricans and damaged pierced steel plank, are being dumped in a nearby quarry where islanders can purchase bits and pieces.

Mai Forrestall explained:

Our intention is to leave the area looking like it did before. The weather is our main problem because it varies so much and we have to make the most of what we get for fear of falling behind."

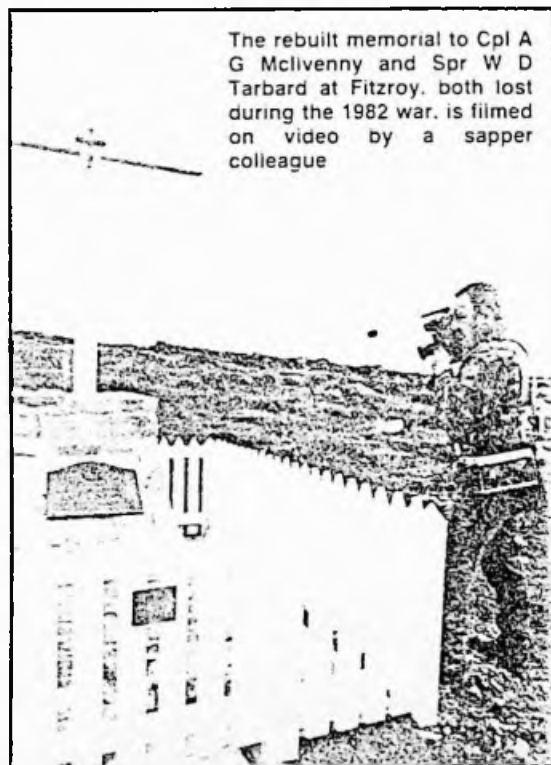
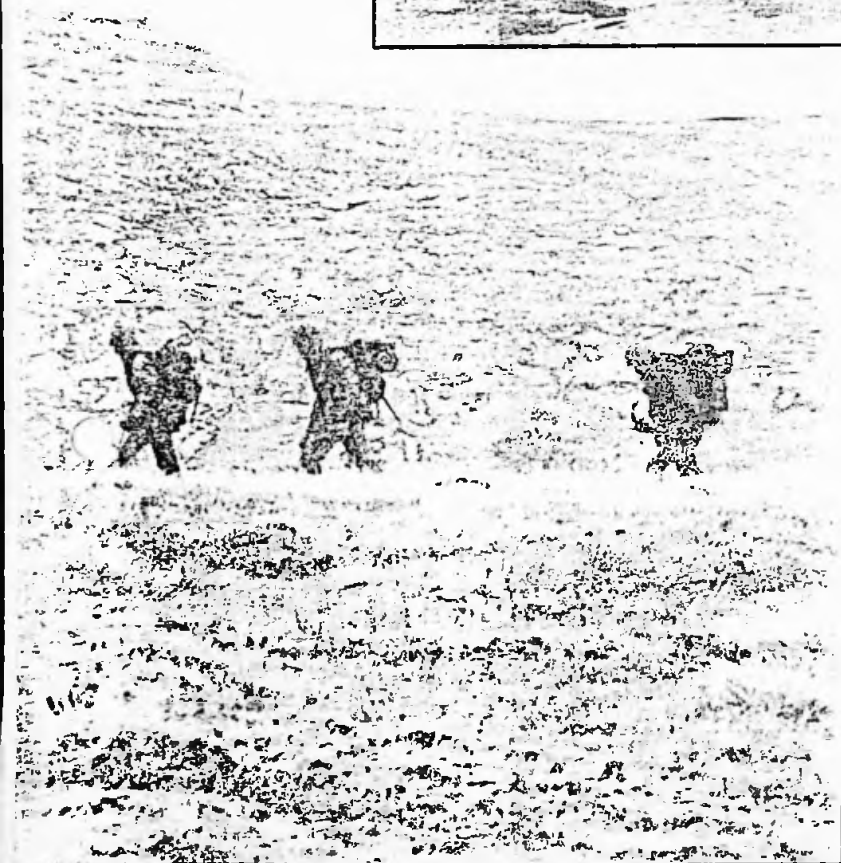
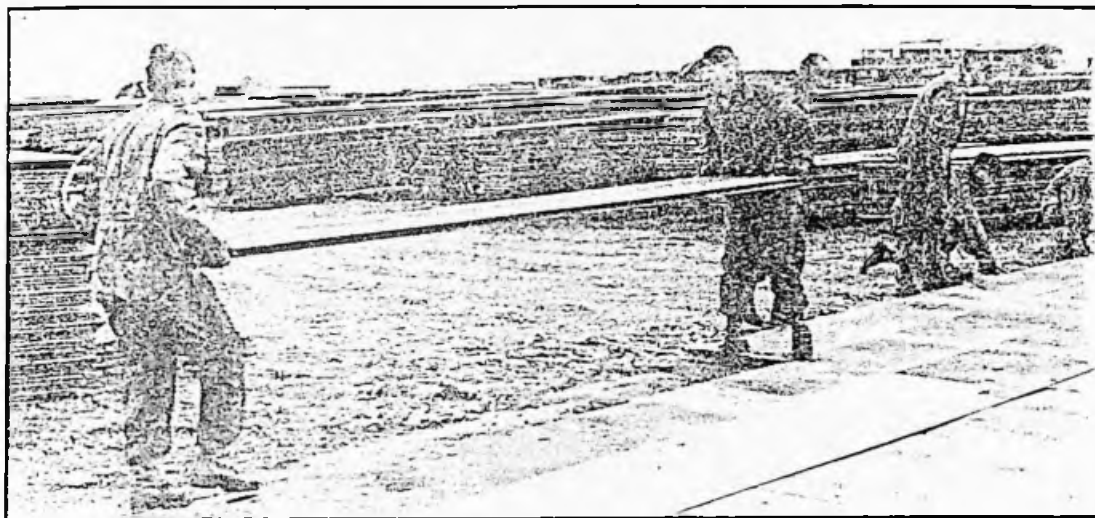
A team, largely from 12 Squadron, has been sent to South Georgia to replace a timber jetty at Grytviken with a steel pile, rock-filled, concrete-capped model.

More than 4,000 different items were listed on the inventory of stores needed for the job and the equipment, including a pile driver, was shipped from the UK.

Team members, several of whom were specially trained for the operation, boast a variety of skills. They include welders, carpenters, divers, fitters, plant operator mechanics and surveyors.

Right - Light at the end of the runway! Men of 16 Squadron tackle the last few thousand sheets of heavy duty matting on Stanley airfield

Below - A sapper patrol on Onion ridge. Note the distinctive stone runs on the mountainside behind - a considerable barrier to movement by both vehicle and foot



The rebuilt memorial to Cpl A G McIlvenny and Spr W D Tarbard at Fitzroy, both lost during the 1982 war, is filmed on video by a sapper colleague

Airborne Brigade, their role being to maintain an airhead. Being with 5 Airborne has involved more infantry work and squadron OC Mai Phil Lilleyman has made the most of the Falklands posting to practise live firing of a variety of weapons, from the 2in mortar to the 84mm Carl Gustav.

SOLDIER caught up with the two ADR troops near The Union, a remote and hilly part of East Falkland, where the men were

firing weapons and throwing grenades after an overnight exercise to stretch their navigation and survival skills.

WO2 Nat Cole said, "Training like this is scarce in the UK and everyone is obviously enjoying it. It's an opportunity to do full weapons training properly."

A memorial to two men of 20 Squadron who were killed on RFA Sir Galahad during the conflict has been rebuilt and improved by the unit.

Cpl A G McIlvenny and Spr W D Tarbard were with the Welsh Guards when the Argentine aircraft struck and a cairn and plaque were erected in their memory at Fitzroy after the war.

"We went to pay our respects," said WO2 Cole, "and decided it would be an idea to rebuild the memorial. We wrote to their families, who were delighted at the news, and held a special service when we had completed the work."

Scorched signallers lay down the line on tour in Ascension

SHARK fishing and sunburn are just two of the hazards and delights of an Ascension tour, as men of the Royal Corps of Signals discovered during their posting to the island.

In between laying 17 kilometres of telecommunications cable to key points on the sun-scorched island the team made sure they made the most of their time off.

One was caught out by the equatorial climate and suffered third degree burns and another, Sgt Ken John, amazed himself and everyone else by catching an 8ft thresher shark on what was only his second ever fishing trip.

The job itself was not an easy one, the men having to cope not only with choking dust and searing heat but in many cases with having to pick up new skills as they went along.

Under the direction of Sgts Ken John and Terry Hague, the team comprised men of the Blandford-based Communications Projects Division - Cpls Terry Smith and Don Bascombe and LCpl Philip Simpson - and others from 30 Signal Regt - LCpl Simon Gifford and Signalmen Ranj Atwell, 'Speedy' Speed and Chris Morton.

The latter are combat linesmen more accustomed to laying field lines connecting vehicles on top of the ground whereas the Ascension job was more a telecommunications mechanics task with the emphasis on technology of a different kind.

It involved the replacement of cable between the airhead and transmitting and receiving stations on the island.



Heat-shrinking a waterproof cable joint hanging beneath the main aviation fuel pipe to the airfields on Ascension Island

Right on course for a little extra money

NEVER let it be said that there is little to occupy your spare time on the Falkland Islands. At least not within earshot of the Royal Army Educational Corps.

They have got plenty on the go and are more than willing to rope you into all manner of courses both academic and sporting.

Apart from the need for courses to cater for promotion certificates, there are sundry evening courses in everything from languages to computer programming.

Any Serviceman with a hobby, qualification or obvious sporting interest can earn a little extra by running a course of his own.

Maj Steve Hughes, OC Force Education Centre, Falkland Islands, said: "We snap up any talent and make the most of it - hence the variety of courses we offer, all of which are well subscribed. We find that people come along and do things which they would not have thought twice about in the UK or BAOR."

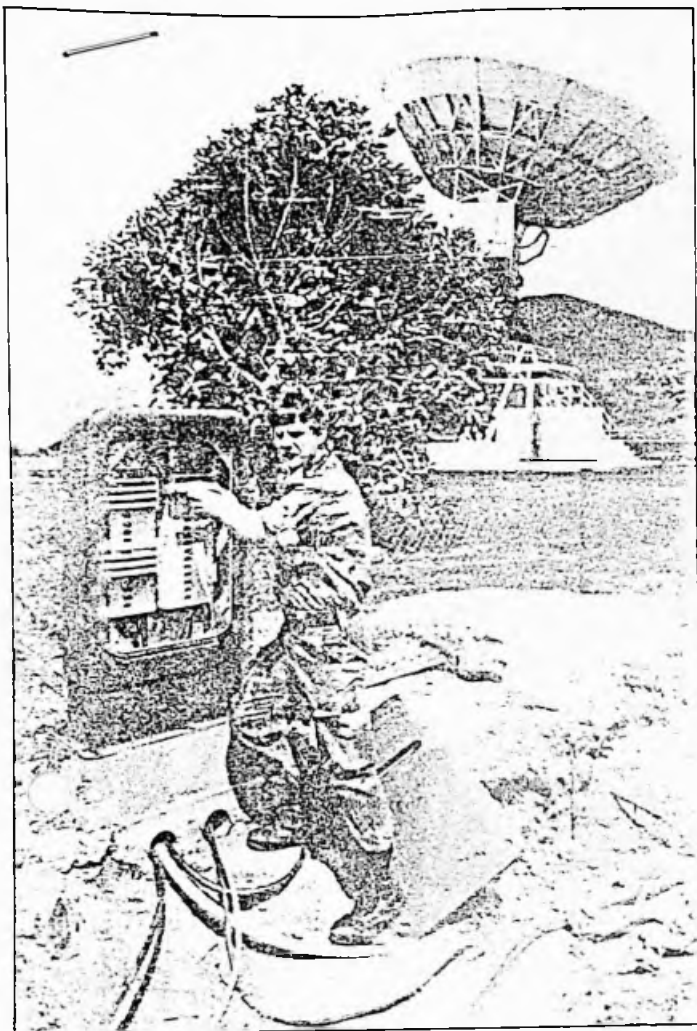
The Falkland Islands offer the lads a good opportunity to pick up on their education because they often have little to do in their spare time.

Specialist education requirements are also catered for. Men of 25 Engineer Regiment working on

Operation Flogger are being taught German in preparation for their return to BAOR.

Major welfare functions of the RAEC detachment at Stanley are the video and book libraries. About 1,500 videos are constantly being distributed among units around the Falklands and on South Georgia.

Maj Hughes is responsible for the production of the fortnightly tri-Service magazine called *Southern Star* which contains contributed material from different units and local news and information such as where to eat and shop in the Falklands.



Testing the new BIX cable cabinet – LCpl Simon Gifford at work near a Cable and Wireless station on Ascension Island

They'll take good care of you ■ ■ ■

BOASTING the only specialist surgical facility on the Falklands, the British Military Hospital near Stanley is much in demand among Servicemen, seamen, islanders and contractors for both routine and emergency treatment.

Its main purpose is to provide medical and dental support for British Forces on the islands but the surgery carried out daily is by no means restricted to military personnel.

Ocean trawling can be a dangerous business, especially in the stormy waters of the South Atlantic, and fishermen of many nationalities are brought ashore for life-saving treatment.

Skull fractures and cancer surgery are on the case list and one islander was delivered of her baby by Caesarean section just before Christmas.

The 25 bed hospital is built

mostly of Portakabins though the £1 million operating theatre was purpose designed. It is a back-up to another hospital in Stanley itself which deals with most civilian cases, and has three GPs for day to day medical cover.

Both facilities are to be amalgamated with the opening in the next three months of a new hospital in the islands' capital. The new building, which has a lurid blue roof, has been designed to comply with NHS UK specifications.

Heading the RAMC team at the BMH outside Stanley is Lt Col Ronnie Brown, Force Medical Advisor, who said: "The islanders' lives will never be the same again. Everyone on the Falklands is now within two hours of hospital treatment, door to door, whereas before it was at least double that amount of time to Argentina."



Lt Dorothy Macleod, nursing sister at Stanley BMH, keeps an eye on one of her patients, Lt Victor Matthews, 1 A and SH, who sustained head and arm wounds after being struck by a Figure 11 shooting target caught by the downdraft of a helicopter

On the beat along Stanley seafront are Cpl Lindsey Pickering, RMP, and Constable Paul Williams who moved to the Falklands from Caerphilly, South Wales, just a year ago. The Falkland Islands police and the Army provost unit work closely together and all RMPs on duty in the islands have Special Constable status with powers to arrest civilians



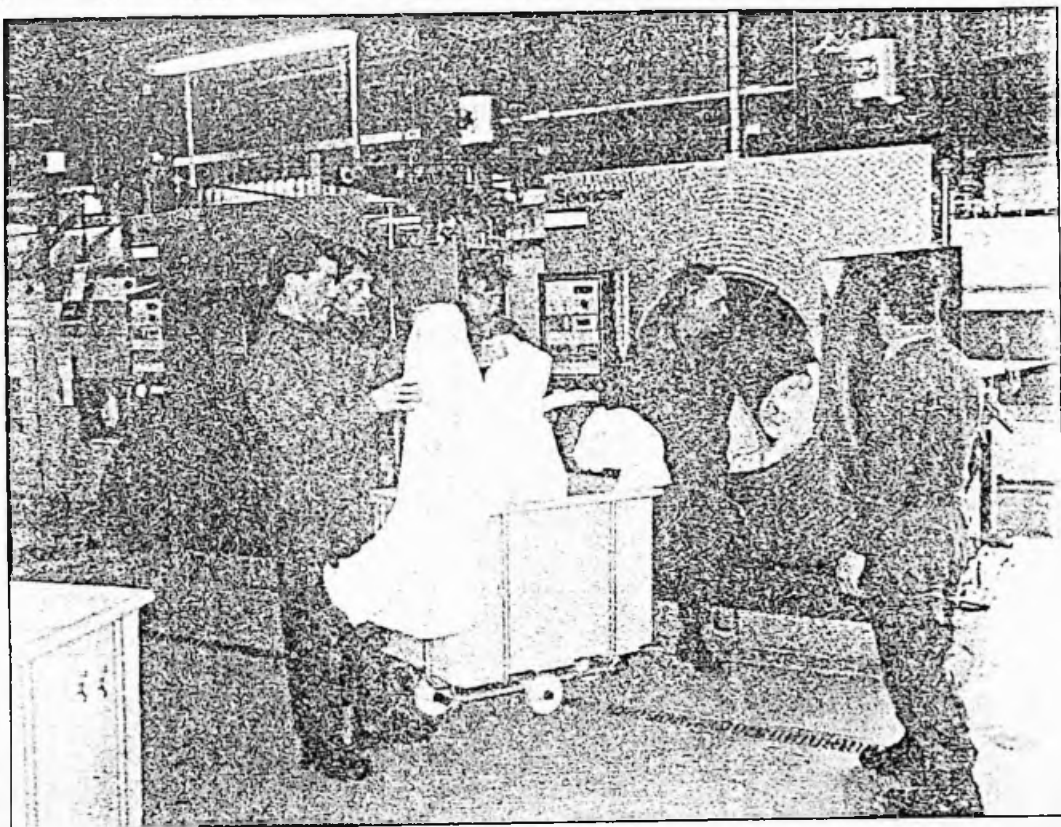
Keeping a clean sheet . . .

TERRIERS of the RAOC laundry platoon will soon be handing over the keys of the huge laundry complex at Mount Pleasant, East Falkland to civilian contractors, bringing to an end one of the most unusual part time postings in the Army.

Manned by RAOC personnel from Central Volunteer HQ, Basil Hill Barracks, Corsham, the laundry is capable of processing thousands of items of clothing each week and, if needs be, up to 350 bedsheets an hour - vital for the Falklands hospitals.

The laundrymen, mostly TA backed by a handful of Regulars and RAF, are headed by WO2 Ronald Johnstone who said: "The TA lads are delighted to be here. Most of them are unemployed anyway and are glad of the chance to get away for a few weeks."

The part-time Falklands postings have been between two and three months and more Terriers are travelling to the South Atlantic to bring the laundry to full capacity before the handover in March.



A TA posting with a difference, 8,000 miles away from home - (left to right) LCpl Trevor Rowland, LCpl Phil Wood, Pte Neil Fotheringham, LCpl John Newton and WO2 Ronald Johnstone at Mount Pleasant

TELEVISION ON CUE

THE finishing touches have been put to the new Services Sound and Vision Corporation broadcasts which went on the air at the Mount Pleasant complex for the first time last month.

Four hours of television programmes taped from both the BBC and independent TV in the UK are broadcast from the purpose built studio each evening to military personnel at Mount Pleasant. Programme video tapes will continue to be distributed to other personnel elsewhere in the islands.

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Minefields still litter the white sand beaches of the Falkland Islands nearly five years after the war. Here men of 33 Explosive Ordnance Disposal, RE, prepare the radio controlled Redfire for the destruction of mines in the dunes behind them.

Picture: Paul Haley

SOLDIER



Named by the Royal Air Force
China's helicopter arrives at the
Island, north of West Falkland, to
collect men of 1st Battalion.
The Argon and Sandbag and Humber
after a day's fighting.

Picture: Paul Hogg

The Angel of Death seeks a bride

In his blue jeans and his fashionable tartan shirts, he looks like another of the *chicos* (lads) from the affluent northern suburbs of Buenos Aires. But Lt Alfredo Astiz never goes on the street without a Magnum pistol tucked in his waistband, a habit that disturbs the elegant blonde with whom he is often photographed in Le Club, the most expensive nightclub in the Argentinian capital.

Living with his own reputation is the most difficult assignment this fair-haired naval lieutenant has yet faced. He was denounced nine years ago as the "Angel of Death" because of his activities in the "dirty war" of the 1970s when thousands of the regime's opponents were murdered by the armed forces.

Astiz is again in the news because President Raul Alfonsín is now asking

Argentines to put the dirty war behind them and lift the burden of "interminable suspicion" from the shoulders of the armed forces.

Last month the 35-year-old lieutenant squeezed into his white dress uniform to appear in court to fight criminal charges arising from the disappearance of a teenage Swedish girl, who was kidnapped on a Buenos Aires street by a military snatch squad. He won, on the ground that more than six years had elapsed since the incident.

Then, just before Christmas, as the capital prepared for the annual exodus to the cooler holiday resorts of the coast, Alfonsín bulldozed a bill through both chambers of Congress



INSIDE
BUENOS AIRES
María Laura Avignolo

to provide an amnesty for more than 1,000 other military men facing investigation for human-rights crimes.

The vote in Congress led to street violence by protesters who were outraged at the prospect that officers who had been named in thousands of documented incidents involving kidnapping, torture and murder

would continue their careers without fear of prosecution.

But will the lives of the dirty warriors really be normal now? Astiz is unlikely to have the brilliant career that appeared to lie before him when he joined navy intelligence after the 1976 military coup.

He is a hero to fellow officers who defend the methodology of counter-subversion that took at least 12,000 lives. But he is regarded as a Judas figure by the Mothers of the Plaza de Mayo, the anguished women whose organisation he penetrated by posing as a relative of a "disappeared one".

Astiz is no longer the baby-faced boy. He has put on more than 20lb; his eyes twitch from a nervous tic, and his swollen face is lined.

His main obsession is his failure to get married. Fathers of prospective brides shun him. He tells friends this causes him more concern than the knowledge that one day "someone may be waiting in the street to take a shot at me".

The navy tries to hide Astiz in remote postings. That was why it sent him to the South Georgia islands, where he was captured by the British forces during the early stages of the Falklands war and brought briefly to London for interrogation about his dirty war activities at the request of France and Sweden.

He has claimed to friends that the British commander who held him treated

him as a comrade "because they had also fought subversion in the streets of Belfast and Londonderry".

He spends his working days 500 miles south of Buenos Aires, in command of shipping movements at a naval base where the ships don't move, because the navy can only afford to put to sea 18 days of the year.

It is only necessary to call extension 7661 to speak to him. But he refuses to give interviews. Colleagues describe him as decisive, well-educated and adept at English. Others say he has little self-control.

He told friends recently: "I am not a neo-Nazi or a fascist. I regard myself as a liberal and I have many criticisms of what the military did in government. But I am convinced that we applied the only method possible in the dirty war."

Time for an olive
branch at last

Argentina won't fish for trouble

ARGENTINA has decided not to send its navy into the new fishing zone around the Falklands which comes into force next Sunday. Efforts to open talks with Britain on the zone, first reported in The Sunday Times two weeks ago, have not been successful. But officials have confirmed that the attempt did take place, despite denials in both London and Buenos Aires.

(Maria Laura Avignolo)

Time for an olive branch at last

IN A week's time, the 150-mile conservation zone around the Falkland Islands will come into force, an occasion that will be greeted with quiet satisfaction in Port Stanley and surly anger in Buenos Aires. Despite the almost total isolation in which Britain now finds itself at the United Nations on the Falklands issue, the imposition of the fishing zone represents a significant diplomatic success for the Foreign Office.

The Argentines had hoped that the bilateral fisheries agreements they signed with the Soviet Union and Bulgaria last year would encourage other fishing nations to ignore the British action or, better still, sign similar accords with Buenos Aires. As it has turned out, however, a total of 230 fishing licences have been issued to vessels from most of the nations which had been trawling the rich waters of the South Atlantic, and the Russians have informed Britain that their agreement with Argentina "would not infringe the rights of third parties". Game, set and match to Britain.

However, although the imposition of a fishing zone makes good ecological sense, the longer-term political and diplomatic implications of Britain's move are questionable. It makes future rapprochement between Britain and Argentina more difficult; it is likely to reduce what little support Britain still enjoys on the Falklands issue; and, most serious of all, it will undermine the already shaky position of President Raúl Alfonsín and threaten his attempts to restore democracy

"It would be a tragedy if Britain, having helped oust the military from Argentina, should be indirectly responsible for its return."

in Argentina.

It would be a tragic irony if Britain, having helped to oust the military from power in Argentina as a result of victory in the 1982 Falklands conflict,

were to be indirectly responsible for bringing them back five years later. This may sound fanciful in Whitehall, but in Buenos Aires there is growing concern that President Alfonsín's democratic experiment is starting to fail and that the military are looking for opportunities to stage a comeback.

The creation of a national defence committee in the wake of Britain's announcement of a fishing zone brought the armed forces chief of staff and the heads of the army, navy and air force back into a policy-making role for the first time since the Falklands conflict. Their voices are again heeded in the presidential Casa Rosada.

Indeed, it was largely because of the military's muscle-flexing that President Alfonsín found it necessary to sacrifice principle to expediency by rushing through Parliament last month the controversial *punto final* bill, which provided a restricted amnesty for crimes committed during the previous military regime's "dirty war".

President Alfonsín came to power vowing to bring to justice those who had been responsible for the disappearance of 9,000 people at the hands of military death squads; thousands of them will now never stand trial.

That has lost him the support of many of those who swept him to power in 1983. At the same time, his failure to revive the economy and control inflation — Argentina's eternal problem — has encouraged the right, traditional allies of the military,

to be more outspoken in their criticism of his government.

It will be argued that Britain has no responsibility for what happens inside Argentina. "If President Alfonsín cannot control his generals, then it's not our fault." "Argentina started the Falklands war, so why should we help them now?" But there are moral and political reasons why Britain should try to bolster President Alfonsín.

For a start, the democratic rights of 30 million Argentines are just as important as the rights of 2,000 Falkland Islanders to remain British. Anyone who was familiar with Argentina's reign of terror during the 1970s would not want to see a military regime return to

power in Buenos Aires. After decades of Peronism, fascism and strident nationalism, Argentina deserves a better deal.

The political case is just as compelling. If there is to be an eventual settlement of the Falklands issue, then it is obviously preferable that it is concluded with an Argentine government which holds democratic values. The Falkland Islanders had every right to fear rule by President Galtieri and to call on Britain to save them from the Argentine invaders. They would, however, have less reason to object to an arrangement worked out with Buenos Aires at some future date if Argentina had proved by then that it was committed to Western-style democracy.

The time has come for Britain to show magnanimity towards Argentina. We have proved ourselves in the field of battle, we have shown the world that despite our declining power we are still a force to be reckoned with. The time has now come to demonstrate that we have the political foresight to come to grips with a problem which, if not satisfactorily resolved, threatens to cause lasting damage to our relations with the whole of Latin America and exacerbate ties with many of our allies.

This does not mean we must hand over the islands' sovereignty to Argentina on a plate. But we should at least be prepared to discuss sovereignty, which is, after all, the core of the dispute between Britain and Argentina — not immediately, but as the final prize once outstanding bilateral issues have been resolved and Argentina has proved over a number of years that democratic government is there to stay.

As a first move, Mrs Thatcher should send a personal message to President Alfonsín, as he did recently to her via Edgar Bronfman, president of the World Jewish Congress. Given the Prime Minister's known position on the Falklands, such a message would not even touch on the question of sovereignty but would merely refer, in careful diplomatic terms, to the need to resume talks on improving relations.

Such a message would be a major coup for President Alfonsín. He could use the fact that he was in communication with Mrs Thatcher to resist pressure from the military. And, in the event of new talks taking place, he could tell his political opponents that the only hope of making progress on the Falklands issue lies in Argentina continuing to nurture and cultivate its democratic institutions.

After the Second World War Britain and the US actively encouraged the political and economic regeneration of West Germany and Japan. As a result, both countries have become major sources of Western prosperity and stability. A similar act of statesmanship towards Argentina could produce a similar result.

Nicholas Ashford

Fire disaster

Buenos Aires (Reuter) — Argentina declared large areas of the southern Andes mountains an ecological disaster zone as efforts continued to fight forest fires which have been raging for two weeks.

A compassionate call for Murdo causes Tristar turnaround

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A compassionate call for Murdo causes Tristar turnaround

A TRISTAR aircraft which was 60 miles out over the South Atlantic returned to Mount Pleasant after it had received an emergency call to pick up Mr Murdo McPherson, a maintenance engineer, and fly him back to the UK.

His wife was having complications with her pregnancy and Murdo has been given compassionate leave from his job maintaining electrical plant at the new base to be with her. He was landed at Brize Norton and then driven to Heathrow where he caught the Edinburgh Shuttle home.

Mrs McPherson was temporarily discharged from Falkirk Hospital where she had been

receiving treatment so that she could be there for her husband's homecoming. She has now been readmitted for more care.

It was Mrs McPherson's concern over their two-year-old child while she was in hospital which prompted her doctor to ask the PSA to give her husband compassionate leave.

A spokesman for the agency, said "Naturally we agreed and every effort was made to get him on the first available flight."

The MoD said that the aircraft has turned back because it was an emergency and that the cost of the U-turn would not be excessive.

Squid war ruled out

By David Fairhall

There is little danger of a squid war developing in the South Atlantic when the Falklands Islands Conservation Zone comes into force on February 1, the Foreign Office minister Mr Timothy Eggar assured sceptical members of the Commons Defence Committee yesterday.

Mr Eggar told the all-party committee that his department was reasonably confident that there would be no attempt to breach the new zone, even though Argentina had not accepted it, and that civilian patrols were sufficient to deal with any incidents which did arise.

He acknowledged that Argentina had signed bilateral fishing agreements with the Soviet Union and Bulgaria last year, but neither had ratified those agreements. The Russians had assured Britain meanwhile that their agreement with Argentina would not infringe the rights of third parties.

The police force assembled by the Falklands Islands Government consists of two unarmed 13-knot stern trawlers and a small Dornier aircraft. The RAF

and the Royal Navy will provide information when they get it but will not normally disrupt their own patrolling to help.

Mr Eggar told the committee that the overriding reason for declaring a conservation zone was to protect the Falklands squid stocks. About 230 fishing licences had been issued, greatly reducing the fleet of about 600 foreign vessels which fished there last spring.

The revenue from these licences would be £7 million, compared with the £4 million cost of policing the zone.

Total in deal on Argentine offshore field

By Paul Betts in Paris

TOTAL-CFP, the French oil group, has reached an agreement with the Argentine national oil company YPF on contract terms which is expected to clear the way for the start of development work in coming months on Argentina's first offshore oil field.

The agreement removes the major hurdle holding up development of the Hydra oil field off the eastern coast of Tierra del Fuego. Although the Argentine authorities still have to approve the agreement between Total and YPF, development of the field is now expected to start soon with production coming on stream at the end of next year.

Hydra will represent an investment of about \$250m

Fishing News
23 January 1987

Oil ship off to Falkland

THE MILFORD and Fal-mouth firm of trawler owners Portfish is to go fishing off the Falklands after all.

The firm's Richard Trigass had told *Fishing News* that it had been turned down in its request for a licence to send just one ship to the area (January 16).

Soon after publication he received a telex from the Falklands Islands Office saying: We are now in a position

to offer a licence for the period".

"It's very good news and encouraging," said Mr Trigass. Portfish will now send the 44m. long former Lowes-toft standby ship *Putford Protector* to Spain for a major conversion into a freezer trawler. She will have a change of name soon, too.

She will then sail for the Falklands in April or May. A bonus for the firm is that the licence came at a lower cost than expected.

Government confident on Falklands fish zone

By Robert Graham

THE BRITISH Government yesterday claimed to be reasonably confident that Argentina would not make a determined effort to challenge the 150-mile fisheries conservation zone round the Falklands when it comes into force on February 1.

At the same time Britain has received assurance from the Soviet Union, which has signed a fishing agreement with Argentina potentially covering disputed Falklands waters, that it will respect the new zone.

This emerged when Mr Timothy Eggar, Foreign Office Under-secretary, gave evidence before the Commons defence committee. The committee has begun a new round of hearings into British policy towards the Falklands and its implications for British defence costs.

"We are reasonably confident there will be no determined effort to break the (new fishing) regime," Mr Eggar said when asked about Argentina's attitude towards Britain's unilateral move last October.

In addition to Argentina's claim to the Falklands, Buenos Aires also observes a 200-mile territorial zone which covers a significant part of the 150-mile fisheries conservation zone round the islands.

Mr Eggar said that the estimated cost of fisheries patrol would be £4m against approximate revenue from licences of £7m. For the first part of the South Atlantic fishing season, lasting until June, 230 licences had been granted, he said.

All the nations previously fishing in Falkland waters had applied for licences with the exception of Bulgaria, East Germany and the Soviet Union, he said.

Argentine admirals cleared

From Jeremy Morgan
in Buenos Aires

The Armed Forces Supreme Council has absolved 15 admirals of human rights crimes at the navy's notorious Mechanics School during the military regime's "dirty war" against civilian opponents during the 1970s.

The decision was the first major ruling by a court since President Raul Alfonsín signed his controversial "Final Point" law halting human rights trials just before Christmas. Lawyers yesterday saw the ruling as a challenge by the military to a

hurry of activity in civilian courts since a 60-day deadline on legal action went into force.

All the officers cleared by the supreme council had retired. They included Admiral Ruben Franco, who headed the navy in the last military junta after Argentina's defeat in the Falklands. Two more names from the Falklands era were also cleared—Admiral Juan José Lombardo, who was chief of southern operations during the war, and Admiral Leopoldo Suárez del Cerro, who was secretary of the joint chiefs of staff.

The tribunal ruled that there

was no relationship between the defendants and illegal activities at the Mechanics School.

The supreme council also challenged the conviction by a civilian court in December, 1985, of five former leaders of the regime, including two former military prisoners, for ordering the repression.

In particular, the military judges said they did not share the opinion of the court in sentencing Admiral Emilio Massera, the head of the navy when the armed forces seized power in 1976, to life imprisonment or the eight-year gaol sentence imposed on his successor.

Labour MP urges resettlement grant for Falkland Islanders

A resettlement grant for people in the Falklands, giving them the option to emigrate or remain under the terms of a negotiated settlement with Argentina, was urged by a backbench Labour MP during Commons questions, but rejected by the Government.

Mr Dale Campbell-Savours (Workington, Lab): As we shall be spending a third of a million pounds a year for every Falkland resident, and will have spent nearly £2 million since 1982 on every Falklands citizen, and as we simply cannot afford it, is it not about time we considered some sort of resettlement grant for people there, giving them the option of staying or emigrating from those islands under a negotiated settlement with Argentina?

FALKLANDS

Mr Timothy Eggar, Under-Secretary of State, Foreign and Commonwealth Relations: Mr Campbell-Savours is well aware that the Falkland Islanders wish to remain in the Falklands under British sovereignty.

They have always had the option of leaving and coming here if they so wish. The fact is that they have not so wished and the population there has increased, not decreased since the conflict.

Mr Campbell-Savours: Make them an offer.

The minister agreed with **Mr William Walker** (North Tayside, C), who said that in a world where democracy was in a

minority, it would be a mistake ever to give up "because the balance sheet shows we cannot afford it".

Mr Dennis Canavan (Falkirk, West, Lab): Will the Government take steps to settle Sir Rex Hunt in a remote territory because, despite having been deprived of his colonial governor's hat, he is strutting around all over the place, making stupid statements and doing his best to torpedo any chance of an agreement.

Mr Eggar: Sir Rex gave distinguished service in the Falkland Islands. I am amazed that Mr Canavan believes in curtailing freedom of speech.

Mr John Stokes (Halesowen and Stourbridge, C): That last question is typically most mischievous. There is no question

of the islanders leaving if they do not wish. Whose side is he on? Britain's or Argentina's?

Earlier, **Sir Geoffrey Howe**, Secretary of State for Foreign and Commonwealth Affairs, said that he would not negotiate with Argentina with sovereignty on the agenda.

Mr Michael Meadowcroft (Leeds West, L) had said that it would be in accordance with the best traditions of British diplomacy and foreign policy to have been prepared to make a detailed response to the Argentine approach of November 17, since there had been a change to democracy in that country, to engage in discussions leading to a solution to an intractable problem which was costing Britain millions of pounds a year.

Falklands fishing pledge by Russia

RUSSIA has indicated that it will avoid clashes with Britain over the imposition of the 200-mile fishing zone around the Falkland Islands, Sir GEOFFREY HOWE, Foreign Secretary, told the Commons yesterday.

Speaking at Question Time the Labour spokesman, Mr GEORGE FOULKES, urged the Government to take action to prevent confrontation with the Russians in the South Atlantic where they have a large fishing fleet.

Sir GEOFFREY said: "We have been in touch with all nations concerned within the region.

"The Soviet Union has indicated that it will conduct itself in a fashion not inconsistent with our claims in the area."

He also added that several countries including Poland had applied for licences to fish in the zone, which comes into operation on February 1. So far the Russians have not applied for a licence.

He was anxious to avoid any clash arising out of the fisheries conservation question, and he said an incident last year in which the Argentinians sank a Taiwanese trawler was "regrettable". Britain was anxious to move towards a solution to the problem of conservation in the South Atlantic, based on multi-lateral agreement.

Brothers 'to oppose each other at UN'

**By Patrick Watts
in Port Stanley**

A Falklands by-election result has thrown up the possibility of two brothers facing each other at the United Nations when Britain and Argentina next time meet to discuss the islands' sovereignty dispute.

Mr Terence Betts, 39, who won the recent by-election to the islands' legislature, is likely to represent the Falklands at the United Nations.

His elder brother, Alex, who defected to Argentina after the Falklands conflict ended in 1982, often represents the Argentine on their sovereignty claim to the islands.

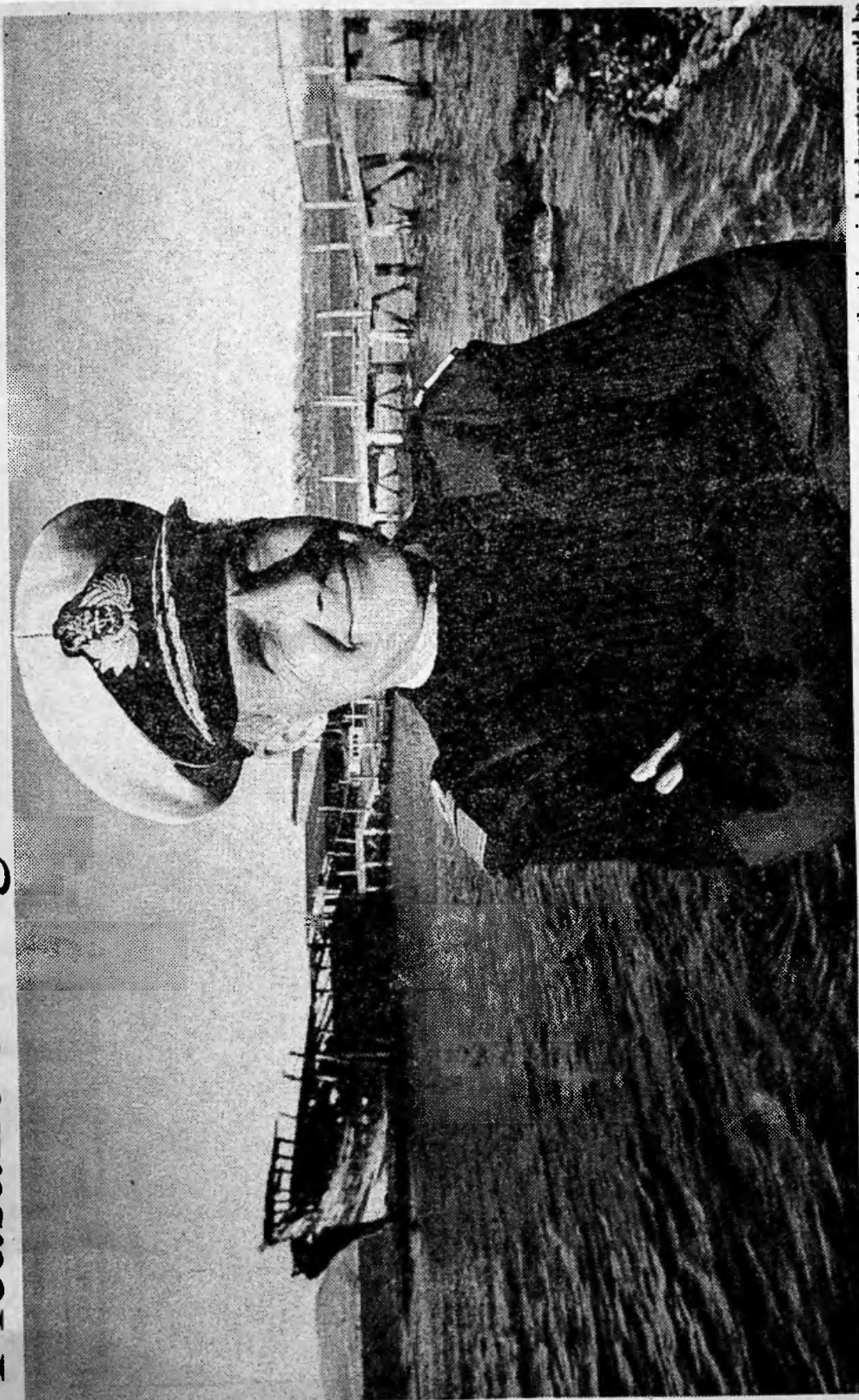
Trawlers sail for Falklands

By Our Madrid Correspondent

Thirty-four Spanish trawlers were yesterday preparing to sail for the Falklands. Their owners have been granted licences to fish within the new restricted area declared around the islands by Britain.

The Socialist government in Madrid supports Argentina's objection to the restrictions but has not prevented the boat owners from taking out licences. The trawlers will remain off the Falklands until June.

Pleasant change for the Rear Admiral



By Peter Davenport, Defence Correspondent

For a seaman it has been a perfect home-from-home, overlooking the waters of Port Stanley and the British East Indian wreck, the Jhelum. But for Rear Admiral Christopher Layman (above), Commander of the

British Forces in the Falklands all has changed. From this week his headquarters has moved to the new airport and military complex 30 miles away at Mount Pleasant. Admiral Layman and his wife Kate have exchanged a home built for the representative of the Argentine airline, for quarters an hour's drive along

a dusty, winding road. The role of force commander rotates between the three services but Admiral Layman is no stranger to the islands. During the campaign in the South Atlantic he commanded HMS Argonaut and was made a Companion of the Distinguished Service Order. Admiral Layman said the command structure at

the tri-service headquarters would be unique in the British forces overseas and emphasized the importance of the new complex. "He who holds Mount Pleasant holds the Falklands." Today the House of Commons Defence Committee is beginning a session of hearing on the Falklands' defence. (Photograph: Graham Wood)

Habib move on Falklands confirmed in Argentina

By Tim Coone in Buenos Aires

LEADING MEMBERS of Argentina's ruling Radical Party confirmed yesterday that President Ronald Reagan's roving envoy, Mr Philip Habib, may use his good offices in an attempt to minimise possible conflicts when the UK's fishing management zone comes into force around the Falkland islands on February 1.

A report published in London at the weekend said Mr Habib was to meet Mrs Margaret Thatcher, the British Prime Minister, on Thursday over the Falklands.

Mr Frederico Storani, head of the foreign affairs committee of Argentina's Chamber of Deputies, said in a local radio interview yesterday that, via the good offices of Mr Habib, "there may have been approaches made or messages sent which in themselves imply that there does not exist a wish to create incidents but rather to find an understanding."

He said, however, that Mr Dante Caputo, the Foreign Minister, had expressly ruled out that any official contacts with the UK, or even preparatory meetings to official contacts, were in progress.

Mr Habib, who was in Buenos Aires last week, had two-and-a-half hours of talks with President Raul Alfonsin and Mr Caputo primarily to discuss the Contadora peace efforts in Central America.

Penguin rescue mission

British scientists Dr Ian Keymer and Dr David Horsley are going to the Falklands next month to try to find out what is killing thousands of penguins.

Argentina seeks fish deal with Poland

BY TIM COONE IN BUENOS AIRES

WITH THE February 1 deadline fast approaching for the introduction of the UK's fishing management zone around the Falkland Islands, Argentinian negotiators have gone to Poland in the hope of securing a last minute agreement with their Polish counterparts to regulate Polish catches in the South Atlantic.

Poland has one of the largest fishing fleets operating in the South Atlantic and is reported already to have been negotiating with the UK for licences within the 150-mile zone.

Argentina signed bi-lateral

fishing agreements with the Soviet Union and Bulgaria last year, which prompted the UK to announce its own licensed fishery zone around the Falklands, last October and which is due to come into force within a fortnight.

The Argentine negotiating team includes Government officials as well as representatives of the Argentine deep sea fishing industry. The team's departure has been at the invitation of the Polish fishing industry and according to the commercial attache at the Polish embassy in Buenos Aires, the

talks will be over co-operation at a company to company level "although no agreement will be signed which does not have the support of the Argentine Government," he said.

The Polish fishing industry has a number of state-owned fishing companies "and they are interested most of all in Argentina's exclusive economic zone," said the attache.

The implication is that any bilateral accords might not include the area around the Falkland Islands, leaving that to be dealt with separately in negotiations with the UK.

Flooding kills 11

Buenos Aires (Reuter) — Floods are thought to have killed 11 people in northern Argentina, and forest fires continue raging in the southern Andes.

The Pilcomayo and Bermejo rivers swelled to nearly 10 times their normal levels as heavy rains fell and snow melted at the rivers' headwaters in the Bolivian Andes.

Most of the dead were members of Indian tribes living along the Pilcomayo River, which forms the border between Argentina and Paraguay, 940 miles north of Buenos Aires.



Daily Mail
19.1.87

Falklands 'ready if attack comes'

THE need to save money has not exposed the Falklands to Argentine attack, Defence Secretary George Younger said yesterday.

He did not deny that only four Phantom jets were operating over the islands — 'We always refuse to discuss numbers or equipment.'

But he dismissed reports that senior RAF officers had protested that there were too few fighter aircraft to counter an Argentine assault.

The all-party Commons Defence Committee is beginning an enquiry this week into the defence of the Falklands.

Mr Younger said the present RAF, naval and military garrison was 'adequate for what we consider to be any likely threat'.

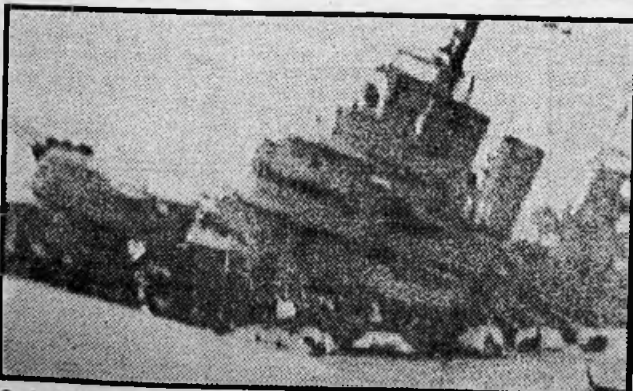
Speaking after returning at the weekend, from a week-long visit to the islands he said he was confident the £400 million specially constructed airfield would enable reinforcements to be rushed in to meet any full-scale emergency.

'We have the ability to reinforce very quickly if we see a change in the threat. We can get more forces there,' he said on BBC television's *This Week, Next Week*.

Mr Younger defended the Government's refusal to negotiate with Argentina on the sovereignty of the Falklands as long as the majority of the islanders wished to remain British, he said: 'If we are not prepared to sell them down the river, there is no point discussing sovereignty.'

20.1.87

How Argentina won from its defeat . . .



Sad victim of the Falklands conflict: the Argentinian battleship Belgrano

IN Herbert Kretzmer's review of *The Search for the Disappeared*, he refers to the 10,000 people, mainly young, who were killed and tortured by the Galtieri junta.

By causing the downfall of this regime, the successful action by the British Task Force in the Falklands war saved many more Argentinian lives than were lost in the military action — even including the sad loss of the Belgrano.

B. STANLEY,
Kingsmere Close,
Erdington,
Birmingham.

Flood toll

A NINTH Argentinian has disappeared in the flooding from the rains that may be the worst in 20 years along the Argentine-Paraguay border, civil defence officials said yesterday in Formosa. About 8,000 people have been evacuated to emergency shelters.—AP.

Younger firm on Falklands

By Michael Cassell,
Political Correspondent

THE GOVERNMENT is ready to negotiate with Argentina on a range of issues involving the Falkland Islands but remains totally opposed to discussing the issue of sovereignty, Mr George Younger, the Defence Secretary, said yesterday.

Mr Younger, who has just returned from a visit to the Falklands, said the Government would be prepared to hold talks with Argentina on such matters as better trade relations and improved air links between London and Buenos Aires but it would not discuss sovereignty because it was "not prepared to sell the Falklanders down the river."

Speaking on BBC television, Mr Younger said it had no intention of breaking its word to the people of the Falklands or of breaching the right to self-determination enshrined in the UN charter.

Defending the continued heavy expenditure on defence facilities on the islands, he said it was necessary in order to fulfil Britain's obligations in the south Atlantic. He emphasised, however, that spending on defence in the region was "declining very substantially and in four or five years' time will be very easily manageable."

Mr Younger said that the introduction, timed for February 1, of a fishing protection zone around the Falklands was not expected to lead to serious confrontation. Although he acknowledged that some leading fishing nations, like Russia, had not applied for licences to fish in the locality, the signs were that most countries would co-operate. Any breaches of the zone would be dealt with by civilian forces, although military support would be available if necessary.

He denied that the fishing issue had been deliberately escalated in order to influence domestic politics in a likely election year. The Government, he added, was ready to discuss a general fisheries conservation regime with Argentina at any time.

Just four jets to guard Falklands

by Simon O'Dwyer-Russell
Defence Correspondent

BRITISH Air Defences of the Falklands are inadequate to guard the islands against a concerted attack by Argentinian aircraft, according to senior Royal Air Force officers.

The officers disclosed that there were only four operational Phantom FGR2 fighter aircraft based at the newly-completed Mount Pleasant airport and that they were "totally inadequate to defend against a well executed Argentine air attack either on the airport or on the capital, Port Stanley."

Because of the small number of Phantoms in the Falklands, the officers are worried that they would be unable to mount effective combat air patrols for any length of time during a period of tension with Argentina.

Their fears apparently were made clear to Mr Younger, the Defence Secretary, during his visit to the Falklands last week, although sources say that budgetary constraints mean that it is unlikely that additional Phantom interceptor aircraft will be deployed at Mount Pleasant.

The Mount Pleasant airport, completed in May, 1985, at a cost of £395 million, was built to handle the RAF's fleet of TriStar wide-bodied transport aircraft, thereby allowing a

gradual reduction in the number of British troops permanently garrisoning the Falkland Islands.

The House of Commons Defence Select Committee this week will begin an inquiry into the defence of the Falkland Islands and RAF Air Force officers are keen to use the opportunity to make clear their fears that the number of fighter aircraft deployed in the Falklands is inadequate.

If another Argentine attack on the Falklands were to emerge, Ministry of Defence analysts believe that a pre-emptive strike by Argentinian aircraft against Mount Pleasant would be the most likely opening attack. It would be designed both to destroy the fighter aircraft at the airport and put the runway out of action.

Senior RAF officers say that if Argentinian pilots pushed home such attacks with the determination that was shown during the 1982 Falklands war, "they would stand a chance of achieving at least one of these objectives."

The Ministry of Defence estimates that maintenance of the Falklands garrison will cost £435 million in 1986-87, but a significant drop to only £257 million is envisaged for 1987-88.

FALKLANDS MOVES

President Reagan's personal envoy to Latin America, Mr Philip Habib, arrives in London on Thursday to put pressure on Mrs Thatcher to start negotiations with Argentina over the future of the Falkland Islands, *writes Hugh O'Shaughnessy*. The US fears that when patrolling of the 150-mile Falkland Islands Interim Conservation and Management Zone (FICZ) begins on 1 February there could be a new confrontation in the area. Washington condemned the decision to set up the zone and refused to support Britain in the UN when it was debated. The Americans are also seeking third parties to bring the British and Argentinians together following unsuccessful attempts by Brazil.

Five years after the war ended, death still lurks in the Falkland Islands

Boobytrap Bar games prepare soldiers for a deadly legacy

From Peter Davenport, Defence Correspondent, Pt Stanley

It is known formally as the Redwing Club, a modest little establishment of battered easy chairs and chipped tables housed in a converted container at an army camp on the eastern outskirts of Port Stanley.

More commonly it is called the Boobytrap Bar, where a quiet drink for the unwary can cost more than expected.

It is the club of the bomb disposal teams which, five years after the Argentinian invasion of the Falklands, are still on call 24 hours a day to

Those caught out have to meet the cost of a crate of beer

deal with the deadly legacy of their presence.

Things are definitely not what they appear at the Boobytrap Bar: a dozen constantly-changing traps ring buzzers, bells and trigger-flashing lights if tripped, and those caught out have to meet the cost of a crate of beer.

Captain Colin King, the officer in charge of the 12-man team currently on duty in the Falklands, admits it tends to keep the profits of the bar indecently high. But it all has a serious purpose, too. It keeps his men constantly alert to the dangers of boobytraps that are still turning up on the islands.

Among the boobytraps when I was invited into the bar were a trick coat hook, a Christmas card that sounded an alarm when opened, a false telephone and a drinks table wired to a buzzer.

It is a light-hearted side to a potentially dangerous job. Two of Captain King's predecessors each had a leg blown off when stepping on hidden anti-personnel mines and two years ago a Gurkha soldier was killed when he picked up an apparently innocent Argentinian

ammunition case that had been boobytrapped.

Because of the difficulty in locating the plastic-coated mines, the Ministry of Defence has decided that rather than risk more injuries there will be no further attempts to clear minefields except when they present a real threat.

Instead, the known minefields are fenced off by barbed wire. Red notices bear the skull and crossbones and carry the warning "Mines". A total of 119 minefields have been identified on the island, most of them near Port Stanley, and every visitor is lectured on the dangers. The police hand out minefield maps as routinely as street directions.

Despite detailed research, no foolproof method has been discovered that will enable guaranteed clearance of fields of plastic mines.

So unless there is an imminent danger, such as a child innocently wandering into a minefield, the teams are not allowed to undertake clearance work despite the belief of some of the engineers that they could safely do so.

The disposal teams are, however, kept busy maintaining the fencing around the minefields, dealing with newly-discovered boobytraps and bombs and lecturing about the dangers.

All the soldiers who join the bomb disposal teams are volunteers and some may question their sanity. Captain King, aged 24, doesn't see it that way: "We are not adrenalin freaks or people who actively go out seeking danger."

"It is difficult to say that without people thinking you are some kind of nutcase. But the challenge is there, and it is very satisfying when you use your skill and experience successfully."

Apart from the hundreds of

Captain Colin King of the Royal Engineers with the Redfire robot on the perimeter of a minefield at Yorke Bay, near Port Stanley in the Falklands. The vehicle is used by his bomb disposal team to clear away landmines planted during the

war with Argentina in 1982. The Secretary of State for Defence, Mr George Younger, was given a demonstration of the device during his current visit to the islands. The Redfire is a development of the successful 'wheelbarrow' device

thousands of Argentinian mines — four types of anti-personnel and five varieties of anti-tank mines have been discovered — Captain King and his men are also still dealing with British shells fired and bombs dropped during the war.

Two of Captain King's predecessors had legs blown off

cluster bombs that are so sensitive they can be triggered by the mere temperature change induced by falling under your shadow.

Inside the Redwing Club — named after the emblem that identifies the bomb disposal vehicles — failure to spot a boobytrap can only cost a soldier his money. Outside, on the shores and fields of the Falkland Islands, a similar failure could cost him his life.

used to tackle bombs in Northern Ireland. Mr Younger defended the Government policy of no wholesale clearance of minefields until there was a method which guaranteed 100 per cent success. He said it was not worth risking military life and

limbs until that could be achieved. In war it was acceptable that there should be some degree of risk when a minefield had to be cleared, but that could not be done in areas being used by civilians, he said.

(Photograph: Graham Wood).

Younger calms Stanley defence fears

From Our Defence Correspondent Port Stanley

Mr George Younger, Secretary of State for Defence, yesterday rejected fears that the concentration of military forces at the new Mount Pleasant complex in the Falkland Islands would leave the capital open to surprise Argentine attack.

On the final day of his first tour of the islands since taking office, Mr Younger was tackled about the concern of some islanders that the move of most British forces to the new airport area, 30 miles from Port Stanley, would expose other regions to possible invasion.

He said that military commanders were well aware of their obligations to defend the whole of the islands and that Port Stanley and its own airfield, now being prepared

for a return to civilian use in a clear-up operation by Royal Engineers, were two important points.

"The key to all the defences of these islands, if they should ever be under threat again, is our ability to reinforce quickly," he said. "That is the reason why Mount Pleasant is the most important point, from the point of view of the defence of everybody."

"The top priority is to defend Mount Pleasant, to bring in large amounts of reinforcements quickly."

Rear-Admiral Christopher Layman, Commander, British Forces Falkland Islands, also sought to reassure islanders: "I can promise you we will make it very difficult indeed for any Argentine who thinks it worth having a surprise attack on Port Stanley."

Most British forces on the islands will move to the new

complex within months, completing a gradual transfer. The headquarters of all three services are also due to be moved from the capital to Mount Pleasant within days.

The ability to bring reinforcements direct from Britain within 18 hours if required, in the event of any emergency or increase in tension, means that the numbers of personnel stationed on the islands can be reduced, further bringing down garrison maintenance costs.

Yesterday, however, Mr Younger would not be drawn on the precise numbers to be left stationed in the Falklands.

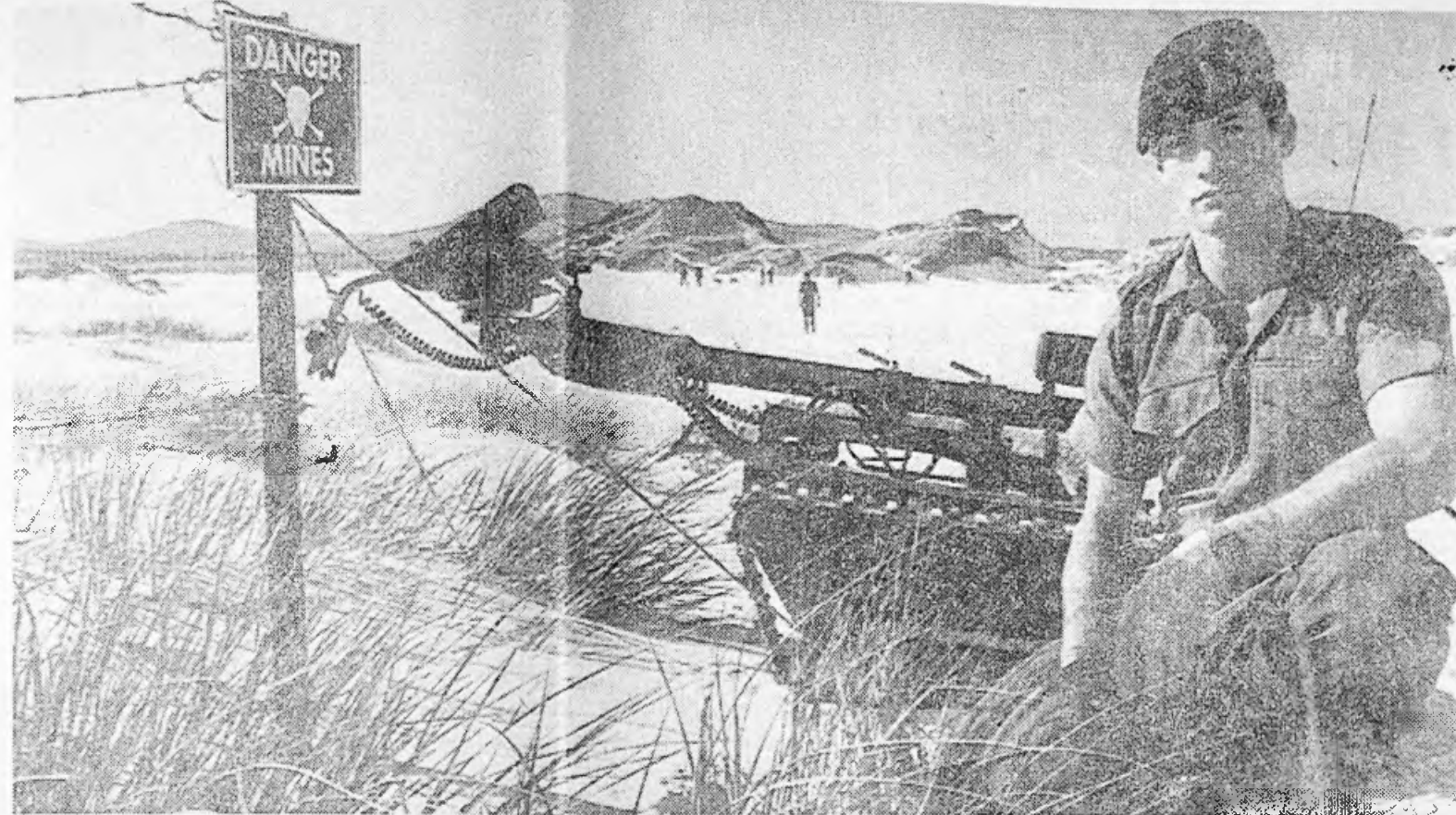
He was asked about a radio interview with the British Forces Broadcasting Service in April last year, in which he referred to the possibility of not more than 1,000 troops based on the islands. Although Ministry of Defence officials

will give no numbers for the garrison at present, it is believed to be between 2,500 and 3,000.

Mr Younger would give no details of reductions yesterday, but said that there would be enough to maintain the islands' defence, together with regular reinforcement exercises from the UK.

A British presence was realistic, he said, as far ahead as he could look. The islanders had a right under the United Nations Charter to self-determination, and the British Government intended to carry out its obligation to allow them to carry out that right.

Asked if there had been any move by the US Defence Department for American use of the base and its facilities, he denied any such approach or that such suggestions had been made by Whitehall.



Argentina and Britain

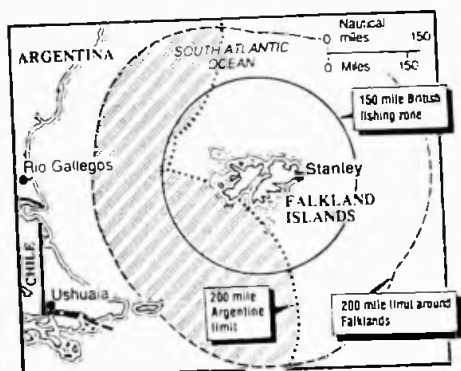
Through the net

FROM OUR ARGENTINA CORRESPONDENT

Beginning on February 1st, anybody who wants to fish within 150 miles of the Falkland Islands will have to get a permit from Britain. Argentina not only does not recognise the British zone, but issues its own licences to boats fishing within 200

miles of its coast. The two fishing areas, Britain's and Argentina's, overlap. Since October, when Britain announced the creation of its zone, each country has been trying to win international support. Neither can yet claim to be winning, but Argentina fears it is losing.

It has the support of Russia and Bulgaria. Taiwan is said to be "showing interest" (but then one of its trawlers was sunk by an Argentine gunboat last year). But Poland, the country with the biggest catches in the south Atlantic, wants to do



a deal with Britain. So does Japan. Even Spain, despite its ties with Argentina, has said it will not interfere with fishing deals that Spanish companies make with Britain. Some Russian, Bulgarian and East German fishing interests are said to have made quiet arrangements with Britain.

All the same, the fishing nations long for Britain and Argentina to get together to agree on the fishing grounds, so that no boat will risk being shot at. Britain wants such talks but Argentina refuses, saying that they would imply recognition of British sovereignty over the Falklands. In addition to the fishing zone, Britain claims "sovereign rights" for 200 miles

INTERNATIONAL

around the islands, with a boundary to be negotiated where the rival claims intersect. The Argentine foreign minister, Mr Dante Caputo, is to blame for Argentina's predicament. He insisted that any talks with Britain must cover sovereignty, but failed to anticipate Mrs Thatcher's equally hard-headed approach.

Reports this week that the two countries were again trying to restore contact were denied by Mr Caputo, but another Argentine minister privately confirmed the story. In London, Mr Edgar Bronfman, president of the World Jewish Congress, said that when he saw Mrs Thatcher on January 12th he brought an oral message from Argentina's President Raul Alfonsin. The conflicting reports encouraged the impression that there is a dispute within the Argentine government over how to deal with Britain. Some ministers are said to favour talks on relatively uncontroversial matters, while leaving the sovereignty issue for later.

The economy minister, Mr Juan Sourrouille, believes that any discussion of the Falklands would complicate negotiations with Argentina's creditors. British banks are Argentina's second biggest commercial creditors after American ones, and the Paris club of Argentina's official creditors includes Britain.

Mr Caputo's most outspoken cabinet critic is said to be Mr Julio Rajneri, the recently appointed education minister. He owns a newspaper that not long ago questioned whether Argentina's Falklands claim was as strong as national folklore insists. Diplomatic sources say both Mr Sourrouille and Mr Rajneri favour restoring relations with Britain even before the Falklands issue is settled. Mr Alfonsin is said to incline towards talks without preconditions. He has not yet said so in public.

Finding they're alive and well on the dark side of the moon

Sandra Barwick finds Falkland Islanders need little reassurance from the British government even if local development projects have shown small sign of success.

GEORGE YOUNGER, the Defence Secretary, returns from the Falklands today having lain his wreath on the Liberation Monument, visited the Argyll and Sutherland Highlanders and the grave of Colonel H. Jones, seen a salmon farm, and gone fruitlessly fishing.

Most of his time was spent pressing military flesh and watching displays of airways being mended and Phantom jets scrambled. There were few signs of the routine visit making much impact on the islanders. They have seen too many VIPs come and go since the Argentine invasion five years ago.

"If every expert who comes to the Falklands only planted a tree we would be selling timber by now," said Orlanda Butler, wife of the butcher in Port Stanley, a view echoed around the island. A tree is a rare sight on the bare bog, granite and moorland of the islands. The cliché among the 2,500 to 3,000 servicemen who come to the least desired posting in the forces is that it looks like the dark side of the moon.

This view is known to the islanders, as is the fact that they are in army slang "Bennys," after a simple *Crossroads* character who wears a woolly hat. In reply the 1,919 locals, of whom around 1,200 are born islanders, call servicemen "whenys" after their habit of saying "When I was in Germany, when I was in Hong Kong". And with the self-mockery which is one of their British characteristics, they have erected a sign in one of Port Stanley pubs saying "Danger, Bennys below."

Mr Younger produced an appropriately superior "wheny" remark as he described the new woollen mill in Fox Bay, one of the vaunted pieces of new industry since the war, where he bought a jumper. "One I saw in the Shetlands was very similar," he pronounced. Talk of most of these new developments, from the hydroponic market garden due to begin in mid-1986 and not yet producing a weed, to the Penguin Brewery which

had to close because servicemen and locals preferred "charlies" (tinned lager), brings cynical mirth from the islanders — described by Lord Shackleton in his 1976 report as showing "a lack of confidence and enterprise" due to the long stagnation of the islands.

The latest news is that the crab factory in Stanley, contracted in 1984 and opened in March 1986, has closed. The employees were laid off at Christmas after the Falkland Islands Development Corporation decided that further money would come from commercial, not public sources. An environmental consultancy had reported that it was not certain that a yield could be sustained and that it was a risk to market only one species. "So far very little has been

useful," said Arthur, a cockney who emigrated 35 years ago after being disillusioned by the nationalisation of British Railways. "They have been trying these things in the Falklands for years."

Despite this cynicism and speculation that at some time the Falklands will have to be garrisoned by some other than a country 8,000 miles away, the islanders seem in little need of Mr Younger's reassurances that the government will not talk to Argentina about sovereignty. With their islands defended at a cost of 1,000 British and Argentine lives and a military complex and airport at Mount Pleasant built for £400m, bringing the total defence costs so far up to £3bn, they do not believe they are now ever likely to be given away.

"They'd be stupid to," said Laurie Butler who, having built his flourishing butcher's business on his arrival from Suffolk in 1956 with 3/6 in his pocket, was planning to leave the islands before the invasion because of lack of interest by the government their defence. "Now we are going to stay forever," he said. "There's no threat any more. If you have security there are no problems here. There's no unemployment and

with the new airport it costs only £800 to return to the UK, instead of £1,400 before the war."

Mr Butler employs three men, owns 4,000 acres and has done well in the last five years. He is not alone. Des King's famous Upland Goose hotel, despite its lack of *en suite* bathrooms, is on the market for £450,000.

Marjorie Adams, of island stock back into the early 1800s, married a Royal Marine garrisoned here before the war. She returned afterwards when John Adams joined the local CID, and says her elder two girls, aged 16 and 17, have surprised her by preferring the islands to Britain.

Colonel Gordon MacDougal, in charge of the welfare of the forces, is at pains to emphasize the high morale of servicemen. Officers talk of the videos available, the extensive sports facilities at Mount Pleasant full every night. One officer working with the Phantoms was devoting his spare time to an Open University course. But the fact that the men here are 8,000 miles from home is reflected in the £1,000 a day they spend on telephone calls and the posters some of the squaddies sport in their rooms saying: "Arm the penguins, leave the Falklands."

Not all agree that Mount Pleasant is, in another army cliché, like an "open prison". But the professionalism which prevents complete boredom is only matched by incomprehension as to why the islanders are prepared to tolerate conditions in this wild country.

Fishing News
16 January 1987

Falklands here we come!



Picture by FotoFlite

● **FALKLANDS DESIRE**, the Falklands Islands government's fishery patrol vessel, pictured as she heads down the English Channel at the start of her voyage to the South Atlantic to safeguard fish stocks. Originally the J. Marr freezer trawler *Southella* and more recently the seismic survey vessel *Seisella*, she is the only one of her class not to have operated in the Falklands area. While there are reports of talks going on to placate the Argentinians over the Falklands fishing limit coming into force on February 1, there has been much relief in the UK government that the Spanish bit their lips and applied for Falklands licences.

Fishing News
16 January 1987

Fishing effort being cut as:

Falklands turn down 250 boats

THE Falkland Islands Office in London confirmed this week that only half of the 500 applications to fish Falklands waters were granted.

Most of the 250 licences issued for this year's first Falklands season have now been taken up, although details of successful applicants will not be finalised until next week.

Alastair Cameron, of the Falklands office, told *Fishing News* that very few licences had been re-allocated.

There have been disappointments among UK companies looking for licences, but Mr. Cameron said it had been impossible to satisfy everybody as a significant reduction in fishing effort is necessary, particularly on squid.

Owners Portfish, which operates five trawlers in Milford Haven, Wales, and in Falmouth, recently bought a big UK stern trawler to fish the Falkland waters but has been refused a licence for the first season.

The firm's managing director, Robert Trigas, told *Fishing News* that the 54m. vessel had been involved in the oil industry in the North Sea and is to undergo conversion for distant water fishing. The firm also had plans to buy another vessel of 200ft. to fish the Falklands, but will now be reconsidering.

Mr. Trigas said whether the firm buys the second stern trawler depends on it obtaining a licence for the second season.

"Although we understand the caution that the Falklands must exercise in the imposition of this controver-

sial measure, it is very disappointing... that British applications to fish in what are, after all, British waters are refused, whereas Japanese, Korean, Polish and Spanish are allowed to fish," said Mr. Trigas.

"Such a zone should not be imposed if it represents a prejudice against, and a closure of opportunities for British fishermen," he added. He said opportunities for UK fisher-

men had eroded over the years and the Falklands seemed to offer scope for companies to venture in to distant waters again.

Mr. Cameron said the refusal of many applicants is a reflection of the number of received and that even those applications who were successful did not get all they wanted. He added that only a small number of UK applications were refused.

Honours even

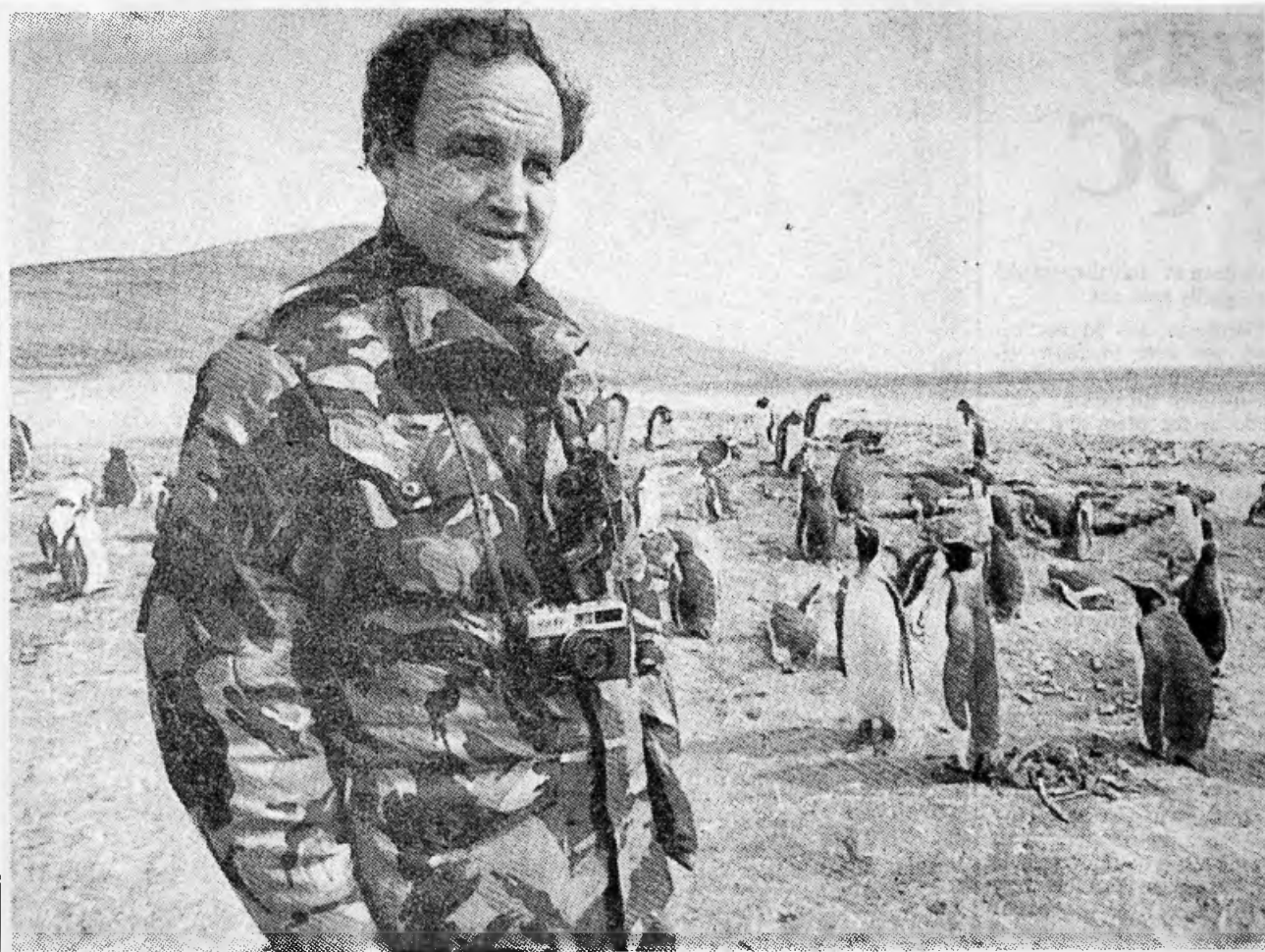
Another success story, marked by the award of the CBE to Geoffrey Allan Marr, reveals a man who wasn't prepared to let his company lie down and die when the destruction of the Humber-side fleets took place.

He found new work for his fleet and the reward is recognition for the drive of the Marr Group as a whole. Today, Marr has survived as the only integrated fishing operation left in the country, with both processing and trawler operations. Marr was also the first British company to really spot the potential of the Falkland Islands.

Argentina signs oil deal

BY TIM COONE IN BUENOS AIRES

ARGENTINA'S FIRST offshore oil production is to be undertaken by a consortium of Total of France, Deminex of West Germany and Bidas, a local oil company, following a contract signed this week with YPF, the state oil company. The contract envisages an investment of \$250m over the next two years in two fixed production platforms, undersea pipelines and shore storage facilities. This is in addition to an investment of \$175m already made by the consortium in exploration work since 1978 in the Alstral basin in southern Argentina, off Tierra del Fuego. Recoverable reserves from the field are estimated at 44m barrels, which according to foreign oil company executives is a relatively small find and probably an economically marginal one.



Posing for the camera: Mr George Younger, Secretary of State for Defence, visiting the bird colony on Saunders Island yesterday during his visit to the Falkland Islands. Reports, pages 9 and 22 (Photograph: Graham Wood).

Younger lays wreath at San Carlos

HQ complex is hailed as proof of commitment to Falklands

From Peter Davenport, Port Stanley

On a day of sunshine and showers and an ever-present wind, Mr George Younger, the Secretary of State for Defence, laid a wreath at the military cemetery at Blue Beach, San Carlos, where the graves of Colonel "H" Jones and his men are a testimony to the human cost of Britain's commitment to the Falkland Islanders.

Five years on from the conflict it is the financial cost of maintaining that security in the future and of deterring any further Argentine military ambition, no matter how unlikely that may now appear, which is under debate.

In the run-up to the next general election, the issue of defence is certain to be a high-profile topic and the question of the future protection of the 1,900 islanders is also set to divide the parties.

Mr Younger is spending a week in the Falklands, his first visit since taking office, talking to military commanders and local representatives, as well as meeting the islanders. He will use the opportunity to review the future defence of the Falklands at a significant time for the military garrison on the islands.

Within the next few weeks the headquarters of the garrison will move almost 30 miles along the specially-constructed, winding road to the new airport complex at Mount Pleasant, completing the switch from Port Stanley of virtually all service operations.

The airport, with its ability to handle wide-bodied jets, means that military commanders now have a rapid reinforcement capability. Troops can be flown out from Britain within 18 hours — only four years ago it took almost twice that time — making possible a meaningful reduction in the number of troops permanently based on the islands.

In future the headquarters of all three services will be at Mount Pleasant, together with virtually all supplies and stores. There are new barracks and facilities for personnel on their four-month tours of duty.

Since the conflict the islands have cost the British taxpayer a total of £2,500 million; the new airport alone cost £300 million and a further £170 million has gone on other military facilities both in the Falklands and at Ascension Island.

Military commanders are reluctant to give exact numbers of service personnel in the garrison, but it is estimated that there are around 3,000 soldiers, sailors and airmen. Maintaining the garrison will cost £440 million in the current financial year, although annual costs are falling. Simply by using Mount Pleasant airport there are savings of £500,000 per week on fuel and transport costs alone.

The Government remains firmly committed to the future defence of the islands, although the numbers of troops involved will decline. Despite the apprehension of some islanders about the move of the military from Port Stanley to Mount Pleasant and concerns that troop levels may fall too low, the airport complex is presented as positive evidence of future commitment rather than any loosening of the ties.

Mrs Thatcher is opposed to any discussion with President Alfonsín that raises the issue of sovereignty.

But in its recent defence document the Labour Party made clear its rejection of the "Fortress Falklands" policy.

It was costing £1 million per year for each family on the island, it said, and that was an "unacceptable and unnecessary" price to pay. A future Labour Government would seek negotiations for "a secure and fair settlement".

That policy will be decided by the politicians, but for the military themselves the routine life of the garrison continues.

Senior military officers acknowledge that the Argentine Government has declared that it will not use military force again to achieve its ambitions for sovereignty. But they also know that the armed forces in Argentina have been steadily improving their land, sea and air capabilities.

Brigadier Graham Coxon, the Chief of Staff in the Falklands, said: "We aim to deter Argentina from repeating 1982 and we believe we maintain sufficient forces in the Falkland Islands to do so."

On February 1, the 150-mile fishing protection zone comes into force. It is introduced in an effort to conserve stocks. It will be policed by an aircraft and two ships operated by the Falkland Islands Government but the Foreign Secretary, Sir Geoffrey Howe, has said that the resources of the garrison will remain available to maintain the integrity of the zone.

Five years after the conflict much has changed for the islanders, but the legacy of the Argentine invasion remains a daily part of their lives.

There are 119 known Argentine minefields, many laid with plastic anti-personnel mines that are still difficult to locate. The policy now is to leave them in the ground, clearly marked, while research continues to develop improved disposal methods.

Señor Facundo Suárez, Argentina's intelligence chief, said yesterday that British agents were operating in the country and were attempting to sway public opinion about the Falklands (Reuter reports from Buenos Aires). Fourteen bugging devices had been found in his own telephone.

Younger reassures Falkland islanders

From Peter Davenport, Mount Pleasant

Mr George Younger, the Secretary of State for Defence, yesterday reassured the Falkland islanders that despite planned cuts in force numbers, levels would be adequate to deal with any new threat.

He also denied reports that secret talks had taken place in New York between representatives of the British and Argentine governments. He was speaking during his week-long tour of the islands, his first since taking office.

Mr Younger said that reductions in the garrison numbers had been made possible because the new airport complex at Mount Pleasant now gave military commanders on the island the capability of rapid reinforcement from Britain.

Asked about the cuts Mr Younger said: "We will do it carefully and gradually and watch the situation all the time. We believe the forces we have are fully adequate for any

situation that may arise." As he inspected a Rapier missile detachment deployed to defend the new airfield Mr Younger remarked: "I am confident we can deter any potential aggressor. We have the capacity to make it extraordinarily difficult."

Mr Younger spent part of yesterday touring the new facilities at Mount Pleasant. Within the next few days the headquarters of all three services will move the 30 miles from Port Stanley to the airport site completing the switch of almost all military operations from the capital.

He said no secret contacts with Argentina had taken place in New York. Britain remained ready to talk on a whole range of issues, including the normalization of relations, but not on the issue of sovereignty.

Photograph, page 4
HQ complex, page 9

Falklands patrol role for 'Desire'



THE *Falklands Desire*, pictured, is to carry out fishery protection duties in the South Atlantic. There the Falklands Island government is about to finalise its list of fishing vessels allowed within the new fishing zone.

The 1,497 tons gross *Falklands Desire*, ex *Seisella*, is one of two vessels managed by J. Marr & Son of Hull which will patrol the new

150-mile licensed fishing zone which comes into operation on Feb 1.

The other is the 928 tons *Falklands Right*, ex *G. A. Reay*, which is already on her way to the South Atlantic.

One of the vessels' main duties will be checking that trawler skippers possess the necessary licences.

A Falklands government spokes-

man said it was hoped a list of the successful applicants, by country, for fishing rights would be announced before the new zone was enforced.

The patrol vessels were being chartered at least for the duration of the first season which ran to the end of June, he said.

The introduction of the new zone is designed to conserve fish stocks off the islands.

Falklanders assured on troop cuts

PORT STANLEY (Reuter) — The Defence Secretary, George Younger, yesterday reassured Falkland islanders that plans to cut the garrison would not damage Britain's ability to defend the islands.

The minister, on an inspection tour, said a new complex at Mount Pleasant would make troop reductions possible without any loss of capability. "We keep the position under constant review... This is the best assurance we can give the islanders."

Most troops will soon be at the £450m complex around Mount Pleasant airport. Britain has maintained around 4,000 troops on the islands.

Mr Younger hopes his visit will boost the islanders' morale and send a signal of British resolve to Argentina, which still lays claim to the Falklands.

In addition, a new 150-mile fishing conservation zone is coming into operation on 1 February.

Licences have been issued to around 250 countries and companies wanting to fish the waters around the Falklands.

Mr Younger said the arrangements for the zone's introduction were going well and British officials stressed they did not expect any trouble on 1 February.

Falklands allocation still in decline

DEFENCE

By David Fairhall,
Defence Correspondent

A CONTINUING sharp decline in annual provision for the Falklands is disclosed in detailed estimates published yesterday by the Ministry of Defence which show a proposed reduction to £257 million next year and a flattening out to £124 million in 1989/90.

These totals are deceptive because they include the cost of the garrison, plus its naval and air support, and bills still coming in for war replacements. But by 1990 the replacement programme will be virtually complete, therefore that year's estimate indicates that the long-term additional costs of defending the islands will be more than £100 million.

The Defence Secretary, Mr George Younger, is making his first visit to the Falklands this week. He yesterday assured Falkland islanders that

plans to reduce the garrison would not damage Britain's ability to defend the islands.

Mr Younger will have been making his own assessment of what further economies can be achieved now that the new airfield at Mount Pleasant, capable of handling the RAF's TriStar transport planes is in operation.

The garrison already has been discreetly reduced, and further reductions should now be possible because reinforcements could be flown back to the Falklands in a time of crisis, provided the air base was secure. Additional savings are expected over the next six months because the scattered garrison is increasingly — although not totally — concentrated at Mount Pleasant. Eventually the heavy initial investment in the new airfield will pay for itself.

One of Mr Younger's immediate worries is that the new 150-mile fisheries conservation zone, which comes into force on February 1, might make fresh demands

upon the Navy's limited patrols. Apart from a small segment to the south-west of the islands, the conservation zone is the same as the existing military protection zone.

The proposal is to police its licencing system with a pair of converted trawlers and a small Dornier aircraft, whose intelligence-gathering will help the garrison generally. But the Navy is expected — however reluctantly — to back this up with additional force if necessary.

In the longer term, given that an election does not bring about a new political approach, the military planners have three possible strategic options.

The first, which, in effect, already has been abandoned, is to maintain an active presence throughout the islands, guarding against any potential threat from Argentina. The second, equally unrealistic in current political circumstances, is to maintain physical reception facilities for the garrison on little more than a care-and-maintenance

basis, relying totally on warning of the need to reinforce. The third, upon which detailed planning now centres, is to maintain a substantial and visible presence, clearly sufficient to defend the main base and reinforcement airhead, while not worrying too much about what happens in the outer islands.

The overall defence budget forecasts published yesterday broadly confirm the forecasts made last November for the next three years — cash totals of £18,784 million, £18,980 million, and £19,470 million for the years 1987-88, 1988-89 and 1989-90 respectively.

One of the technical adjustments to the new figures reflects the fact that some money can now be carried over from one year to the next. The cash increase of nearly £500 million in the last of the three years should be enough to hold the budget steady, even after allowing for inflation. Until then, in real terms, military spending will show a slow decline after a long period of expansion.

Tim Coone on Argentina's long awaited privatisation programme

Austral flotation on the runway

AUSTRAL, the Argentine domestic airline which heads the list of state companies to be privatised by the Alfonsín Government, appears to have reached its final bureaucratic hurdle.

After years of fruitless efforts to return the company to the private sector, following its takeover by the Government in 1980, the airline's assets are expected to be placed on public offer within a month. "All that is required is the minister's signature" said Mr Eugenio Negri, the director of aviation in the Ministry of Public Works and Transport.

Mr Pedro Trucco, the minister, along with nearly all of Argentina's officialdom, is presently enjoying the sunshine along the country's Atlantic beaches, "but within three months, allowing time for the tender to be publicised and for the offers to be opened and considered, the company will probably be back in private hands," said Mr Negri.

This time it does seem to be for real. Last August, senior government officials were predicting that the company would be privatised "within weeks," but overlooked the extensive bureaucratic procedures that still had to be embarked upon. The presidential decree authorising the privatisation was signed last September "and since then we've been working all out on it" said Mr Mauricio Jaras, the company's president.

He said that the floor price of the sale has been fixed at \$27m by the privatisation committee, substantially below the \$39m "technical valuation" of the company's assets "so as to promote adequate interest in the sale and to encourage rival bids which we hope will exceed the technical value" said Mr Jaras.

Ministerial approval of the valuation is the final step before the company goes on public offer "and the Minister has already given his verbal approval" said Mr Negri.

Austral was taken over by the Government in 1980 following a period of disastrous management by its owners which ran up debts now estimated at \$200m. Allegations of fraud and misappropriation of funds surround the company's collapse and takeover, and involve Mr Martinez de Hoz, the former economy minister under the military junta.

By the time the present democratic government came to power in 1983, Austral was absorbing a government subsidy of \$2m per month. Under new

management however, the company began making an operating profit within 12 months and has been ever since, according to Mr Jaras. However, he declined to give details. "We have demonstrated that there is no reason why this company cannot be run profitably, and in line with the government policy to reduce its direct participation in the economy it is time to sell it," he said.

Austral is a leading case in the government's proposed strategy of privatisations. Despite three years of government commitment to privatisation however, the results are still negligible, the only notable

option purchase price is also below existing market prices for the aircraft according to one local expert.

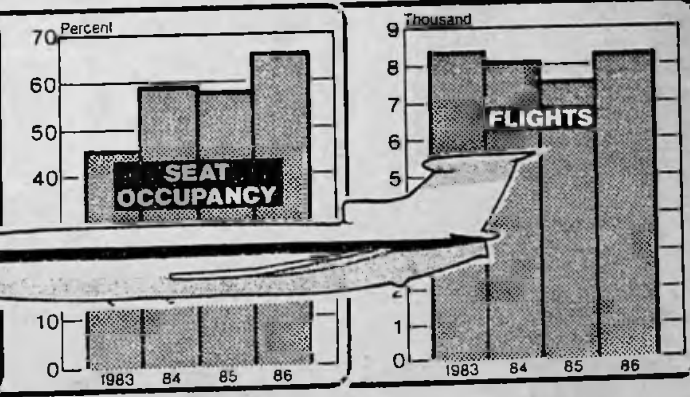
The company presently operates 26 routes within this huge country with an average seat occupancy rate of 66 per cent. Other productivity coefficients, such as number of passengers per employee, and aircraft utilisation rates, place it well above other state owned airline Aerolineas Argentinas, and on a par with well managed small airlines elsewhere in the world.

A total of 1.5m passengers were carried in 1986, 30 per cent of all national air traffic, and Austral's planes have fre-

quently been operating 10 to 12 hours daily. Annual turnover is thought to be in the region of \$80m and operating costs are just over \$6m per month.

The future buyer(s) will have routes guaranteed for 15 years, and a new system of flexible tariffs favourable to the airlines, which is to be introduced later this year.

The main condition of the sale is that the new owner must guarantee to maintain an adequate service on the routes during the 15-year period, and which will require a modernisation of the fleet's ageing BAC 111s, now approaching 20 years in service.



examples being a small company producing electrical machinery, and another aviation and travel company, which was formerly part of Austral.

Austral's chequered history and the controversy surrounding its previous collapse have made its privatisation into something of a political football. Previous efforts to sell it in 1981 and 1983 failed through lack of interest and another failure, or worse, a sale to inadequate owners requiring further state intervention in the future, would be a major political setback for the Government. Considerable time and care has therefore been taken to ensure that this sale goes smoothly.

The company is being sold with none of its debt. Assets include four leased DC-9 80 aircraft, eight BAC 111 aircraft, hangars, workshops and spares, as well as office equipment and computer systems installed in the company's rented headquarters and ticket offices.

"Operations will not have to stop for even 15 minutes during the transfer," said Mr Jaras.

The floor price, \$13m below the price sought on previous sale attempts, is attractive at first glance. Three of the leased DC-9s have options to purchase, with \$14m already paid off. The

company is being sold with none of its debt. Assets include four leased DC-9 80 aircraft, eight BAC 111 aircraft, hangars, workshops and spares, as well as office equipment and computer systems installed in the company's rented headquarters and ticket offices.

"They are reaching the end of their useful life with us" said Mr Jaras "and will gradually have to be either re-fitted with more fuel-efficient engines or replaced by more modern aircraft." The remaining life of the BAC-111s will therefore be of critical importance in the tender, and the implication that this holds for future investment needs in the company.

Both the Government and the company are remaining cagey as to who has shown interest in purchasing, but local press reports point to possible Japanese, Australian and Argentinian buyers.

The main criteria for the selection of the winning tender is described by Mr Jaras: "The buyer that has shown a history of successful airline management would be the ideal, and we work downwards from there."

Foreign investment is being invited, although local capital will have to provide at least 51 per cent control according to Mr Negri.

Lining up behind Austral for privatisation are government shares in several petrochemical complexes owned by the Ministry of Defence. According to the head of the air force, Fabrica Militar de Aviones

(FMA), the country's main aircraft manufacturer, is also to be partially privatised. FMA is negotiating with McDonnell Douglas of the US, Aeritalia of Italy and Embraer of Brazil on joint production agreements, and the resulting modern production facilities are likely to be an attractive proposition for the private sector.

The petrochemical sector is more dubious. The state-owned General Mosconi complex, geared mainly to export manufacture, has had 49 per cent of its shares on offer for the past two years "and nobody has yet come forward to make a concrete offer," said Mr Hector Formica, the under-secretary for energy, in an interview with a local financial paper last August.

Over-production of petrochemicals on the world market makes private ventures into this sector uncertain at present. Indeed with the local financial markets offering real annual interest rates of 30 to 40 per cent to the investor, there is still little incentive to the Argentinian investor to go wandering into the minefields of state sector company ownership, unless there is a real bargain waiting to be snapped up.

Falklands to announce fish licence awards

By Robert Graham

A LIST of successful applicants for fishing licences in the 150 mile fisheries conservation zone round the Falklands is expected to be announced later this week, according to the Falklands Island Government. The fisheries conservation zone is due to be introduced on February 1, coinciding with the opening of a new fishing season in the South Atlantic.

The British Government's justification for the introduction of the licence system is to conserve fish stocks, principally squid: but the new scheme is also designed to bring revenue to the Falklands. It is estimated that income in the first full year will be between £6m and £8m.

The licences run until June 30 and apply to individual vessels, based on the type of fishing gear and size.

Last year it was estimated some 360 vessels were fishing during the season, their main countries of origin being the Soviet Union, Poland, Spain, Japan, South Korea and East Germany. The main interest in the licence awards will be whether owners of vessels from countries that are sympathetic or supportive of Argentina's claim to the Falklands will apply. However, where possible applications are not being treated on a Government basis but by vessel ownership. It is understood that the Soviets and Bulgarians, both of whom have fishing agreements with Argentina, have not applied. However, Poland apparently has applied in the names of individual vessels.

The licence fee is being calculated on 5 per cent of the value of each vessel's landed catch. According to the Falkland Islands Government, the average fee will be between £50,000 and £60,000. The vessels will be obliged to call at Port Stanley, the Falklands' capital, to collect their licences and the Government will have the right to inspect the catch. However, it is stressed that the latter measure is intended as much for scientists to examine the catch as for formal policing.

Argentine 'message' for Thatcher

BY ROBERT MAUTHNER, DIPLOMATIC CORRESPONDENT

PRESIDENT Raul Alfonsin of Argentina has sent a verbal message to Mrs Margaret Thatcher believed to suggest how relations between the two countries, soured by the conflict over the Falklands Islands, can be improved.

The message was conveyed to Mrs Thatcher on Monday by Mr Edgar Bronfman, President of the World Jewish Congress, who disclosed at a press conference in London yesterday that he had been acting as an emissary.

Mr Bronfman said he would relay Mrs Thatcher's reply to the Argentine President, but declined to give further details.

The statement by Mr Bronfman, who heads an organisation representing Jews in 70 countries, appeared to contradict the categorical denial issued by the Foreign Office on Monday that there had been either official or unofficial contact between

Buenos Aires and London. British officials described newspaper reports to this effect as "nonsense."

Mr Bronfman said he had had talks lasting over an hour with Mrs Thatcher, but stressed they had dealt mainly with the plight of Soviet Jews, not the Falklands.

He said he was going to Moscow next month for talks with "senior Soviet officials" and was "cautiously optimistic" that thousands of Soviet Jews wishing to leave the Soviet Union would be permitted to do so.

The immediate aim of the indirect contact between Buenos Aires and London appears to be to reduce the danger of conflict when the disputed British fishing conservation zone around the Falklands—invaded by Argentina in 1982 and subsequently retaken by Britain—

comes into effect on February 1.

Mr George Younger, Defence Secretary, who is on a six-day fact-finding mission to the islands, has given the 2,000 inhabitants a renewed pledge on their future.

"The British Government stands absolutely by the importance of ensuring the effective future defence of the islanders," he said.

Britain also stood by its undertaking that the islanders had the right to decide on how they wished to be governed.

Downing Street said last night that what Mr Bronfman had communicated to Mrs Thatcher could not be described as a message. Mr Bronfman had merely given her an account of what President Alfonsin had told him.

Andrew Whitley adds: As President of the World Jewish

Congress, the leading federation of Jewish organisations outside Israel since 1980, Mr Bronfman has acted as an unofficial envoy for the Israeli Government, although he has not always seen eye to eye with that country's officials.

As well as intervening with Moscow on behalf of Soviet Jews, he has also spearheaded the recent international campaign to uncover the Nazi war record of Dr Kurt Waldheim, the Austrian President and former Secretary-General of the UN.

A leading philanthropist on behalf of Jewish causes, the 57-year old is co-chairman and chief executive officer of Seagram of Canada, a leading wine and spirits company. He also presides over the United Jewish Appeal, a fund-raising organisation for Israel.

Focus on Falklands

Mr Edgar Bronfman, president of the World Jewish Congress, has had separate meetings with Mrs Thatcher and President Alfonsín of Argentina, with discussions of the Falklands issue in both cases, it was revealed last night (Our Diplomatic Correspondent writes).

However, Downing Street denied reports that Mr Bronfman had conveyed a message from the President to the Prime Minister. He told her of his meeting and she rehearsed Britain's policy on the Falklands, but Mr Bronfman did not act as an intermediary.

● PORT STANLEY: Mr George Younger, Secretary of State for Defence, who is visiting the Falklands for the first time, has given the 2,000 islanders a renewed pledge of self-determination and effective defence (Reuter reports). //

Alfonso's message implies Falklands talks

Britain 'negative'

BRITAIN is being negative on the Falklands question, the UN Secretary-General, Mr Javier Perez de Cuellar, said yesterday. Mr Perez de Cuellar said "the problem of the Falklands was very high on my agenda."—Reuter

Alfonsín message implies revival of Falklands talks

THE President of the World Jewish Congress, Edgar Bronfman, said yesterday that he had delivered a message to Mrs Thatcher from Argentine President Raúl Alfonsín. Mr Bronfman, who met Mrs Thatcher for over an hour on Monday, had talks with Mr Alfonsín during a recent visit to Argentina.

The message he delivered was verbal, and Mrs Thatcher responded by repeating the British refusal to negotiate the sovereignty of the Falkland Islands.

Mr Bronfman's revelation excited speculation yesterday against the background of persistent rumours that "talks about talks" between Britain and Argentina are in preparation. The talks, which have been officially denied by both sides, are believed to be scheduled for this week in Washington, DC.

If the talks do take place, they will represent a significant change in the Argentine position which has been that no peripheral issues can be discussed without discussions on sovereignty. Now Argentina may be prepared to discuss

By Isabel Hilton
Latin America Editor

the vexed question of fishing without formal talks on ownership.

The Argentine Foreign Minister, Dante Caputo, came under heavy criticism in Buenos Aires last October after the British government declared the 150-mile Falkland Islands Interim Conservation and Management Zone (FICZ) and the Falkland Islands' right to a fisheries limit of 200 miles. The licensing system introduced under FICZ comes into force on 1 February.

Before the declaration of FICZ Britain had sought to negotiate multilateral fishing arrangements, to include Argentina, under the auspices of the Food and Agriculture Organisation in Rome. The British foreign secretary, Sir Geoffrey Howe, said last October that Britain is still willing to discuss with Argentina possible multilateral fishing arrangements. Sir Geoffrey has argued that such arrangements could be reached without prejudice to Brit-

ain and Argentina's respective positions on sovereignty. Co-operation on such a basis exists in Antarctica, where no sovereignty claims have been settled.

It is rumoured in official Argentine circles that Mr Caputo is under pressure to achieve a diplomatic step forward before the new fishing licenses come into effect. Mr Caputo's policy on the Falklands is seen as discredited and many officials believe that a change of approach is likely.

Speculation on this week's moves centred on an Argentine request to US officials to find acceptable intermediaries for such discussions — Uruguay and Australia have allegedly been approached. A senior US official denied playing a direct mediating role, but told *The Independent*: "We do talk to both sides and we do believe it's important to find an accommodation so that unilateral actions do not heighten tensions. We are in favour of negotiations and want the fishing zone regulated. . . Politically this would seem to be a good time to resolve some of these issues."

Tim Coone reports on public outrage at a law which seeks to stop human rights trials

'Dirty war' victims continue to haunt Alfonsín

LITERALLY translated, *punto final* means full stop. In Argentina, however, it has another significance. It has been transformed from the description of a mere grammatical device into a phrase which captures the political drama and trauma of Argentina today.

It is a trauma being spilled out in emotional outbursts in federal courtrooms, in angry meetings in officers' messes, behind closed doors in politician's offices, or in massive street demonstrations attracting all-party support where mothers weep and shake their fists for their disappeared children.

It is the trauma of the "dirty war" of the mid-1970s and the disappearance of over 9,000 people at the hands of paramilitary death squads.

The *punto final* is a legislative attempt by President Raul Alfonsín and the leading members of the ruling Radical Party to stop the human rights trials before too many serving military officers and police chiefs end up behind bars on long prison terms and there is a revolt in the barracks.

The *punto final* was passed as a law, introduced to the Congress at the President's behest just two weeks ago, in the most efficient piece of legislative ramrodding through the normally constipated congress-

sional body in three years of Radical government.

The law gives 60 days (until February 22) for the courts to receive any further judicial denunciations against alleged human rights violators and for the accused in turn to be cited to appear before the courts for investigatory hearings.

After that date, any of the accused not cited will be absolved from any further actions through the courts. The aim was to accelerate the proceedings, but it also anticipated that only a handful more officers, other than the score of cases that are scheduled to be heard by the courts, would ever be placed on trial. In three years only around 30 cases have actually been heard by the courts.

That plan, however, may now have backfired.

The passing of the *punto final* bill at first seemed a victory for the President and his supporters and produced a sigh of relief in the barracks but it has provoked an outraged debate in the rest of the country.

During a popular family radio programme recently a Jewish human rights leader accused a Jewish member of Congress (who is also a close ally of President Alfonsín) who voted in favour of the bill, of being a *Judenrat*. The testy senator responded to the bitter insult,



Alfonsín: may yet fulfil his election promise

calling his opponent "son of a whore" over the airwaves.

(Jewish political prisoners were singled out for particularly brutal treatment during the repression of the "dirty war" and overt fascist and anti-semitic publications are still to be seen on prominent display on Buenos Aires bookshelves today.)

After dragging their heels for the past three years the courts have now leapt to the human rights activists' side. It

it now the height of the holiday season, but instead of closing down for a month the courts are working overtime to process a rush of accusations.

At the end of last week a grouping of 11 human rights organisations presented a list of 650 named senior officers, which includes 20 per cent of the present top military high command, together with documentary evidence and testimonies which are sufficient, they say, to justify the courts initiating investigatory hearings against the accused. A further 250 personnel accused of human rights abuses are known only by codenames, but the courts have the power to initiate investigations.

The named persons have only to be cited by the courts by February 22. Potentially the courts could keep cases open on almost a 1,000 military and police personnel after the *punto final* date.

The human rights groups claim the courts have the capacity to do this and they threaten to seek the dismissal of the judges through Congress for negligence if they do not comply. They are also challenging the constitutionality of the *punto final* law, arguing that it contradicts an article of the constitution which states that all people are equal before the legal system and that the new

law makes an exception of the military.

General Rios Erenu, head of the armed forces, is also in something of a quandary. He reportedly promised President Alfonsín that in return for the *punto final* he would personally see to it that any military officer who might then still be called to the court would be brought there "at pistol point" if necessary. He might now find a few pistols pointing back at him in the barracks if, by the end of February when most of Argentina returns from the beaches, it seems that a substantial part of the Argentinian officer corps is facing time.

The variety of political nuance surrounding the *punto final* debate has been matched only by the bitter humour that has sprung up around it. One cartoon published recently showed two politicians talking to each other. One says: "I think society should forget the ugly things of the past." "But that's not easy," says the other. "Don't you believe it. I for example, have already forgotten my electoral promises," responds the first.

If the courts succeed in circumventing the *punto final*, President Alfonsín may yet fulfil his election promise to bring all those guilty to trial, despite the pressure being exerted by the armed forces.

Argentine olive branch for Thatcher

Argentine President Raul Alfonsin has sent a message to Mrs Thatcher, believed to suggest how the two countries' relations might be improved.

Edgar Bronfman, president of the World Jewish Congress, said he had conveyed the verbal message to Mrs Thatcher and would relay her reply back.

His statement appeared to contradict a categorical Foreign Office denial on Monday that there had been any contact between London and Buenos Aires. **Back Page**

Details of Argentine loan deal unveiled

By Tim Coone in Buenos Aires

EXPORT-LED growth, inflation control, and structural reforms are the principle elements of the new letter of intent signed by Argentina with the IMF at the weekend, for a new standby loan of \$1.35bn (£912m).

"A continuation of the economic expansion observed in 1986, will be a priority objective of our economic policy," says the letter which sets a target growth rate of 4 per cent in gross domestic product (GDP) for 1987 compared to 5.5 per cent in 1986.

Other principle features of the agreement are: maintenance of positive real interest rates, expansion of export promotion schemes, streamlining of import and exporting documentation procedures and a continuation of gradual exchange rate adjustment to improve the competitiveness of Argentinian exports.

Maintenance of price and wage controls, easing of price restrictions only on goods for which there is strong competitive market supply, and a reduction of the fiscal deficit to 2.5 per cent of GDP — also feature strongly in the agreement.

The structural reforms envisaged by the Government, for which the World Bank has also given provisional approval, make available \$2bn over the next two years. They include a voluntary redundancy scheme to reduce public sector employment by 6-7 per cent over three years, continuing reforms of the financial system with a view to an eventual re-establishment of a long-term capital market, and acceleration of privatisation.

Mr Barber Conable, the World Bank president said: "The programme constitutes an unprecedented effort in Argentina to restore sustained economic growth through improvements in the productivity of the Argentine economy in a stable environment."

In addition to the stand-by loan, Argentina is also to receive \$480m from the IMF in compensatory finance for falls in export earnings. The letter of intent notes that the Argentina current account deficit grew from \$950m to \$2,650m in 1986 as a result of declining terms of trade.

Daily Mail
TV Review
13 January 1987

HERBERT KRETZMER'S REVIEW



Task force for justice

THERE are still a lot of people about who are prepared to ridicule the sending of the British Task Force to liberate the Falkland Islands as an act of out-dated imperial folly, the last gasp of a toothless old lion.

I wonder what such people made of last night's documentary *The Search For The Disappeared* (Horizon: BBC 2)? Not much, probably. There is none so blind, etc.

There have been several TV programmes about the moral infamy and political opportunism of the military regime which ruled the Argentine at the time of the Falklands invasion. But I have seen few

which spelled out in such dispassionate detail the extent of the mass murder of the country's dissident youth during the fearful years of the Galtieri junta.

David Dugan's 50-minute documentary was all the more effective for being concerned, not so much with banner-waving rhetoric about injustice, but with the meticulous work being done by scientists in identifying the skeletal remains of those thousands who were clubbed and gunned to death before being dumped in bleak burial pits.

By exhuming these tragic bones, forensic scientists are collecting important evidence to bring their killers to belated justice under the new, enlightened Government of President Alfonsín.

Specialists in the science of genet-

ics are also playing a vital role in the aftermath of the Argentine terror by identifying the children of murdered mothers and reuniting them with their natural families.

For it has become gruesomely clear that pregnant victims were allowed to have their babies before being done to death. Their infants were then given (or sold on the black market) to childless couples, many connected directly to the secret police and the Army.

Dugan's programme showed harrowing scenes of graves being sifted to reveal the shattered skulls of those who had questioned or opposed the junta. 'These people,' said U.S. scientist Dr. Clyde Snow, who is heading the forensic effort, 'are mute victims. Their bones are their only witness and they deserve to be heard.'

More than 10,000 people, most of them pitifully young, were killed and tortured during those bloody years. If it was considered right and proper to invade Europe on June 6, 1944, to liberate the Continent from its temporary homicidal overlords, it was no less an act of justice and retribution to respond with similar spirit when another Fascist regime landed in the Falklands and claimed the islands for their own.

It doesn't take much imagination to picture the fate of the rebellious Falklanders at the hands of merciless men who killed off the best and brightest of their own youth in such cruel numbers.

There have been few 'just wars' in history. World War II was one. The British invasion of the Falklands was another.

P-5.

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PORT STANLEY — capital of a group of islands whose optimism is growing

Spirits are high in the Falklands

DELICIOUS red Falklands crab will soon be in High Street shops. Production is running at only four tons a week, though, so do not expect them to be in plentiful supply.

It may not seem much, but it is just one of many signs that the Falkland Islands are picking up the pieces again and are settling down to support themselves with a number of new schemes.

About 250 Britons booked for the first Falklands package holidays just before Christmas. They cost between £2000 and £2500 — largely because the only aircraft flying are RAF transporters.

You may not think of the Falklands as a natural tourist haven but, apparently, wildlife-watchers, divers, enthusiasts of battle history and those who are just plain curious enjoyed themselves hugely.

Despite a growing number of schemes to bring in much-needed cash, the islanders have problems in raising capital.

Although the British Government pour in £440 million a year, virtually all of it goes on defence. The islanders, in effect, have to find their own backers for trade projects.

That is perhaps more difficult than you think, for investing in the Falklands seems to send a shiver up the collective spines of British finance.

The political future of the islands seems to be too uncertain to tempt shareholders to risk their cash. The Falklands are very much for the adventurous entrepreneur.

"Would-be investors don't realise just how British the Falklands are," said Mr Simon Armstrong, once senior-management executive of the Highlands and Islands Development Board and now general manager of the Falkland Islands Development Corporation (FIDC).

"If they realised how British the place is, they might feel more inclined to commit themselves."

Britishness is certainly not in short supply. The official island gift to the Duke and Duchess of York last July was an antique map of the islands.

Those involved in island development gave the Duchess a long-sleeved sweater of intricate pattern which took islander Rosemary Wilkinson more than 100 hours to knit.

The Falklands were one of the few outposts of loyalty not to see the Yorks' wedding on TV. The Falklands can receive a signal, but there is no transmitter in the islands.

However, since most of the islanders have TV sets and video recorders for tape use, they waited for tapes to be flown out and had all their celebrations about a week after the event.

On land, the possibility for some sort of meat industry is still being explored. The islanders are hoping to expand their use of sheep wool.

And they still have their fingers crossed that the British Government will soon allow them to charge fishing-licence fees, forcing huge fleets of Eastern Bloc factory boats to cough up.

TONY AUSTIN

Farming seems set for success

WOOL is now being spun in the islands, and knitwear is arriving in Britain — a far cry from the day when Falkland cloth had been re-imported from Wales, where the spinning of Falklands wool used to take place.

Cows are making a return, too. The original herd was lost in the 1982 war; the grazing land was strewn with mines, and the milking equipment was wrecked.

Now, with the assistance of the FIDC, about 30 Ayrshire cows have been bought.

Mr Malcolm Ashworth, who used to run the islands' dairy farm, accompanied the cattle on their long sea journey from the UK. To maximise the investment, all the cows were in calf.

Daily milk deliveries will begin at Port Stanley later this week, in place of four years of UHT milk at the end of an 8000-mile journey.

"The fresh stuff will cost about 30p a pint," said Mr Ashworth.

Beating a path to Freeport Stanley

As George Younger, the Defence Secretary, makes his first trip to the Falklands, Robert Miller suggests a novel answer to the islands' problems

The Falkland islanders have many excellent qualities but, even according to their great defender, Lord Shackleton, entrepreneurship is not one of them. They should perhaps not be castigated for this. But if they are really determined to protect their way of life over the long term, they may have to do something about it. So should the British government, whose present policies, far from encouraging such a spirit, have had the reverse effect, based as they are on the largely discredited practice of providing subsidies and "advice".

The current series of development grants, totalling £31 million over five to six years, is unlikely to be extended. Unless they can produce permanent new businesses which are not dependent on subsidies, the islands will again go into economic decline, totally reliant on the price of wool.

So, among the future policy options in Younger's briefcase there ought to be one which builds upon the example of other isolated but successful communities.

There is no reason why principles which have worked well in Hong Kong and Singapore should not be used to some advantage in the South Atlantic, even though the Falkland islands are remote and the population far smaller.

To work effectively in the special conditions of the South

Atlantic, however, a zero tax regime and free port system would require certain preliminary steps. It might surprise and even alarm British ministers to learn that the first step has already been taken with the imposition of an exclusive fishing zone and a system of fishing licenses. Spain and Poland have already applied for licenses.

Such a fisheries zone, if sensibly administered, could provide a revenue of up to £7 million a year, giving the Falklands government the approximate equivalent of its current expenditure. That would enable it to carry out the bold experiment of abolishing all forms of taxation.

Personal income tax in the islands is already relatively low by British standards, but corporations are subject to a 50 per cent profits tax after allowing for the "tax holidays" permitted for newly established businesses. A zero tax regime for companies and individuals alike would make the Falklands unique and difficult for any other country to emulate. It would tempt investors and new residents and compensate for the high cost of transport.

Such measures would require

the Falklands Legislative Council to introduce tax haven and banking secrecy laws, modelled perhaps on those of the Cayman Islands. While there is no guarantee that the brass plates of banks and insurance companies would proliferate in Port Stanley to the same extent as in George Town or St Helier, no harm can come from providing the necessary conditions. At one time a financial services industry in the sleepy islands of the Caribbean must have seemed equally fanciful.

In addition, the Falklands could receive free port status on the lines of Hong Kong, making them attractive as a processing centre and even as an entrepot for Africa and Latin America.

An additional possibility would be to make the Falklands a "flags of convenience" centre. There is already great competition for ship registration, with many owners transferring the registration of their vessels to low-tax areas like Kerguelen and Spitzbergen, itself neither convenient nor balmy. Owners can then sidestep union rules and employ seamen where they can be found most cheaply. Thus registration in Kerguelen

allows a French shipowner to employ a 75 per cent non-French crew. The Falklands could be equally competitive.

These policies would not necessarily provide jobs in great numbers for the Falklanders. But it is not jobs as such which they are seeking — there is in fact almost no unemployment in the islands — but the relatively small amount of revenue that will enable them to continue their traditional way of life. That amount of revenue might well be provided by nameplates, company registrations and increased trade — all in ways which cannot be now predicted.

All that we can expect is the unexpected. Governments, as Mrs Thatcher has preached nearer to home, cannot guarantee success, but they can provide the framework for people to succeed. If the rapid development of the Falkland Islands is to be a genuine priority, the government should cease to depend upon policies which have been discredited in Britain. What is good enough for Britain is surely good enough for the Falklands.

Robert Miller is an independent economic and financial consultant and the author of Liability or Asset? A Policy for the Falkland Islands, published by the Institute for European Defence & Strategic Studies.

Falklands promises reaffirmed

By David Rose

THE Defence Secretary, Mr George Younger, yesterday reaffirmed the Government's commitment to maintaining a strong military presence in the Falkland Islands and to holding the wishes of their inhabitants as paramount.

He was speaking in Port Stanley on the first full day of a six-day stay, his first since taking office last year.

The Government stood absolutely by the importance of ensuring the effective future defence of the islanders. "We stand also by our undertakings to them on their right to decide how they wish to be governed in the future."

Mr Younger's trip, during which he plans to lay wreaths at several battlefields of the 1982 conflict, comes less than three weeks before the introduction of new 150-mile fishing limits which have been bitterly opposed by Argentina and

other South American nations.

It also appears designed to allay the anxiety of the 1,900 islanders after unconfirmed reports in the Argentinian press of secret negotiations and planned reductions in the garrison.

Asked about opposition in Britain to the high cost of the garrison, Mr Younger said that the results were bearing fruit, with the completion last year of a new £400 million RAF base.

The islands now had "a very good reinforcement facility and we are able to assure the people of the Falklands that we have spent money to assure their future defence."

Mr Younger said that in a year of office dominated by international arms talks "it was high time I came to the Falklands." He would have done so earlier but for the American raid on Libya.

Many islanders have expressed concern at statements by Mr Younger during the past year that the garrison strength may be allowed to fall from its peak of 4,000 to 1,000 permanent troops. It is expected that he will tell local representatives that the new airport makes this level adequate for all eventualities.



George Younger . . . backed heavy spending

Paris vote explained

Buenos Aires — M Jean-Bernard Raimond, the French Foreign Minister, said yesterday that the French vote supporting an Argentine-sponsored UN resolution over the Falklands was not linked to the abstention by Buenos Aires on an anti-French resolution over New Caledonia (Eduardo Cue writes).

At a press conference marking the end of his two-day visit here, M Raimond said France had supported the Argentine resolution because it called for negotiations while omitting any mention of sovereignty.

Foreign Office denies contacts with Argentina

By Our Foreign Staff

The British Foreign Office yesterday strongly denied reports of indirect contacts between Britain and Argentina to reduce possible conflicts when the new 150-mile fisheries conservation zone round the Falkland Islands comes into force on February 1.

The denial was issued after senior Government officials in Buenos Aires said at the weekend that indirect contacts between Argentina and Britain had been taking place on the fisheries issue.

Navy cuts Falklands presence

By Mark Urban
Defence Correspondent

GEORGE YOUNGER, the Secretary of State for Defence, continued his fact-finding tour of the Falkland Islands yesterday with a visit to HMS Ambuscade, a Type-21 frigate.

The tour comes at a time when the Royal Navy is performing more patrols with fewer resources.

It is understood that the Navy presence has been cut considerably in the past few months. Until recently the Navy maintained two frigates or destroyers on station.

One of these has been replaced by Dumbarton Castle, a 1,450-ton offshore patrol vessel armed only with a 40mm gun.

In a fortnight the Navy will have to police the new 150-mile Falklands fishery protection zone.

But just before Christmas the Navy withdrew from the South Atlantic the last of its three Protector patrol vessels. It is not known whether the submarine presence in the region has also been reduced.

Argentines mix signals on trade

From Jeremy Morgan
in Buenos Aires

Argentina has discouraged imports from Britain, though speculation continues that the two countries are again feeling their way towards renewing relations.

Confusion about recent measures only added to the impression that "Argentina is still in two minds about its position on British goods," a businessman said here. The ambivalence is thought to reflect disagreement within the Government over the Falklands issue.

Late last year the Trade and Industry Ministry lifted many of the requirements on importing foreign goods. The resolution made no reference to the United Kingdom.

But last week, the central bank sent out a "telephone communique" saying the measure did not apply to goods from the United Kingdom or British possessions. Trade analysts and bankers said the central bank order meant imports from Britain were allowed but subject to full formalities.

Last March the Government had begun to relax the boycott imposed on imports from Britain by the former military regime during the 1982 Falklands war. But the measures went back into force last November only days after Britain announced its plan to establish a fishing zone in the Falklands.

The Argentine Foreign Minister, Mr Dante Caputo, denied in December there were any special restrictions on British imports. Even so, this appears to be the effect of the central bank's clarification of the trade ministry's decision.

The central bank's announcement has yet to be reported by the local press, but it coincides with unconfirmed reports that Britain and Argentina may be trying to re-establish contact through the United States.

Mr Lucio Garcia del Solar, a senior Foreign Ministry official who once served in Washington, is reported to have flown to New York in connection with the Falklands dispute.

Amid suggestions that Uruguay or Australia might take up the United States' role as intermediary it is said that talks would be held on an open agenda, with each side left to say what it considered most important.

Contacts with UK confirmed by Argentina

BY TIM COONE IN BUENOS AIRES

SENIOR government officials in Buenos Aires have confirmed that "indirect" contacts are being made between the Argentinian and British Governments to reduce possible conflicts when Britain's new fisheries management zone around the Falkland Islands comes into force on February 1.

They said that the contacts were being made via the Argentinian Foreign Ministry, which until now has remained silent on the matter.

Mr Jean-Bernard Raymond, France's Foreign Minister, arrived in Buenos Aires yesterday and is due to hold meetings today with President Alfonsín and Mr Dante Caputo, the Argentine Foreign Minister, to discuss the Falkland Islands dispute.

During the past week, Mr Theodore Gildred, the US Ambassador in Argentina, also held two prolonged meetings with Foreign Ministry officials, during which the Falkland Islands issue was discussed. Mr Gildred later denied that the US was seeking a mediating role.

Other reports have suggested that the US might be looking for other intermediaries such as Uruguay or Australia to undertake such a role, and for the Falkland Islands fishing and sovereignty dispute to be resolved within an international forum such as the Antarctic

Treaty negotiations or under the UN Food and Agriculture Organisation.

Argentina, however, rejects multilateral negotiations on the islands.

There has been a surge of quiet diplomatic activity on the issues since the end of December which has included high-level contacts between the Soviet Union and Britain.

The Soviet Union last year signed a bilateral fishing agreement with Argentina to fish in the South Atlantic, both in Argentinian waters as well as those claimed by Britain around the Falkland Islands. The Soviet catch is limited to a ceiling of 120,000 tonnes.

This agreement prompted the British Government to impose its own fisheries protection zone in October last year, which is due to come into force at the beginning of next month.

Soviet trawlers may therefore come into conflict with British coastguard vessels if they venture into the 150-mile zone after February 1. The Soviet Union's own agreement with Argentina came into effect on January 1.

Both Britain and Argentina have produced scientific reports warning of the over-fishing by foreign trawlers in the South Atlantic that has been taking place since the 1982 Falklands conflict, and of the need for regulation of the catches.

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FRONT COVER – A Blowpipe missile detachment of the Air Defence Battery, Sultan of Oman's Artillery, defending the airhead at Al Mahattah during Exercise Saif Sareea.

Picture: Sgt Arthur Thomson, UKLF

Managing Editor
Roland Thick Ext 2355

Editor
John Elliott Ext 2356

Assistant Editors
Graham Smith Ext 2358
John Margetts Ext 2361
Mervyn Wynne Jones Ext 2362

Art Editor
John Rushworth Ext 2169

Picture Editor
Terry Champion Ext 2357
Photographer
Paul R G Haley Ext 2357

Librarian
Bill Stroud Ext 2351

Advertising/Promotions
Lindsey Cleave Ext 2352

Accounts/Distribution
Andrea Seager Ext 2353

SOLDIER

THE MAGAZINE OF THE BRITISH ARMY
Incorporating the Territorial Army magazine

NEXT ISSUE



A grim reminder of 1982 in the Falkland Islands – a stretcher lies where it was dropped on Goat Ridge along the route taken by the Scots Guards for their attack on Mount Tumbledown, the peak in the centre. But while the Falklands battlefields are becoming something of a tourist attraction, Army sappers are hard at work in the Port Stanley area removing many traces of military occupation. More stories and pictures in the next issue of SOLDIER.



Falklands dune patrol - Pte John McDermott, a member of the 1 Bn the Argyll and Sutherland Highlands mortar platoon, makes sure he does not stray into an Argentine minefields

A HOME FROM HOME FOR THE HIGHLANDERS

Writer Mervyn Wynne Jones and photographer Paul Haley have been visiting British Forces in the South Atlantic. More features on the Falkland and Ascension Islands will appear in the next issue of **SOLDIER**

PENGUINS watched warily as the patrol passed within yards of their nesting site. They need not have worried. A fence lay between their chicks and the Jocks and the patrol were in no hurry to cross it. The snow white beaches north of

Stanley airfield are still riddled with Argentine minefields and this one was no exception.

Wildlife and seasons may be different in the South Atlantic but there was a touch of home from home for many of the men of

the 1st Bn The Argyll and Sutherland Highlanders who recognised more than a hint of the west coast of Scotland in the Falklands landscape.

The battalion arrived in the Falklands in

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Above – Capt Lindsay Boswell, Argylls intelligence officer, cleans the 2 Para memorial between Darwin and Goose Green. Goose Green is in the background
Right – It's not all kilts and ceremonial for Pipe Maj Kenny Thomson (left) and Drum Maj David McKelvie, seen here getting to grips with a GPMG



Above – Battlefield tours are a reminder of the daunting task facing British troops in 1982. Lt Victor Matthews surveys the scene on Mount Longdon. Tumbledown and Harriet are the two peaks to left and right in the distance
Right – Early morning runners pour out of Coastel 3, east of Stanley
Below right – Lt Col Anthony Neilson, commanding officer of 1 A and SH



● From
Page 25

November and by the time SOLDIER caught up with them they had settled into the wide variety of duties incumbent on the islands' resident infantry unit during a four month tour.

One company is based east of Stanley, another at the new Mount Pleasant Airport complex and a third at Fox Bay settlement on West Falkland. The battalion's recon platoon has been sent to South Georgia where it forms the main infantry element of the garrison.

The pipes and drums are attached to A Coy who are based near to and billeted on one of the coastals – floating hotel/barracks – east of Stanley.

The company is responsible for the security of most of the north of East Falkland and each of its four platoons has well defined roles which are rotated on cycle.

One platoon remains on the coastal, keeping it clean, providing personnel for

kitchen duties and manning the equivalent of a guardroom at the entrance.

Another spends its time training across the nearby Murrell River. They use the Stanley Scout hut as a base, taking with them kitchen and latrine facilities. Soldiers are allowed to take a few beers and it gives them a break from the claustrophobic coastal.

A third platoon patrols the settlements in the company's area of responsibility, reassuring and helping islanders and detecting and deterring any possible landing. Relations with local people are generally good and two Jocks were despatched on one occasion to help a farmer near Teal Inlet mark lambs.

Maj Alastair Campbell, OC A Coy, said: "We sent two of them off with sleeping bags and some old clothes and they thoroughly enjoyed themselves. They enjoy getting away from the coastal now and again."

The fourth platoon is the quick reaction force (QRF) which maintains a 24 hour presence at Stanley airfield and patrols the perimeter day and night.

The pipes and drums of 1 A and SH have been attached to A Coy for the Falklands tour and are being trained up on the GPMG in both the SF and light role. When the new SA80 is phased in they will remain the GPMG specialists within the battalion.

Drum Major David McKelvie said: "Our duties as a rifle platoon and our ceremonial duties on top mean that we have quite a workload. Travel can be quite a slog and it means that we are separated from our families more than anyone else in the battalion."

A Coy are on standby to reinforce South Georgia and have practised this deployment. The battalion's mortar platoon was sent and the opportunity used to fire live ammunition.



Soon all roads will lead to 'Death Star!'

FOX BAY camp is soon to be closed as part of the centralisation of military resources and personnel at Mount Pleasant, news that has been greeted with some dismay by the locals.

Mrs Grizelda Cockwell, who with husband Richard owns the Fox Bay woollen mill opened in 1985 by Prince Andrew, now the Duke of York, said: "It is always good to see the troops, they are good company and it is good to have them around. It is nice to know they are near and we shall certainly miss them."

D Coy, based at Mount Pleasant, has a variety of tasks from providing a quick reaction force to help in the defence of the airfield to general duties and training commitments at the residential complex which is completely self contained and sealed off from the elements.

Patrols are sent to the flat, southern part of East Falkland known as Lafonia and along the strip south of A Coy's area of responsibility across to Ajax Bay. Another platoon mounts guard duty on Mare Harbour, the coastal replenishment complex south of Mount Pleasant.

Relations between the Army and the RAF are good at Mount

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B Coy, based at Fox Bay, also rotates its three platoons in a variety of roles, namely settlement patrolling, camp fatigues and continuation training, and guard duty and patrols around the RAF radar installations. Two RAOC petroleum detachment personnel are attached to the company to refuel the many helicopters which land at the base.

Said one man: "We don't see each other all the time, there is a constant trickle. We get a lot of visitors though and on some days it feels like an international airport."

The portakabin base lies opposite the sleepy communities of Fox Bay East and Fox Bay West which boast a combined population of some 250, bolstered at this time of year - their summer - by about 50 sheep shearers of many nationalities who travel the international shearing circuit. There are 20,000 sheep in the Fox Bay area alone.

Maj Gavin Douglas, OC B Coy, told

SOLDIER: "It is very much like the west coast of Scotland here, life is at a different pace. The lads enjoy it here and it is easier to form a closer link with the community."

"Most of the islanders out in the settlements are very friendly and because they don't see troops from one month to the next are glad of the visits. Others lead solitary lives and do not wish to be disturbed."

Company commanders and their 2ICs recce each patrol route by helicopter some days before, calling in at settlements to ask if anything is needed. Vegetables, newspapers and mail are often taken out by the patrols and friendships have been forged with many islanders.

Patrols, apart from assuring settlers of their presence on the island, are also a useful means of intelligence gathering and records are constantly being updated.

House moving can take on a new meaning in the Falklands. Some are

literally hoisted on to sleds and towed by tractor to locations several kilometres distant.

Request from islanders for assistance are many and varied. Men of the Argylls have been asked to act as pallbearers at a funeral and the battalion padre, the Rev Andrew Jolly, has been called on to christen Falklands children, the most recent in Fox Bay settlement.

Capt Andrew Pritchard, B Coy training officer, asked a farmer if he could borrow a horse to do some riding. He was duly invited across early one morning and returned late that evening - extremely saddle-sore - having spent the day rounding up sheep.

Maj Douglas said: "It is like being grafted into a west highland society with conversation slow at first but links quickly forming. I think they are pleased to have us around and we always invite them to our CSE shows at the camp."

Bags of work for island posties!

CHRISTMAS crisis over, the posties of Ascension Island and the Falklands can afford to relax a little. The festive rush meant that thousands of letters and parcels – military and civilian – were passing through the Forces Post Offices.

Heading the team at Ascension was WO2 Brian Smith, Det 20 Postal and Courier Regt RE, who took over from WO2 Dave Ingray just as the pace was hotting up.

"What a time of year to take over!" said WO2 Smith, whose team – Cpls Glenn Daly and John Copping – had to be on hand at the counter in between meeting flights and processing incoming and outgoing mail.

The hours can be long, especially when RAF TriStar mail-drops during the night have to be processed and delivered

before breakfast.

Civilian mail, mostly for the BBC and Cable and Wireless personnel on the island, is bagged and later picked up by the postmaster from Georgetown who drops off mail bound north or south.

Most of the BFPO team on the Falklands are Army too, though mail bound for the Royal Navy is dealt with by Leading Regulator Glyn 'Robbie' Roberts of the Fleet Mail Office. The 11 personnel at Stanley and Mount Pleasant are under the command of Capt Steve Barr, RE.

Cpl Susan Whittington, on a four month tour with the FIPC troop, said: "I really enjoy the job – you can see morale going up when the mail comes in. The social life is good because everyone looks after the posties and we get invited everywhere."



WO2 Brian Smith (left) and Cpl John Copping unload mail at Wideawake airfield, Ascension Island from an RAF Hercules



Training goes on wherever you are – men of B Coy 1 A and SH on the shores of Fox Bay

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Pleasant but feelings are mixed about the complex itself. Some have dubbed it the Death Star. One man said: "You hardly see a soul here apart from soldiers and airmen – it's like a moonbase."

Lt High McKie, D Coy 1 A&SH, said of the miles of almost identical corridor: "It was certainly quite confusing at first and lots of blokes were lost for a while. It is a maze but

once you pick it up it's OK."

Maj Sandy Blackett, OC D Coy, told us: "People here have little contact with the islanders and in the future I feel this could be a disadvantage. My concern is that we could become two totally separate entities. Fortunately the Army will still be out patrolling and maintaining some links with the local population."

The OC South Georgia detachment is Maj Andrew Graham who also doubles as

magistrate, deputy postmaster, customs and immigration officer and Queen's Harbour Master. He has little cause to wear any of these other hats because, as he told SOLDIER, "what makes South Georgia so different from any other posting is its remoteness."

He added: "A ship every month and an airdrop in the intervening fortnight are the only chances for resupply and mail. We are entirely self contained and that the garrison

is so well provided for is entirely to the credit of the Royal Engineers detachment."

A Royal Marines instructor and qualified mountain leader is on attachment to the unit in South Georgia, training the men in mountain and Arctic warfare skills. It may be summer in the South Atlantic but the snow line in South Georgia is still as low as 500 feet and all patrols must be fully equipped and able to cope with the vagaries of the climate.



Chaplain Jolly in Stanley Cathedral

A ministry of toffee apples and the word of God

CARRYING Bible, toffee apples and a bottle of whisky, padre Andrew Jolly and fellow Argylls took a boat across to Fox Bay settlement.

A local fisherman, on hearing that Capt Jolly was calling, had asked him if he would christen his daughter – the first christening service on West Falkland for many years.

Most Falklands children are born in Stanley hospital and christened before going home, but the fisherman's daughter was born in Fox Bay during the 1982 conflict and had not been christened.

The whole settlement turned out for the party, and the toffee apples – not seen by any of the children before – were greeted at first with caution and then with delight.

It was Capt Jolly's third christening since his arrival in the South Atlantic, and just another aspect of a ministry that he says is far more varied and interesting than life as a parish clergyman outside the Army.

"I have been a chaplain for 2½ years and have travelled all over the place. How else would I have done it?"

"Dealing with both soldiers and civilians here stretches you in ways that ordinary parish life would not. You have to pitch yourself at so many levels, each person with his or her own needs," added Capt Jolly.

Falklands force sheds Dad's Army image . . .

The Dad's Army image of the locally recruited Falkland Islands Defence Force has been shed completely since the 1982 conflict, according to its commanding officer.

Improved training and a better defined role have turned the 100-strong force into a more professional and capable unit, said Maj Brian Summers, supervisor at the Cable and Wireless station, Port Stanley.

The main role of the FIDF is to support the resident battalion in the defence of Stanley. In the event of a future call to arms, members of the force would be deployed to mountain tops round Stanley where they would man observation posts.

This task would fall to some 35 per cent of the force based in Stanley itself. The remainder live in the camp area beyond the environs of the islands' capital and would act not just as observers and intelligence gatherers but as guides for patrols of friendly forces.

Training – previously organised by the Royal Marines garrison at Moody Brook – is now run by the resident infantry battalion and is geared towards this role.

The training package includes courses in fieldcraft, the reconnaissance and concealment of observation posts, the mounting of vehicle check points, and radio communications.

Maj Summers told SOLDIER: "Our whole pattern of training has changed. The Royal Marines simply did not have the manpower to devote sufficient time to us before 1982 and training mainly involved running up and down Wireless Ridge doing fire and manoeuvre.

"We have got more support now and we have the use of helicopters too. We

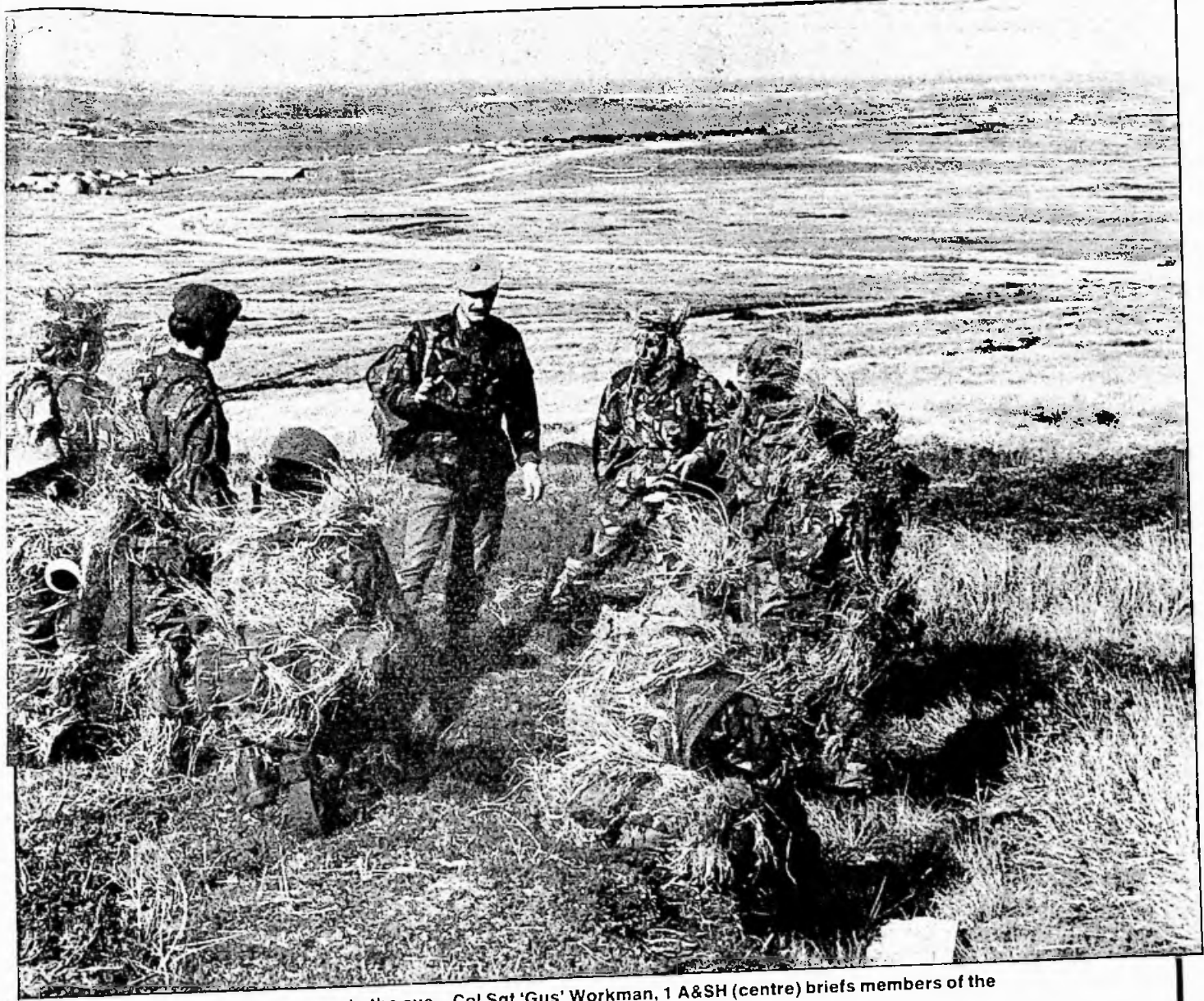


"My reaction to the invasion was one of complete disbelief" – WO2 Marvin Starke, Force Sgt Major. Note the FIDF cap badge, the emblem of the Falkland Islands

are more practised and take part in most of the field exercises held locally, either in our own role or as enemy orange forces," said Maj Summers.

A liaison officer at HQ British Forces Falkland Islands ensures that each resident battalion is aware of the training programme of the FIDF so that continuity is maintained.

The training of the force is currently in the hands of Col Sgt 'Gus' Workman, 1



There is more to fieldcraft than meets the eye – Col Sgt 'Gus' Workman, 1 A&SH (centre) briefs members of the FIDF during an exercise on Sapper Hill. Stanley is in the background.

nd SH, who said: "They are viable and certainly very keen. Their local knowledge is invaluable and they can get us somewhere in half the time it would have taken us on our own."

Before 1982 the force shelved their training programme during the summer months – which correspond to the British winter – because of the need to replenish food and peat fuel stocks.

Training still tends to take a back seat during good weather, particularly outside Stanley, but force members try to meet at least once a fortnight in the capital between November and March and weekly for the rest of the year. An annual ten-day camp is held when as many of the force as possible are drawn together to practise unit and individual infantry skills.

Stanley, where the force has its HQ, armoury and stores, is the only regular training area and it can be difficult maintaining a training programme in the settlements. Some members of the force have joined infantry patrols for a day or so on occasions.

Members of the force are expected to be fit; the nature of their lifestyle tends to keep them so anyway. The force has surprised units on Falklands postings

during the past two years by winning two of the three tri-Service march and shoot competitions.

Maj Summers said: "Training can be a problem, but they are all very keen and they have really come together in the past few years."

"There is some spirit among us now and we have found some unit pride. I suppose that until 1982 we were rather a Dad's Army kind of set-up but at last we have a bit of respect."

The membership reflects all walks of life on the island from abattoir assistants and dockyard workers to radio technicians and company managers. There is also a smattering of expatriates from Britain including the 2ic, Capt Mike Randall, who served with the Royal Marines at Moody Brook in the early 1970s, married a local girl, and moved to the Falklands after the conflict. He and his wife now run a guest house.

Membership has stabilised at around five per cent of the population and there is a steady intake of recruits. Force members were paid only a £15 annual bounty until the conflict but are now paid hourly in accordance with the general rates of pay across the islands

fixed by the Falkland Islands Government, the Falkland Islands Company and the General Employees Union.

The majority of members are aged between 25 and 35 but ages vary from 17 to the mid-40s. Promotion is gained on completion of command courses run by the resident battalion.

"It is definitely in our interest to maintain strong links with each battalion," said Force Sergeant Major WO2 Marvin Starke, who was one of several of the force to be captured by the Argentines during the invasion.

"My reaction to the invasion was one of complete disbelief really. We all went to the HQ where sections were deployed to OP locations. I was sent to the back of Government House with a GPMC and orders to shoot down any helicopter that might try to abduct the Governor."

"Just before dawn we heard a couple of violent explosions as the Moody Brook barracks were blown up. It was certainly quite an experience and certainly no fun to be shot at. Some of our members never returned but on the other hand we gained a lot of new ones," added WO2 Starke, the Falkland Islands' Chief Fire Officer.

British Defence Secretary due in Falkland Islands

BY ROBERT GRAHAM AND DAVID BUCHAN

MR GEORGE YOUNGER, the British Defence Secretary, is due to arrive today in the Falkland Islands for his first ministerial inspection of the 3,000-strong UK military force in Britain's South Atlantic colony.

He will fly into the newly and expensively modernised base at Mount Pleasant after a 20-hour flight from the UK with a stopover at the Ascension Island staging base.

The minister's visit comes a fortnight before Britain starts observing a 150-mile fishing conservation zone round the islands and is likely to be seen by the Argentine Government as deliberately timed.

The fishing conservation zone, operative from February 1 when the South Atlantic fishing season begins, requires all foreign vessels to operate with a British licence. The institution of the zone, strongly criticised by Argentina, is expected

to increase the task of fisheries patrol by the Royal Navy and Air Force.

Defence ministry officials in London said there was no link between the imminence of the fishing limit around the islands and Mr Younger's visit which had been mooted for months. The timing of the trip was rather dictated, officials said, by such factors as the current presence of Mr Younger's former regiment, the Argyll and Sutherland Highlanders, on the islands, and the minister's desire to see for himself the result of recent expenditure.

The runway at Mount Pleasant has been lengthened to take long-range aircraft such as the RAF Lockheed Tristar on which Mr Younger is travelling, and in the coming year the headquarters of the British forces are to move there from Port Stanley, the islands capital.

Argentina in standby loan deal with IMF

By Tim Coone in Buenos Aires and
Stewart Fleming in Washington

ARGENTINA has finalised negotiations with the International Monetary Fund for a new \$1.2bn (£812m) standby loan, according to Mr Mario Brodersohn, the Argentine Finance Minister.

He gave no further details but told local reporters in Buenos Aires late on Friday that the official announcement would be made simultaneously in Washington and the Argentine capital early this week.

In Washington, monetary officials confirmed negotiations between the IMF and Argentina were moving rapidly ahead. The Argentine Government was expected to submit a letter of intent on its economic policies which was likely to be acceptable to the fund.

The Argentine decision to seek IMF finance is seen in Washington as an indication of the Government's concern about the country's economic outlook. It is seen also as an expression of its willingness to work with the international financial community to try to deal with the problems looming ahead.

A new IMF agreement with Argentina will be welcomed in Washington because of mounting concern about the outlook for third world debtors. Brazil is of special concern as is Mexico, whose bankers have not yet finalised a new lending package.

However, it is pointed out that whereas Brazil has been, and remains, reluctant to enter into agreements with the fund on its economic policies, this has not been so with Argentina.

The IMF/Argentina agreement will therefore be closely examined to see whether, as with Mexico, there are any indications of increased flexibility by the IMF on what it sees as acceptable economic policies.

There will be particular interest in whether Argentina has succeeded in obtaining two key "trigger" clauses in the agreement. These would increase IMF support in the coming year if Argentina's growth target of 4 per cent cannot be met, or if export earnings fall further because of deteriorating international prices for wheat and beef. Argentina's budget targets for 1987 agreed with the IMF include a reduction in the government fiscal deficit to 2.5 per cent of gross national product.

Argentine contacts with UK,
Page 3; Brazil loan talks, Page 4

Younger goes to the Falklands

Mr George Younger, the Defence Secretary, arrived in the Falkland Islands yesterday three weeks before Britain's unilateral interim fishing zone comes into effect (Our Diplomatic Correspondent writes).

The week-long visit is likely to be seen in Britain as a restatement of Whitehall's determination not to give way to pressure from the United Nations General Assembly to enter into unconditional talks with Argentina on the islands' future. In Buenos Aires the visit may be viewed as a provocation.

Mr Younger flew into Mount Pleasant airfield, which would be used to reinforce the Falklands garrison rapidly in response to any Argentinian threat. There has been speculation that the garrison, estimated at 4,000 men, may be reduced following completion of the airfield. At present it outnumbers the local population by two to one.

Britain declared the unilateral zone to conserve rapidly depleting fish stock after failing to draw Argentina into talks on a regional fishing policy. Argentina, the Soviet Union and East Germany refused to apply for licences, but Poland, Spain and most other traditional fishing nations did so.

IMF 'agrees' a new loan deal with Argentina

From Jeremy Morgan
in Buenos Aires

A senior Argentine Government official claimed yesterday that agreement had been reached with the IMF on a new standby loan programme, but left bankers here wondering on the crucial details of the supposed accord.

Mr Mario Brodersohn, Argentina's Treasury Secretary and one of President Alfonsín's top debt officials, said the agreement had been signed but declined to give further details. A spokesman said more information would be issued this week. Bankers think the deal is worth a minimum of \$1.55 billion and perhaps as much as \$1.77 billion.

Uncertainty over the figures centres on whether officials here are talking in dollars or the IMF's Special Drawing Rights, a unit based on a basket of leading currencies.

Apart from the sum involved, one banker said it also remained unclear whether the Argentines had won two key concessions from the IMF.

The government wants the agreement, which will cover the 15 months up to the end of March 1988, to include a clause giving Argentina access to extra funds if the economy fails to live up to a promised 4 per cent gross target set for this year. They also requested a similar trigger clause covering any further decline in

world prices for their principal exports, grain and oil seeds.

Mexico recently secured a similar mechanism tied to oil prices, although creditors insisted this was not a precedent for other countries. As to the growth-related trigger on additional funds, bankers see this as a "completely new element" in a standby agreement. Should the IMF concede this point, one said "Argentina will want something very similar from us."

Government officials say Argentina hopes to begin a final round of talks with leading bankers representing 320 foreign banks later this month on a new loan and debt rescheduling deal to replace last year's \$4.2 billion package.

Despite the lack of details from Mr Brodersohn or comment from the IMF, the standby accord is thought to include \$350 million in loans to compensate for declining export revenues.

The government appears to have pledged a further cut in the budget deficit but inflation remains a worry. Price rises fell in December to 4.7 per cent, dipping below the 5 per cent a month barrier for the first time since June. But the government had set a target of 3 per cent for monthly inflation at the end of the year, and the final outcome for 1986—a rise of 82 per cent—badly overshoot the original budget goal of only 28 per cent.

Falkland pledge

Sir Crispin Tickell, who will take over as Britain's ambassador at the United Nations in June, has told Falkland Islanders that he "couldn't see any change in the position" regarding the British Government's continued rejection of Argentina's sovereignty claims.

Concluding a tour of the Falklands Sir Crispin, who is currently Permanent Secretary at the Overseas Development Administration, reaffirmed the "solidity of the British position" over the Falklands, but added that he preferred "quite honestly to reserve my fire and review each year what our tactics should be."

Secret move for talks on Falklands fishing deal

by Maria Laura Avignolo and Robert Tyrer

SECRET diplomatic efforts have begun in the United States to try to bring Britain and Argentina back to the negotiating table this week for their first face-to-face discussion of political issues since the collapse of attempted talks in Berne in 1984.

Senior officials from the Argentinian foreign ministry are in New York, hoping to meet a team of British negotiators on Wednesday for "talks about talks" on the disputed fishing grounds around the Falkland Islands.

Neither side will comment officially, beyond denying that talks are taking place. But diplomatic sources in the United States and Buenos Aires confirmed that the attempt has been under way for at least three weeks. A diplomat closely involved

said yesterday that the situation was extremely delicate, and added: "We shall know whether we're getting anywhere by Monday."

Argentina has failed to force Britain to abandon the 150-mile fish conservation zone around the Falkland Islands, announced by Sir Geoffrey Howe in October, and Argentina now needs to find a face-saving escape from the corner it has pushed itself into by refusing to negotiate.

But before any talks can take place, diplomats have to overcome the problem of Argentina's claim to sovereignty. Argentina has always insisted that the sovereignty of the islands must be discussed in any

meeting with Britain.

The Reagan administration has been taking a leading role in trying to find a new diplomatic formula for talks, since visits to Washington in November by both Mrs Thatcher and President Alfonsín.

But with memories of the failure of former secretary of state Alexander Haig's shuttle diplomacy at the time of the Falklands conflict, the Americans are unwilling to take a public role. They have been trying to persuade other governments acceptable to both sides to act as formal intermediaries.

Problems in preparatory negotiations just before Christmas led to a hurried visit to New York by a crisis

team from Buenos Aires, headed by Argentina's chief career diplomat, Lucio García del Solar, one of the few advisers trusted by the foreign minister, Dante Caputo.

Diplomatic sources in Buenos Aires regard the prospect of talks with London as a personal climb-down by Caputo, who has previously denounced British offers of negotiations on the fishing zone as a "trap".

Argentinian observers believe the diminutive foreign minister fears the nationalistic reaction in Argentina if he reaches a deal with Britain, but fears much more the potential for dangerous adventures by the Argentinian navy in the conservation zone if no arrangement is reached before the new licences come into force on February 1.

Daily Mail
10 January 1987

Penguin man's mission

A BRITISH expert is flying out to help to save Falklands penguins.

Veterinary pathologist Dr Ian Keymer, 63, of Edgefield, Norfolk, has been called in by the Falkland Islands Foundation and the World Wildlife Fund to investigate how 3,000 died from malnutrition on the islands last year.

Possible causes are over-fishing of squid — before the new fishing protection zone was brought in — parasitism, poisoning or disease.

Alfonsin challenged in court

From Jeremy Morgan
in Buenos Aires

Human rights campaigners here have taken up the challenge of President Alfonsin's Final Point law that calls for a halt to trials of military officers for crimes when the armed forces held power.

More than 600 people, mostly military officers with a sprinkling of policemen and security agents, were named in cases brought before the courts by 10 human rights organisations.

Among the defendants are prominent members of the former military regime including its last president, General Reynaldo Bignone, and members of his ruling junta, General Galtieri, Lieutenant Alfredo Astiz, and officers still on active service. At least ten have been promoted since the elected government succeeded in late 1983.

The Final Point legislation, rushed through Congress and signed by President Alfonsin just before Christmas, said formal proceedings have to start against accused officers within 16 days or legal action would cease altogether on or around February 22.

The writs were filed before the Armed Forces Supreme Council, the country's highest military tribunal. Aware that the council has dragged its feet in past investigations, human rights lawyers are sending copies to civilian courts.

Judges at several courts in the interior have ignored this month's annual holiday season. But this is not the case in the capital, where only a few judges have remained behind.



General Galtieri: named in
human rights case

'Over-fishing killing penguins' in Falklands

A veterinary surgeon is flying to the Falklands to investigate the mysterious death of thousands of penguins. Dr Ian Keymer, of Edgefield, Norfolk, a retired Ministry of Agriculture officer, is setting off next month after an invitation from the Falkland Islands Foundation.

He has already examined a number of dead penguins, flown from the Falklands by the RAF. Indications are that the birds are dying from starvation due to over-fishing of the area.

Dr Keymer said: "It's nothing to do with me who is to blame. I'll leave that to the politicians. All I'm interested in is the truth."

Circling the islands

WORD reaches me, borne by carrier penguin, that Britain and Argentina are discussing the Falklands.

If the penguin is to be believed, officials from the two countries — about five from each side — have started secret talks about talks. These are taking place in the United States, with the Americans acting as brokers.

There is no official confirmation, but the Labour foreign affairs spokesman George Foulkes has heard the story too and will be asking the government about it when the Commons reassembles next week. "It would certainly square with what Sir Geoffrey Howe has been saying about finding an agreement on the question of fishing," he tells me.

It could also, of course, win a few votes in a general election campaign. Britain doesn't necessarily have to concede much. What matters is being seen to negotiate. It is for this that the American blind date is said to be preparing the way.

A few Conservative back benchers would protest at the very idea of treating with Johnny Gauchó, but floating voters might be attracted by a display of apparent flexibility by

la belle dame sans merci. As my penguin puts it, "this could give her a slightly softer image". We shall see.

Human rights abuse charges

Buenos Aires (Reuter) — Argentine human rights groups yesterday filed charges of human rights abuses against 650 people as the deadline for trials of military officers for atrocities drew nearer.

Charges included murder, torture, kidnapping and other crimes dating from Argentina's former military government. Most of the accused are military officers.

Rights deadline

Buenos Aires (Reuter) — Argentine lawyers prepared to file some 1,000 new charges of human rights abuses yesterday as a deadline on trials of military officers for atrocities drew nearer.

9 January 1987

Now AF goes for Falklands

ASSOCIATED Fisheries has formed a new company to go squid-jigging off the Falklands in a venture similar to — but smaller — than that being mounted by Hull owners Marr.

The subsidiary company Caley International (Falklands) Ltd., with registered offices in Port Stanley, has been granted two licences to fish the area from February until the end of June.

It is setting up a joint venture with a Taiwanese squid-jigging operator and catches will be sent to markets in Japan and Europe by reefers.

"We are hoping to supply the European market as well," said Stewart Harper of Caley, who told *Fishing News* that AF wants to have a presence in the Falklands with a view to the future.

First control ship for the Falklands

THE FIRST fisheries control ship for the Falkland Islands, the *Falkland Desire*, is on her way to the South Atlantic following trials in the North Sea.

Formerly the oceanographic research ship *Seisella*, she was converted in Hull, England. Several local companies, headed by Globe Engineering Ltd., completed the work in the very fast time of just over three weeks.

Most of the changes, which were made in the William Wright Dock, involved the installation of a communication and plotting centre, a workshops complex below decks, and the fitting out of the working deck for towing and boatwork.

Humber Inflatables of Hull supplied two six-metre rigid hull inflatable boats, each fitted with twin 40 hp outboard engines and capable of speeds up to 30 knots. The boats have additional heavy duty rubbing strakers, extra fuel and water tanks, searchlight, navigation lights, radar reflector, compass, VHF radio and self righting equipment.

To enable the boats to be handled under all conditions, the *Falkland Desire* has been fitted with large bulwark opening and marinised hydraulic cranes port and starboard. There is also high level lighting for launch and recovery either side of the vessel.

For towing, a centre capstan has been installed on the aft working deck, together with rope reels and a 20-ton towing hook.

In her research role the vessel was equipped with a high level of crew accommodation, mess rooms, lounge, a gymnasium and a hospital with medical stores.

The former computer room and control centre has been converted to the communications and plotting centre, with navigation, communications and com-

puter logging equipment. Satellite navigation communications and plotting radars were already installed, and the main addition was auto-navigation plotting equipment.

The second control ship, the *G. A. Reay*, to be renamed the *Falkland Right*, was due in Hull in December for similar conversion work.

In addition to the inflatable boats, the *Falkland Desire* will be taking the launch *Fox* (renamed *Warrah*, a Falkland Islands' species of fox) to Port Stanley, where she will operate as a fast inshore patrol boat. Both control ships and the inshore patrol boat are being managed by J. Marr Ltd. of Hull, under the direction of the Falkland Islands Government's senior fisheries control officer.

Each control vessel will carry a fisheries control officer and the 18-strong crews, drawn from scientific

ships and former Hull and Fleetwood trawlersmen.

They have had special training in courses including

sea survival, fire fighting, boat handling, radar plotting and special medicine.

The *Falkland Desire* will

be commanded by Captain David Noble of Fleetwood, and the *Falkland Right* by Captain Tony Barkworth of

Fleetwood, currently master of the *Northella*, another ship from the Marr scientific fleet.



Above: Captain David Noble (left), commander of the *Falkland Desire*, and Captain Graham Botterill, operations manager for J. Marr Ltd., assessing the role of the control ships.

Ready for duty after a speedy conversion, the *Falkland Desire*. She will be followed to the Falklands by the former trawler *G. A. Reay*, to be renamed *Falkland Right*.

Falklands licences

BRITISH, Spanish, Taiwanese, Polish and other vessel owners were among the many applicants last month for licences to fish inside the 150-mile limit around the Falkland Islands. The limit comes into force in February.

The Japanese have been among those operating around the islands and their squid jiggers and deepsea trawling associations were looking for possible joint ventures with UK companies in an attempt to keep 40 trawlers and 42 squid jiggers working in Falkland waters.

According to *FNI* correspondent Kisaburo Taguchi, there were also another 35 Japanese trawlers wanting to operate in the area.

Japan plans bigger krill catch

PLANS for Japan's krill effort show that a slight increase in production is forecast for 1986-87.

The number of vessels engaged in the Antarctic fishery will remain stable at

nine, but it is hoped that the catch will increase by 1400 tons to a total of 28,950 tons.

Nearly half of this should be marketed as raw frozen, with a significant amount

of boiled frozen and smaller amounts of raw peeled and meal.

Market prices have been pre-estimated at 180 yen per kg for raw frozen and 250 yen for boiled frozen.

Falklands population nears 2,000

By Patrick Watts
in Port Stanley

THE population of the Falkland Islands has risen by just over 100, to 1,919, since the 1982 conflict, but the islanders had been hoping the total would have reached 2,000.

The November 1986 census figures just released include, for the first time, persons who are temporarily resident outside the islands. There are currently 32 members of the community in Britain either at school or undertaking courses.

The increase over the 1980 figures, the last time a population census was conducted, when the total was 1,813, is being attributed to a successful campaign to encourage Britons to settle in the Falklands. There are also considerable more expatriate skilled workers.

Of the total, there are 1,014 males compared with 905 females—an imbalance which has existed since 1833.

The sheep farming population has decreased considerably during the past five years. This is thought to be because large farms are being divided by absentee land-lords in Britain and sold to local farmers.

Those working for the Ministry of Defence in the islands total 1,036—a considerable reduction from two years ago when more than 3,000 were involved in the construction of the £400 million airport complex at Mount Pleasant.

Falklands reversal

THE POPULATION of the Falklands has risen by 106 to 1,919 since the 1982 conflict with Argentina, a new census showed yesterday. The increase of nearly 6 per cent, mainly through immigration and islanders returning from Britain, reverses years of population decline.

Unions to strike over Alfonsin economic policy

By Tim Coone in Buenos Aires

THE ARGENTINE General Workers' Confederation is to take more industrial action against the Government's economic policy, which will include another nationwide 24-hour general strike on January 26. It will be the eighth general stoppage since the Alfonsin Government came to power in December 1983.

The confederation leadership agreed to the plan on Monday night after a series of contacts between the Government and union leaders failed to reach agreement.

The confederation has proposed a five-point "social contract" to the Government. This is made up of a big increase in the basic wage; a revision of collective agreements on the basis of this increase; prohibition of layoffs during the social contract; and a target date to be set for a full return to free collective bargaining between unions and employers.

Howe backs peace role of Contadora nations

By David Gardner in Mexico City

SIR GEOFFREY HOWE, the British Foreign Secretary, expressed strong support for efforts by the Contadora group of nations to bring a negotiated settlement to the conflicts in Central America, at the end of his official visit to Mexico.

"There is no doubt that a political solution is essential to the restoration of peace and stability to Central America," he said, adding that "a solution must come from the region itself: it cannot be imposed from outside."

Sir Geoffrey had earlier visited Colombia, which, with Mexico, Panama and Venezuela, makes up the Contadora group, which has additional regional backing from the so-called support group composed of Peru, Brazil, the Argentine and Uruguay.

In talks with President Miguel de la Madrid and Finance, Trade, Energy and Foreign ministers, Sir Geoffrey expressed warm admiration for the ways in which Mexico had tackled its structural economic problems.

Reuter adds: Sir Geoffrey reiterated his desire to discuss the Falkland Islands over which Britain and the Argentine went to war in 1982. But he stressed Britain would not negotiate sovereignty over the islands.

Fading memory?

SIR REX Hunt, the former Governor of the Falklands Islands at the time of the Argentine invasion, is writing his memoirs in which, he tells me, he hopes to "beat the drum for the islanders".

"I do not want to bring up old skeletons; it is a factual account of my time there," says Hunt, who retired in 1985. "There is danger that, as the war recedes, we may lose the islands by default."

Howe pledges aid in cocaine war

● **MEXICO CITY:** Sir Geoffrey Howe said yesterday at the end of his two-day visit here that he shares Mexico's concern about American protectionism (Alan Robinson writes).

Complaints about US protectionism arose at three separate meetings with Mexican officials yesterday, British diplomatic sources said. The Trade and Industry Minister, Señor Héctor Hernández, the Foreign Relations Minister, Señor Bernardo Sepúlveda, and President de la Madrid "all voiced their concern and Sir Geoffrey was in full agreement", one source said.

At the meeting with Señor Hernández, economic relations were dealt with in some detail, the source said. Sir Geoffrey welcomed the Mexican Government's steps to liberalize trade and investment and praised Mexico's decision to become a member of the General Agreement on Tariffs and Trade (Gatt).

Sir Geoffrey spent an hour with Señor Sepúlveda and emphasized that Britain wished to "normalize relations with Argentina". But this could not be done by "tackling the sovereignty issue head on", he said. British lives were lost in the battle for the Falklands and tackling the sovereignty issue now would reopen wounds, he pointed out.

Britain had hoped that a "pragmatic formula" had been worked out in 1984 for normalizing relations, but the Argentinians were "unable to stick with the agreements".

Embassy sources noted that the officials did not indulge in any criticism of British policy on the Falklands.

The Foreign Secretary's Latin American tour

Howe pledges aid in cocaine war



Sir Geoffrey Howe being greeted on his arrival at Bogotá airport yesterday by the Foreign Minister of Colombia, Señor Julio Londoño.

Sir Geoffrey Howe deftly scored diplomatic points here at the weekend by praising Colombia's "courageous and determined efforts" to combat international drug trafficking, while inevitably losing a round over British policy on the Falklands.

After talks with President Barco in this historic Caribbean city, the Foreign Secretary declared that Britain was "keen to work and to work closely" with Colombia, nerve-centre of the Latin-American cocaine business, "as part of a wider international effort against drugs".

In a reference to the recent spiral of civil violence here, generated by the drug barons' contract killers and subversive groups to which the racketeers run arms, Sir Geoffrey said he was aware that "the stability of Colombian society is under threat from the twin evils of terrorism and drugs".

He praised Colombia as "a country which combines pluralist democracy with economic success... where in the face of sometimes violent challenge, democratic ideals are upheld... and where, against a background of international debt and recession, your country has weathered the economic storm with a prudence and skill which are a model to others". This was a reference to Colombia's manageable foreign debt of about US\$13 billion.

Sir Geoffrey said that, in his talks with Señor Barco, "we focused in particular on developing co-operation between our two countries in the war against the drug trafficker".

He went on: "We in Britain admire and support the courageous and determined efforts that President Barco's Government is making in this endeavour." Although he did not spell out exactly what kind

of British support was envisaged, he said that "we are ready to supply equipment, to give advice and training where they are needed".

On the Falklands, there was never any chance of Sir Geoffrey breaking continental solidarity, as he implicitly recognized.

"I understand only too well the difficult position in which countries like Colombia find themselves as friends of both Britain and Argentina," he said in remarks which will no doubt be repeated in Mexico City.

He had told President Barco that Britain was ready tomorrow to start normalizing relations with Argentina, and that it was not for lack of proposals and initiatives made by Britain that such a process had not begun.

But he added firmly: "Only four years after an unprovoked invasion which cost

hundreds of British lives and traumatized the Falkland Islanders themselves, to insist on negotiating sovereignty is to tear the scab from the wound. Confidence must be built step by step. That means putting sovereignty to one side."

Although Colombia stands squarely with Argentina today, at the time of the South Atlantic conflict in 1982, the then Bogotá government was savaged in Buenos Aires as "the Cain of the Americas" for adopting the most studiously neutral stance of any Latin American country. Colombia supported Argentina's territorial claims, but condemned the military junta for pursuing them by force, while criticizing "British imperialism".

In part, Colombia's stance was due to its traditional respect for international law, and also to fears that the

Nicaraguans might try to grab two distant Colombian islands in the Caribbean.

The Foreign Secretary established quickly an easy rapport with President Barco, who is regarded by Colombians rather as he is in Britain: as a highly capable but somewhat colourless administrator. The talks were conducted in English which Señor Barco speaks fluently.

The meeting took place in the breathtakingly beautiful residential guest house in Cartagena.

At a good-humoured ceremony, the Mayor of Cartagena, Señor Manuel Domingo Rojas, presented Sir Geoffrey with the keys to the city, an honour which seemed to mark a formal end to centuries of hostilities with the British.

On conflict in Central America, Sir Geoffrey said Colombia had a special role to play as a member of the Contadora Group, which it forms with Mexico, Venezuela and Panama.

"Britain, with its Community partners, has from the outset given full support to the Contadora process and will

continue to do so," he said. "Only a political solution will bring peace and stability to Central America. Force will not work. Britain has consistently urged restraint on all sides."

He said that next month's meeting in Guatemala City between the EEC and the Central American and Contadora countries would "further reflect the European Community's determination to back its commitment to Contadora through political dialogue and economic support".

Howe pledges drugs war aid to Colombia

By Tom Quinn in
Cartagena, Colombia

SIR GEOFFREY HOWE, Foreign Secretary, yesterday promised Colombia equipment and training to help combat drug-trafficking, particularly to Europe.

Sir Geoffrey said: "The change in the international drug market emphasis from the United States to Europe has constituted a growing reality for us in Great Britain."

Europe was in "a state of alarm over the drug traffic" and his visit constituted just one of the European initiatives toward exploring legal and logistic ways of confronting the problem, he told President Virgilio Barco in a private meeting at the presidential guest house on Naval Academy grounds.

The Foreign Secretary said he had invited Senor Julio Londono, Colombian Foreign Minister, to London later this year for further talks on anti-narcotics action.

'Reviving the dead'

At his meeting with Senor Barco, Sir Geoffrey also reiterated Britain's resolve to "normalise relations with Argentina tomorrow if possible."

The Colombian President has been quoted as supporting Argentina over the Falkland Islands.

Sir Geoffrey said: "Four years after an unprovoked invasion to insist on negotiating on the basis of sovereignty is like reviving the dead."

The Foreign Secretary left Cartagena on Saturday evening for Mexico.

Argentina seeks swift accord on IMF loan

BY TIM COONE IN BUENOS AIRES

ARGENTINE negotiators left for the US at the end of last week in the hope of quickly finalising a 15-month standby loan with the International Monetary Fund for \$1.2bn. A further \$350m is also being sought in compensatory finance following the decline in Argentina's export earnings last year because of low world wheat and beef prices.

Government economic targets for 1987, which are included in a draft letter of intent, are to reduce inflation to an average of 3 per cent per month, the fiscal deficit to 3 per cent of gross domestic product, and to aim for overall growth in the economy of 4 per cent during

the year.

The growth target has been trimmed by 1 per cent from what was being discussed at the end of 1986, presumably to satisfy IMF objections that this would lead to imports rising to too high a level and correspondingly reduce the country's trade surplus with which the foreign debt is being serviced.

Two important clauses are being sought by Argentina in the new agreement. First, that if the 4 per cent growth target looks unlikely to be reached during the year, additional funds will be made available. In addition the Argentines want to establish a price "trigger" for the country's principal

exports, wheat and beef, which would make further funds available if export prices fell below a particular level.

The conditions are similar to those obtained by Mexico in its recent agreement with the IMF linking supplementary finance to falls in the world oil price. Fund officials said at the time, however, that the Mexican agreement should not be considered a precedent for other countries.

Nonetheless, Argentina's negotiators appear quietly confident of success and point to other stabilisation targets for 1987 which were announced on Thursday. These include wage rise limits of between 7 and 11

per cent in the first quarter for the private sector (9 per cent in the public sector) and a programme of increases in public sector tariffs to improve the financial health of the public sector service companies and thereby reduce central government subsidies.

The trade unions, however, are already bracing themselves for a further round of industrial action against the Government's economic policy and another 24-hour general strike seems likely to be called before the end of the month. This year is an important electoral year in Argentina and the economy is already becoming the principal campaign issue.

Argentina in energy venture

By Nick Terdre

BRAZIL and Argentina have signed two agreements to set up a number of joint oil and gas projects.

The projects include exploration work, including in third countries, and trade in petroleum products, petrochemicals and fertilisers. The two sides are also jointly examining the construction of a natural gas pipeline from Argentina to Brazil.

The agreements were signed in Brasilia by representatives of the state companies Petrobras, of Brazil, and Yacimientos Petroliferos Fiscales (YPF) and Gas del Estado, of Argentina.

Co-operation in the oil and gas field forms part of a wider plan for a partial merger of the two countries' economies.

Petrobras and YPF have already

won their first contract to explore for oil abroad. In a consortium which includes the French company Elf Aquitaine, they were recently awarded exploration rights in Ecuador.

The two sides are also keen to investigate the oil-bearing potential of the Chaco-Parana basin, which is divided between their two countries and Uruguay. Representatives of the three countries are to meet in Buenos Aires in March to consider exploration prospects in the basin.

Joint working groups are already studying opportunities for boosting trade between Brazil and Argentina in products, petrochemicals and fertilisers. There is a possibility that Brazil may import diesel and liquefied

petroleum gas from Argentina.

A plan is also under consideration for the construction of an ammonia and urea plant in Argentina, part at least of the production of which would be shipped to Brazil.

Petrobras, YPF and Gas del Estado recently concluded for the viability of a natural gas pipeline from San Jeronimo, in the Argentine province of Santa Fe, to Porto Alegre, in southern Brazil.

Potential demand in Porto Alegre and other localities on the pipeline route would be more than the 1.5m cubic metres of gas a day required to make the pipeline viable. The result of this study brings closer the possibility of Brazil signing a long-term contract to buy Argentine gas.

Falklands air rescue

Port Stanley (Reuter) — A British military helicopter yesterday picked up a critically ill seaman from a Russian trawler off the Falkland Islands and flew him 300 miles to hospital in Port Stanley.

A Defence Ministry spokesman in the Falklands said that Konstantin Losev, aged 28, first engineer on board the research trawler Gizhiga, was suffering from a collapsed lung and other ailments.

Mr Losev, from Kazakhstan, was winched aboard the Sea King search-and-rescue helicopter and given oxygen on the flight. His ship was located by a British Hercules aircraft that accompanied the helicopter.

Falklands dash to save Russian

**By Our Port Stanley
Correspondent**

An R A F Sea King helicopter piloted by Flight Lieutenant Harry Watt, from Aberdeen, yesterday made a 1,200-mile round trip to airlift a critically ill Russian engineer from a trawler off the Falklands and fly him to the British military hospital in Port Stanley.

The helicopter was accompanied by a Hercules aircraft to accurately locate the 2,433-ton Gizhiga in a vast expanse of ocean. First the sick sailor, Konstantine Losev, 28, was landed on the Fleet Auxiliary tanker Green Rover, 7,510 tons, for immediate treatment.

RAF airlift for Russian seaman

A CRITICALLY ill Russian seaman was airlifted to the British military hospital in Port Stanley by an RAF Sea King helicopter after being winched from the deck of his trawler 600 miles south-east of the Falklands.

The 28-year-old Russian, a first engineer on board the research trawler Gizhiga, was suffering from a collapsed lung and other ailments, said a Ministry of Defence spokesman yesterday. The plea for assistance was relayed through a Polish fishing ship to military authorities in the Falklands.

Falklands play row flares again

THE simmering row over the BBC's alleged Left-wing "censorship" of Ian Curteis's play about the Falklands War is likely to boil up again with the publication next month of the author's account of the controversy.

Hutchinson's publication of the play was due to coincide with its television screening in April, the fifth anniversary of the Argentine invasion. But following the BBC's postponement last autumn, ostensibly because the subject is too sensitive in the run-up to a General Election, the book is being released early "in the public interest".

Curteis, who claims his play was stopped because it was too favourable to Mrs Thatcher, tells me the book's introduction will give "chapter and verse on the political interference" and will include his correspondence with Alisdair Milne, the BBC director-general.

Falklands series for Radio 3

A SIX-PART documentary series on Falklands diplomacy, with top-level contributors from Britain, the United States and Argentina, figures in BBC Radio 3's New Year plans, announced yesterday. The series will cover the period from the mid-1960s to the war of 1982.

Other documentary series will include *The Jesuits*, a world-wide exploration of the Society of Jesus.

Radio 3 drama will include plays by the Czech dissident, Pavel Kohout, and by his wife, Jelena; a new translation of Marivaux's erotic comedy *La Dispute*; a play with music by Dame Iris Murdoch, called *The One Alone*, and *The Prince of Africa*, a British slave-ship story by the West Indian writer Caryl Phillips.

The cricket commentary on the fifth and final Test in Sydney will begin at 11.40pm (until 2.10am) on Friday 9 January, and continue from 4.55am to 8.15am daily. And, if England are involved in the final of the World Series Cup in February, Radio 3 will have coverage of all three final matches.

History of the Falklands for radio

By Our TV and Radio
Correspondent

A six-part political history of the Falkland Islands, from the Sixties to the conflict with Argentina, and an unprecedented link-up between BBC Radio and Channel 4 lead programme plans for Radio 3 announced yesterday.

Sir John Nott, Defence Secretary during the Falklands crisis, and Mr Francis Pym, former Foreign Secretary, are among those interviewed by the BBC's Michael Charlton for the documentary. The series, which will also feature the Argentinian minister, Sr Nicanor Costa Mendez, Sir Nicholas Henderson, former ambassador to Washington and Mr Caspar Weinberger, United States Defence Secretary.

The stereo link-up between Channel 4 and Radio 3 is on Easter Sunday for British composer Harrison Birtwistle's opera 'Yan Tan Tethera'. It was originally commissioned by BBC Radio but the television rights were turned down by the BBC and taken up instead by Channel 4.

CBE for Alan Marr

GEOFFREY Alan Marr, chairman of Hull owners J. Marr Ltd., has been made a CBE in the New Year's Honours List.

Mr. Marr, known widely in the industry as Alan Marr, has been a driving force behind Britain's distant water fishing sector and the Marr company's recent moves to put former trawlers in the off-shore and scientific survey industries.

Mr. Marr (53) became chairman of J. Marr Ltd. last year following the de-merger of J. Marr and Son Ltd. He lives at Sigglesthorne, near Hull, and joined the family firm which was founded over a century ago and developed trawling fleets at Hull and Fleetwood.

After a year in the business, he carried out his National Service and then studied the fishing industry in South Africa before returning to Hull and working on the merchanting side.

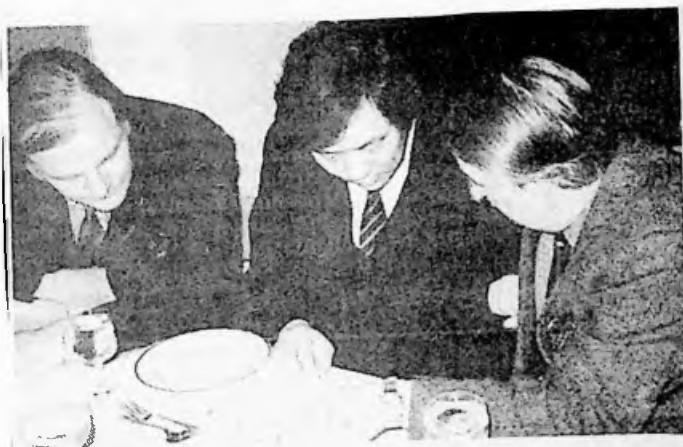
He later switched to trawler management in Fleetwood and then moved back to Hull at a time when Marr was pioneering freezer trawlers.

Mr. Marr sailed on the maiden trip of Britain's first full freezer trawler, *Junella*, and Marr became one of the first vertically integrated companies in the UK, being able to catch fish and handle it right through its own distribution chain to the supermarkets.

He became chairman of Marr when the company was pioneering smaller fresh fish trawlers such as *Gavina*. However, soon the UK's fishing industry was knocked for six by limit declarations and cod wars, also the uncertainty leading up to the agreement of the common fisheries policy. It was then that Marr began switching its vessels to new roles outside of fishing.

Marr is soon to order a new middle water trawler and the company is supplying two ships to patrol Falklands waters.

Mr. Marr became chairman of the Royal National Mission to Deep Sea Fishermen in 1985 and travels to mission centres throughout the UK. He is also a Lloyd's underwriter.



THE MAGIC words 'Falkland squid' gathered together some rather unusual people in London just before Christmas. Leaving nothing to chance as licences for fishing the Falklands were being finalised, a group of over 20 leading Taiwanese representing some 80 squid-jiggers staged a dinner with a number of the leading lights in British fishing as their guests. Representatives from Marr, Boyd and Witte UK were present and the leader of the group was Vice Admiral Hua Shao-Wu, chairman of the Taiwan Squid Fishery Development body. He said he is looking forward to making good joint-venture operations with UK companies. He proposed a vote of special thanks to J. Marr & Son — especially Jim Hind, who has given them so much help in their fishing operations.

Too few licences granted

Marr cuts back

Falklands

venture...

HULL trawler owners J Marr and Son are pressing ahead with plans to further develop their Falklands squid fishing operation next season, but on a smaller scale than they had anticipated.

The company has expressed "disappointment" at its allocation of Falkland licences, but is hoping that more may be made available if all allocations are not taken up by the January 10 deadline, by when deposits must be paid. About 150 licences are believed to be available.

Jim Hind, who is in charge of Marr's offshore survey operations and is closely involved with the Falklands project, told *Fishing News*: "We have not been given as many licences as we had been hoping for, so we will have to limit our ambitions this year and hope for an improvement next year."

"We learned a tremendous amount about squid-jigging in 1986 in our venture with the Japanese and I think we have to look at this year as a period when we can continue to learn and lay the groundwork for the future."

"The men we have had at the Falklands are very confident that they can master squid-jigging, but we need to develop our expertise still further and, also, we need more men to become involved."

Mr Hind said Marr is receiving first class co-operation from the Japanese and Taiwanese, which can only be good for the future prospects of what he describes as this "fascinating and unique fishery."

In particular he praised the work of Mr Masutomi, president of the Kanagawa Squid Fishing Association of Japan (KSJ), and a former fisherman. He is described as an "extraordinary, self-made man," who is "totally immersed" in the operation.

"I can't give too much praise to Mr Masutomi for the tremendous amount of work he has put into the operation and his complete commitment," said Mr Hind.

He also praised the work done by Humberside Euro MP, Bob Battersby, in pressing the case for a Falklands fisheries regime.

He emphasised the investment and commitment needed to run a successful commercial operation at the Falklands in view of the distance and absence of support facilities.

"The sheer logistics of running a Falkland fishery are formidable and require a considerable investment 'up front' to get the things off the ground. It's very easy to underestimate the costs involved, for example in chartering reefer vessels," said Mr Hind.

"We learned a lot last year and we will be building on that knowledge this year."

There is still a lot of research work to be done in the area to assess the fisheries potential and the research vessel *G.A. Reay*,

the second patrol vessel in the region, will be carrying out some of this work.

The former freezer — originally *Arctic Privateer* — has been renamed *Falklands Right* (the Falklands motto is "Desire the Right") and she will be equipped with a variety of fishing gear to investigate the potential of various fisheries.

Little research has been done in the area in the winter, for example, and there is a possibility that the British Antarctic Survey might assist in the work.

Falklands Right could also undertake research work

around South Georgia, which is outside of the Falklands 150-mile limit, but could be another rich resource.

Both *Falklands Desire* and *Falklands Right*, the two patrol vessels, will be equipped with computer facilities to assess catch data from the Falklands fisheries. The data will be analysed by the Marine Resources Group of London's Imperial College, headed by Dr. John Beddington.

"The expertise being gained by Marr in squid-jigging and the general development of this fishery and markets could also have

implications for operations nearer home at Rockall, said Mr Hind.

Jigging is a particularly suitable method of fishing for squid because it helps to conserve stocks.

"It's vital to let young squid escape to spawn and breed and, for some reason, jigging seems to catch only the more mature fish," said Marr's Jim Hind.

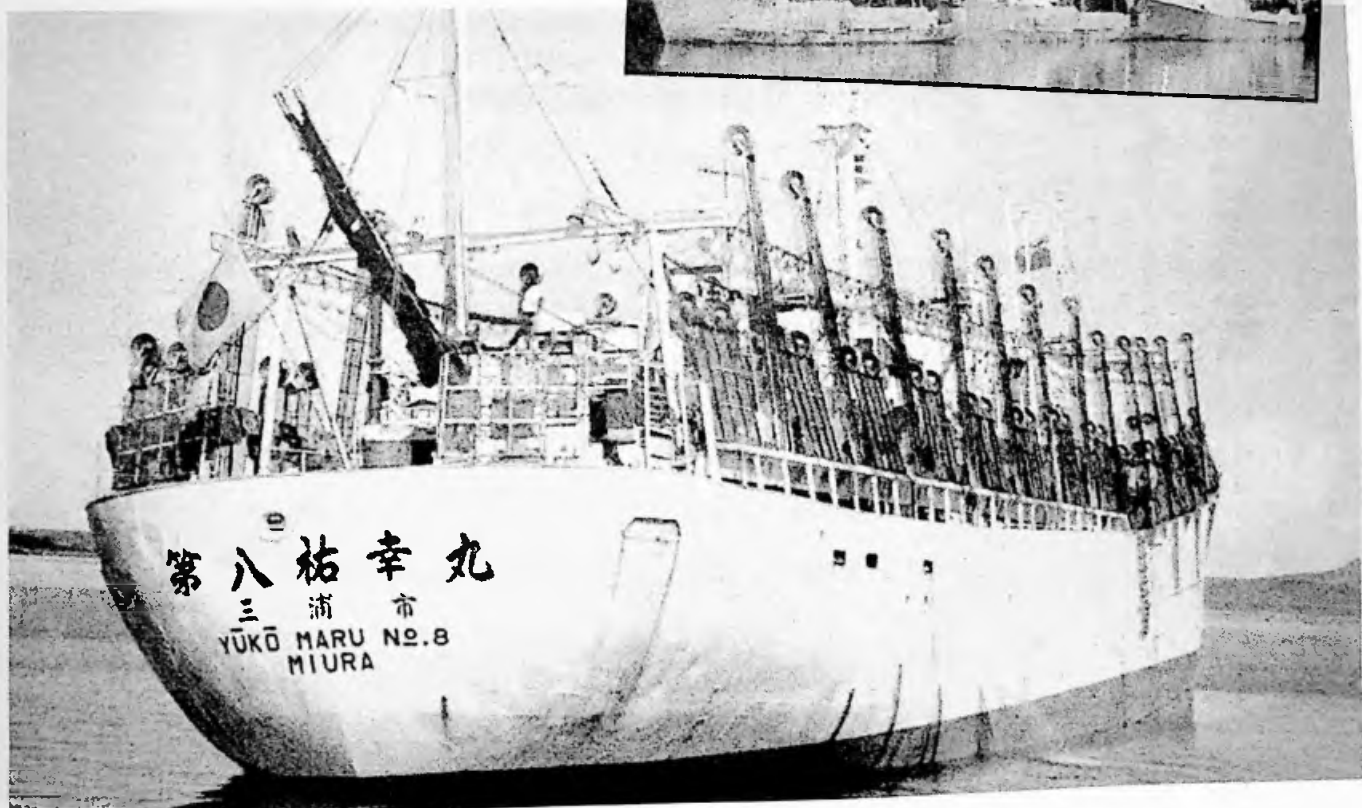
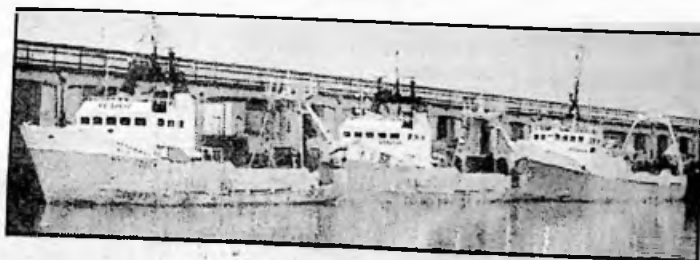
"Fishing takes place between dusk and dawn and the usual pattern is for the fleet to scatter at dusk to search for the squid. The ships are not always in the right place at the right time, so that helps to increase the escape rate of the fish and thus to conserve the stocks."

The jiggers are up to 60m. long and operate in fleets of 30 to 40 ships, working from half-a-mile to a mile apart. They have between 100 and 200 twin and single line jigging units, depending on the size of the vessel, and all are fully automated. Each line carries 15 to 25 twin-hook lures and the lines are pre-set to fish at a certain depth.

The fishing depth is decided either by information from the echo sounder or from observing at what depth the lures are taking most fish. Powerful lights are used to attract the squid.

All the jiggers freeze their catches on board, usually whole and packed in trays which produce a 20kg block. The ships hold between five 500 to 600 tons and the frozen squid is transferred to reefers.

Below: Marr will be back off the Falklands this year operating with squid-jiggers such as *Yuko Maru No. 8*. Right: All in a row (left to right) at Hull are Marr's *Norina*, *Ikena* and *Jacinta*. *Norina* topped £1m in 1986 while *Jacinta* grossed £1,360,782.



Falklands hero to lead 'fast force'

Colonel David Chaundler, 44, who parachuted into the South Atlantic and was picked up by a frigate so that he could take command of 2nd Bn, the Parachute Regiment, after Colonel Herbert 'H' Jones was killed at Goose Green during the Falklands conflict, will today take command of 5 Airborne Brigade with the rank of brigadier.

The brigade, formed in 1985, is Britain's fast reaction force for responding to threats outside the Nato area. It will be able to drop two battalions of the Parachute regiment and includes light tanks of the Blues and Royals, artillery, engineers and signals capability as well as an infantry battalion.

Argentina loan raises confidence

BY TIM COONE IN BUENOS AIRES AND ROBERT GRAHAM IN LONDON

THE ARGENTINE Government has won an important vote of international confidence with the concession of a \$500m (£323.2m) bridging loan.

It will be put together by the central banks of 12 countries belonging to the Organisation for Economic Co-operation and Development under the aegis of the Bank for International Settlements.

The facility comes at a crucial time for Argentina which is in a delicate phase of discussions with commercial banks for the rescheduling of \$30bn of debt.

From the point of view of the international financial community, the arrangement locks Argentina deeper into financial orthodoxy at an equally crucial moment. It highlights the dif-

ference between Argentina and Brazil, which eight days ago suspended interest on \$68bn of debt owed to foreign banks.

Mr Dilson Funaro, Brazilian Finance Minister, yesterday met US officials in the first stage of a tour of leading industrial nations to explain his country's demands for a new approach in solving the debt crisis.

To underscore Brazil's isolation, Venezuela was yesterday putting the finishing touches to a \$21bn debt rescheduling agreement with its leading creditors, establishing what bankers hope will be a benchmark interest margin of 1 percentage points above London interbank offered rate (Libor).

The bridging loan to Argentina will shore up reserves

until the disbursement of a \$480m IMF trade compensatory facility approved in January, but unlikely to be disbursed before July.

Negotiations began on the bridging loan early in February, according to bankers in Buenos Aires. Discussions were apparently taken further at last weekend's economic summit of leading industrial nations in Paris.

In Buenos Aires yesterday it was suggested that announcement of the Argentine facility had been precipitated by Brazil's actions and was intended to shore up international confidence.

One foreign banker commented: "The loan is politically very important by demonstrat-

ing support for Argentina's new package of economic stabilisation measures."

This week a new price and wage freeze was announced, expected to last four to six months. By demonstrating support the leading western economic powers are also granting breathing space to the banks and Argentina to arrive at a mutually acceptable agreement.

David Lascelles writes: Sir Jeremy Morse, chairman of Lloyds Bank, said yesterday that recent developments in Brazil were "very, very disappointing."

Lloyds disclosed yesterday that its exposure to Brazil at the end of 1986 was £1,210m, up slightly from £1,120m in 1985.

Venezuela close to benchmark interest rate deal, Page 2

Seven die in Falklands crash

SEVEN servicemen died yesterday when a Chinook military helicopter crashed in the Falklands.

A spokesman in the islands said the helicopter, belonging to No 78 Squadron, crashed while on a routine operation flight two miles north-east of RAF Mount Pleasant at 3.30pm local time (6.30pm London time).

The bodies had been recovered and the next of kin were being informed, said David Rose, a

**From Belinda Caminada
in Port Stanley**

spokesman for the headquarters of British Forces Falklands. A Board of Inquiry will be convened. Mr Rose said the crash happened in unusually fine weather and he was not aware of a mayday call. He could not say whether the dead were RAF or army personnel.

A Ministry of Defence spokesman in London said it was not known what caused the Chinook to crash and investigators were at the scene. He gave no further details.

In May last year three servicemen died and 13 were injured when a Chinook crashed in bad weather in the Falklands.

Forty-five people were killed in November when a Chinook crashed in the Shetlands.

Six Argentine admirals held

By Our Buenos Aires
Correspondent

Six retired admirals were under arrest yesterday on board the *Babia Palaiso*, which was Argentina's hospital ship during the Falklands war, for failing to appear in court in a human rights case.

Their arrest was ordered by a civilian court investigating the sinister activities of the navy mechanics school under the Galtieri regime. It declared them "in rebellion."

7 airmen die in Falkland crash

From Graham Bound
Port Stanley

Seven Royal Air Force servicemen were killed in the Falklands yesterday when an RAF Chinook helicopter crashed a few miles from the new Mount Pleasant air base.

A preliminary accident investigation team is on the site, which has been cordoned off, and a full team is expected to arrive from Britain within the next few days.

The aircraft, which went down in rolling sheep-farming land just two miles south-east of the new base, was involved in what was officially described as a "routine operational flight" when it disappeared from radar screens. According to reports here, billowing smoke was seen rising from the wreckage.

The circumstances of the crash are not clear but it is known that weather conditions in the area were good. Yesterday was one of the finest days of the Falklands summer.

The accident has been a serious blow to the garrison. "A lot of people have lost friends in the crash," a spokesman at the airport said. "In a community like this it is bound to affect everybody."

The helicopter was the second Chinook to crash here. Last year one of the aircraft plunged into the side of a mountain on West Falkland with the loss of three lives. That crash was attributed to bad weather conditions.

Gear failure fear, page 2

Seven die in Falklands air crash

By Patrick Watts
in Port Stanley

SEVEN British Servicemen in the Falkland Islands were killed last night when an RAF Chinook helicopter crashed two miles from Mount Pleasant Airport.

A Ministry of Defence spokesman said that all those on board were killed. Cause of the crash is not known yet and the names of the dead will not be released until their next of kin have been informed.

The crash occurred in clear, sunny weather. Last year, three servicemen died when a Chinook hit a mountain in the Falklands in a blizzard.

The safety record of the twin rotor Boeing 237 Chinook in civilian use suffered a severe blow last November when one of four operating in the North Sea oil fields crashed killing 45 of the 47 on board.

Crash investigators established that the cause of the crash had been a "catastrophic failure" of a vital gearbox component which had itself been modified for safety by Boeing. The North Sea fleet, operated by British International Helicopters, remains grounded while an investigation continues.

The Ministry of Defence last night said that those with relatives in the Falklands should call 0452-857000 for information.

7 Argentinian navy officers arrested

By Cristina Bonasegna
in Buenos Aires

SEVEN Argentinian navy officers and two coastguard members were arrested yesterday after appearing in court in Buenos Aires on Thursday to testify in a human rights case.

Six retired admirals were arrested on Wednesday. The civilian court investigating the activities of the Navy Mechanics Schools under the former régime decreed them "in rebellion" after they failed to show up in court to testify.

The officers arrested on Thursday included Lieutenant Alfredo Astiz, who was absolved last December of having abducted and wounded a Swedish girl, Dagmar Hegelin, in January 1977. He is being held in connection with the disappearance of two French nuns later the same year.

Astiz spent the night under arrest at the Puerto Belgrano base, five miles south of Buenos Aires, where he is currently serving.

Law suits deadline

The Federal Appeals Court was expected to decide later yesterday whether the indicted officers would be placed under preventive arrest or released.

The navy officers are the first to be summoned to court after a controversial deadline to file new human rights suits expired last Sunday under the so-called "full stop" law.

The law also provides that no officers or security forces members could be tried unless indicted before the 60-day deadline.

Courts across the country indicted nearly 150 officers before Sunday.

The whole of the armed forces now appears to be watching the Navy Mechanics Schools case closely in case either the courts or the government set a precedent of weakness on dealing with rebellious officers.

But President Alfonsín has reportedly instructed the defence minister to take tough action against any officer defying the courts.

Argentina freezes pay and prices

By Cristina Bonasegna
in Buenos Aires

ARGENTINA has launched a drastic package of anti-inflation measures 20 months after similar steps were taken to curb a 1,000 per cent inflation rate.

The measures include a freeze on prices, salaries and utility rates, a 6.6 per cent devaluation and a drop in interest rates. They also include a 15 per cent increase for petrol and cigarettes.

Juan Sourrouille, Economy Minister announced the plan in a nationwide television address on Wednesday evening.

The minister's speech dispelled rumours that Argentina might suspend interest payments in its \$52 billion foreign debt after neighbouring Brazil, the developing world's largest debtor, did so last Friday.

Trade union unrest

The freeze measures are similar to the so-called Plan Austral, launched in June 1985, which managed to slash inflation from 1,000 per cent to less than 90 per cent, the lowest in 12 years. But inflation jumped sharply earlier this year provoking trade union unrest.

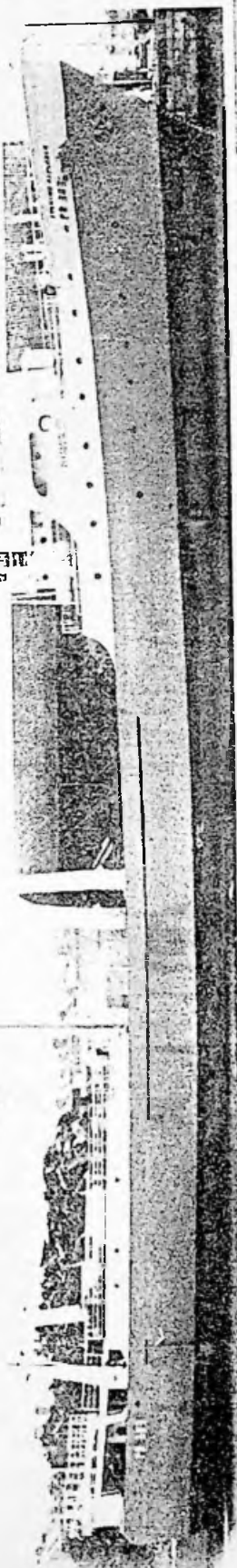
This is a key electoral year for President Alfonsin whose Radical party will face the Peronists in gubernatorial and Congress elections as of September.

PLYMOUTH'S 243FT. FREEZER!

THE 243ft. freezer trawler *Fishing Explorer* has been bought by a recently-formed Plymouth company to take part in the Falklands squid fishery.

The ship comes from Chile and has been brought back to the UK to undergo work costing £150,000 to get her through the DTP survey.

Fishing Explorer is powered by a 2,000bhp main engine and will have a crew of 48 when she makes seven-month trips to the Falklands grounds. Full details on page two.



27.2.87

THE recently-formed Plymouth company Fishing Explorer Ltd. headed by Joe O'Connor has bought a 243ft. freezer trawler from Chile, in South America, to take part in the Falklands squid fishery.

She has been re-named *Fishing Explorer* (PH 383) after the company and is registered at Plymouth where she is undergoing maintenance work costing £150,000 to get her through her DTp survey.

Mr. O'Connor told *Fishing News*: "The mere fact that we are prepared to bring the ship back to England and comply with the regulations proves how seriously my organisation takes this matter.

"It will be the only properly-registered English boat working in the Falklands and we have no backing by Japanese companies, for instance.

"We are complying with UK rules in every aspect and that's what I call a British venture," said Mr. O'Connor.

His other companies have taken considerable flack in the past due to their connections with Spanish companies working British-registered trawlers. However, Mr. O'Connor said: "All of the money in this venture comes from the EEC and everything we do is 100 per cent legal, just as with the other boats.

"The sad thing about it is we abide by the laws made by the ministry in every way but, if they want to change the rules mid-stream, I'm afraid that's just not on."

The freezer is powered by a 2,000bhp main engine and has an additional 2,000bhp of generating power to run plate freezing and processing machinery.

A crew of 48 will make seven-month trips and most of the squid will be transhipped to Japanese and Italian buying ships in the south Atlantic. However they will bring back a cargo of 1,200 tonnes on the return trip.

Sales will be transacted through the main Plymouth office of Fishing Explorer Ltd. and Mr. O'Connor said it is a very exciting venture.

He said: "The investment

here is in millions of pounds, rather than thousands of pounds. The investment in fishing gear alone is astronomical and I think the whole thing is fantastic for the British economy." Crewmen and a skipper have yet to be hired.

"We need good men. It's a long way to the Falkland Islands and we cannot waste time with hiring helicopters to take men off. We shall choose only first-rate fishermen," he said.

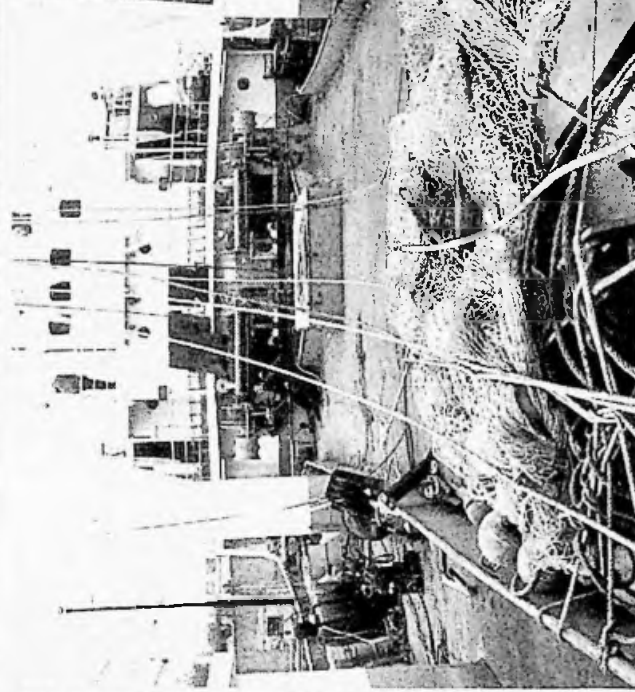
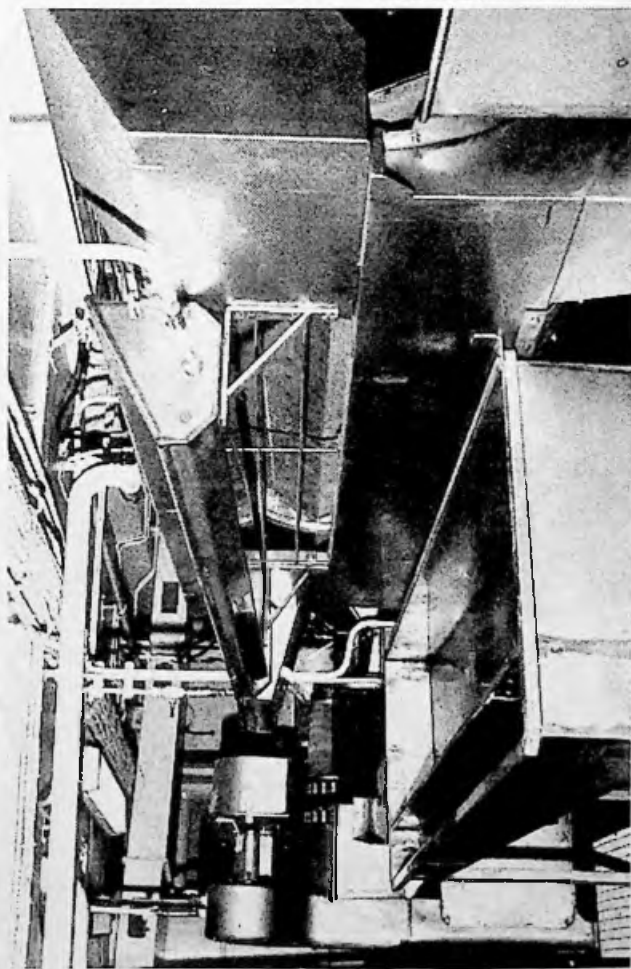
Fishing Explorer is the former *Barros Masso Dos* and she is the second biggest freezer built by Barros of Chile.

Freezer from Chile to fish Falklands

Big ships

Fishing News
27.2.87

Join the fleet



Above: Fish processing machinery aboard *Fishing Explorer*.
Right: deck shot of *Fishing Explorer* with some of her new fishing gear in the foreground.
Inset: Joe O'Connor heads the recently-formed Plymouth company Fishing Explorer.

FISHING News

27 February 1987

New search beacon used in Falklands

THE new Locat SART (search and rescue transponder) has been fitted to the inflatable patrol craft now policing the Falklands 150-mile fishing conservation zone.

The SART enables the mother vessel to monitor the position of the inflatables in adverse conditions, as they check on the catch and gear onboard fishing vessels found inside the zone.

The SART uses a transponder to respond to the mother vessels' radar, which then keeps the inflatable informed of its position via radio.

To supply the Falklands fisheries protection vessels, the unit was tested and found to be ideal. The ability to give a clear and accurate indication of the

inflatables' position was vital, and the small size of the unit, together with the fact that it operates off the inflatables' own power supply, meant that installation presented no problems.

The SART is designed for installation on any vessel, including inflatables, and

can operate from a ship's 12/24V d.c. supply, or from its own internal rechargeable batteries.

The light, compact unit comprises only two items, the antenna and the control box. It is fully marinised and designed to operate in the most rigorous of conditions.

Witte Boyd

THE SWEDISH Abba fish products group, parent company of fish traders Witte UK, is not linked with the Swedish pop group Abba, as stated in *Fishing News* last week.

Falklands pledge on US planes

By David Fairhall,
Defence Correspondent

The Defence Ministry moved quickly yesterday to pre-empt any Argentinian protest at proposals for American aircraft to use the new £450 million Mount Pleasant airport in the Falklands.

The Americans would be working on a purely scientific project, the ministry's spokesman said, and had nothing to do with the US Air Force. There were no plans for American military involvement in the islands.

The US presence, connected with offshore drilling by an international consortium, could nevertheless prove a complicating factor in Britain's efforts to rebuild its diplomatic and commercial relationship with Argentina after the 1982 war.

President Raul Alfonsín of Argentina has already expressed concern that the Mount Pleasant development, which is also intended for civilian traffic, could accelerate militarisation of the South Atlantic.

A Boeing 747 operated by the US company Tower Air is scheduled to land at Mount Pleasant on March 12, carrying 160 replacement crew for the drilling ship Sedco BP471, operating in the Weddell Sea off Antarctica for a University of Texas research foundation. The foundation, has British, Canadian, French, German and Japanese backing.

The Boeing will be the first non-British civilian aircraft to use the new airfield. The relief crew it carries will board their ship at the nearby East Cove harbour.

The research vessel is not drilling directly for oil or gas, but is exploring the geological structure of an area south of the Falklands where petroleum deposits are suspected to lie.

Buenos Aires attempts to bring inflation to heel

ARGENTINA'S economic minister, Juan Sourrouille, was due late yesterday to announce a set of economic measures which would concentrate on breaking the grip of inflation.

Argentina declared a bank holiday for yesterday and today, fuelling speculation that the closing of the banks and financial houses was related to Mr Sourrouille's speech. He was due in his nationally televised speech to announce new austerity measures in a sweeping revision of the country's economic Austral Plan, of which he is considered the author.

There was some speculation before the speech that Mr Sourrouille would make a major policy statement on foreign debt but a rupture with Argentina's present re-financing strategy

From Judith Evans
in Buenos Aires

seemed unlikely. Debt negotiator Mario Brodersohn made a brief stop-over in Brazil *en route* to New York for a scheduled meeting with the commercial creditor banks. The meeting produced only a formal and perfunctory communiqué, reinforcing local views that Argentina will not follow in Brazil's footsteps, but will, instead, toughen its determination to get better terms.

The measures are the economic team's response to January's unexpectedly sharp rise in the consumer price index of 7.6 per cent, a figure which is expected to be matched in February. In keeping with the "shock-freeze" pattern that has characterised the 18-

month-old Austral Plan, experts expected a devaluation of 7 per cent, an upward wage adjustment, some public tariff increases and much more vigorous price controls. The freeze is expected to last four months and will be followed by wage bargaining sessions. In an effort to hold on to 1986's 5.5 per cent growth in gross domestic product, the measures will also include a drop in regulated interest rates of between 3 and 4 per cent.

With tough by-elections scheduled for October, President Raúl Alfonsín's government is anxious to avoid both inflation and recession. According to opposition Peronist economist Alieto Guadagni, the effect of Brazil's action on Argentina has been to increase the political pressure on the government.

US planes to use Falklands

From Our Correspondent, Port Stanley

Military authorities at the new Mount Pleasant air base in the Falklands have confirmed that American aircraft are to use the base as a terminus for flights from Houston via Rio de Janeiro.

But the military information officer at Mount Pleasant was quick to emphasize that the plans, previously rumoured to be in the pipeline, do not involve the US Air Force, and that the recent statement of the Defence Secretary, Mr George Younger, that there are no plans for an American military involvement on the islands, remains true.

A Boeing 747, of the American company, Tower Air Inc., will be the first aircraft of any nationality other than British to use the Falklands airport when it lands on March 12, carrying about 160 replacement crewmen for the explor-

atory drilling ship Sedco BP 471.

The ship has been carrying out a research programme in the Weddell Sea, off Antarctica, for some months. Sedco BP 471 will moor in Mount Pleasant's adjacent military seaport at East Cove to exchange crews and transfer geological samples to the plane.

Its presence in the area is officially described as "to explore the structure and history of the Earth beneath the ocean basins", in an area where the presence of large petroleum deposits has been a matter of speculation.

The military, who run the Mount Pleasant air base (although the £400 million complex ostensibly has a joint civilian and military role), are clearly pleased about the American visit.

However, the military are playing down its involvement with the flight, which is bound to upset the Argentinians.

Councillor Charles Keenleyside, who represents the people of Port Stanley, believes that the consortium operating the programme has made the right choice in avoiding mainland ports.

The Americans have the main involvement in the consortium, while West Germany, France and Canada contribute personnel and expertise to a lesser degree. Japan and Britain have a minor role.

"The Americans probably see the Falklands as a more stable and convenient airfield. The airport is the best of its kind in the area. I see it only as a good thing, and agree with the enterprise fully," Mr Keenleyside said.

DAILY MAIL
25.2.87

FALKLANDS WIN AIR CUSTOMER

PORT STANLEY: The Falklands' new £300 million airport has won its first foreign customer,

An American charter airline is to land a Boeing 747 at Mount Pleasant airport on March 12 with a changeover crew of 160 for a geological drilling ship working in the Weddel Sea off Antarctica. The choice of the Falklands instead of Buenos Aires will be seen by Argentina's President Alfonsin as a British provocation.

The curse of Argentina

THE Casa Rosada or Pink House, an ornate hunk of endearing excess which is Argentina's presidential palace got its colour symbolically. The country had been torn by two 19th century factions, the Reds and Whites. A not otherwise very admirable president, Domingo Sarmiento, marked reconciliation by pink-washing his palace the regrettable shade of a Viennese Steffanie Torte.

Raul Alfonsín the honourable, Catalanian, Welsh-extracted civilian politician who succeeded a string trio of generals in the Casa Rosada has his own reconciling to do, but it is of a different sort. Argentina's curse has been the legacy of Juan Domingo Perón. "That man" said Alvaro Alsogaray, head of the small but thoughtful Christian Democrat party, "gave us a National Socialist economy which lingered for 40 years."

Perón, who organised hand-outs to poor people like a Tammany boss while keeping best-buddy relations with the trade unions and who mixed wage inflation with fascism—a fearful combination of Mussolini and Michael Foot—was a nightmare. He did every worst, most destructive thing to the economy and made himself hugely popular with the great mass of working people.

Perón was removed from power in 1955 by rather respectable generals partly because of a Tiberian taste for under-age girls, partly because he was ruining the country. He ran a siege economy with a carnival at its heart. Because the average Argentine "expects to eat 98 kilos of beef per annum", Argentina imposed *export* taxes on her prime commodity: that is Peronism in action and it lingers as policy today; so does inflation, so does a vast public payroll, so does ruinous subsidy to hopelessly inefficient utilities.

Yet the governments which succeeded Perón never had legitimacy. Either they were military or they were minority radical administrations elected with the Peronists barred from the polls. Eduardo Crawley in his book "A House Divided" speaks of "us doctors and lawyers rejoicing at the fall of Perón while two Indian girls who worked in the kitchen wept in the corner". Perón's image was the poor man's friend in a rich man's country. The major achievement of Alfonsín is to

EDWARD PEARCE in Buenos Aires
ponders President Alfonsín's difficulties in
exorcising the malignant ghost of Perón



Perón: inflation and fascism

have transferred the mass popular vote from the Peronistas to his own more sober Radicals.

It took 28 years, a second short phase of Perón in office followed by his calamitous second wife, Isabelita, hyperinflation, urban guerrilla terror, a counter-wave of military extermination and defeat in the South Atlantic to achieve the free election of a majority government of liberal democrats. It took exhaustion.

Alfonsín, the heir to this void, blessedly has charisma—civilian charisma, and he has so far managed to keep mass popular support, the heirs of the weeping Indian girls, in a fundamentally decent channel.

However as a liberal economist, Jorge Bustamante, will tell you, the unquestioned decency of Alfonsín does not guarantee his getting the economy right. Bustamante sees the Radicals and Peronistas as respectively worthy overspending interventionists and *unworthy* overspending interventionists. The only difference is that the President is willing to listen to friendly critics.

But immediate pressures on the economy are serious. The hopes of the Finance Minister, Juan Sourrouille, of four per cent inflation over one month collapsed the day I arrived in Buenos Aires. January inflation was over seven per cent. The annual projected rate is now 82 per cent. Unofficial versions suggest three digits. To Bustamante this is that worse which makes better possible. "Suddenly, the public which had been strolling optimistically along with what for us was a tolerable rate, turned off its

complacency. The mood now is one of solve inflation first."

The Perón era fostered a trade union movement which for button-headed crude strength makes the TUC of Jones and Scanlon seem like a frail-bodied consortium of philosophy dons. For Argentine unionism has never been socialist. It has no theory so coherent for guidance. It is Christian by the dim lights of the most reactionary, least honoured church in Latin America. The question then is whether Argentina can accomplish a thorough-going liberation of its economy. Can it manage a shake-out of labour in a grotesquely over-manned public sector? Can it make an end of the subsidisation of provinces, utilities and federal agencies which is the true cause of Argentina's state spending and debt?

"No," says one economist. "The unions are immeasurably stronger than they ever were in Britain. Any such policy would break on their political capacity to destroy whatever hurt them." Others are more hopeful, but not much.

The ultimate argument is not one of pure economics. Politics and history come in. Argentina needs liberal democracy if it is to mature into an adult modern country with a relatively stable economy. But until the economy is stable, how secure is liberal democracy?

At present no one greatly fears the generals. As one editor put it, the last lot are all playing ping-pong in a country club style of jail. But in this corporatist country where bishops, generals, big business and the unions, rather than parliamentarians, have always been treated as the real powers, Alfonsín must govern on his own prestige and popular affection. Accordingly, the base for drastic reform is fragile.

Argentines are maturing. This is a far saner, better country than anyone could have imagined in the not distant days of bombs and disappearances. But the course of its economy has not been resolved. And unfortunately, despite the example of the Casa Rosada, no conciliating pastel shade of economics is available.

Galtieri faces human rights abuse charge

By Cristina Bonasegna in Buenos Aires

MORE THAN 100 Argentine military officers, including Gen. Galtieri, Junta leader during the Falklands War, were charged with human rights violations in civilian courts last night, hours before a Government-imposed deadline.

The 60-day deadline was set under the "Full Stop" law which President Alfonsín pushed through Congress just before Christmas last year.

The law also provides that any member of the Armed Forces or police accused of involvement in the "dirty war" under the regime that ruled Argentina between 1976 and 1983 will be cleared of charges unless indicted before the deadline.

Senor Alfonsín said the "Full Stop" law was aimed at "speeding up court proceedings," but also at preventing a kind of never-ending suspicion from looming over the Armed Forces and security members.

'Tug-of-war'

The full list of indicted officers will be disclosed later this week. Reliable sources said Galtieri had been included for crimes committed while he was head of the Second Army Corps based in the city of Rosario between 1976 and 1978.

Galtieri is currently serving a 12-year sentence in prison for mishandling the Falklands war with Britain in 1982.

He was absolved of any responsibility for human rights violations during his brief presidency the same year in the historic trial of Argentina's military junta in 1985.

The Government is expecting the flood of court summonses over the weekend to spark a tug of war with the military in the next few weeks.

'Opposite effect'

Although the law is widely regarded here as an attempt to pacify the restless Armed Forces over the sensitive issue of human rights, many observers believe it may have the opposite effect, at least in the near future.

The big question now is what will happen if the summoned officers refuse to appear in court. "In the next few weeks we will see who's the boss," said Col Horacio Ballester, one of 500 officers who set up a Centre of Military Men in Favour of Democracy. "And I think the Government will win."

New colonialists

What fuels the demand to emigrate to the Falklands and how do people make out? asks John Ezard who talks to new islanders

A WEEK ago today the Guardian carried a low key inside-page story from me in Port Stanley about the launch of the first assisted immigrants scheme offering free outward passages to the Falklands.

This modest, Falklands-run scheme aims at introducing about 15 immigrant families in its first year after which its tiny £60,000 budget will be reviewed. It's a step towards meeting one of the key recommendations in Lord Shackleton's post-1982 conflict report on development.

If strict conditions are approved successful applicants will get help with moving costs. They must have housing and a job fixed up and must repay the money if they leave within three years. Sensible, perhaps, but scarcely a red carpet.

Yet, when the report was followed up on television and by other newspapers later in the week it prompted hundreds of applications. Immediately after the war, the waiting list was 600. It looks — unexpectedly — as if this demand for the good life has been unabated by nearly five years of waiting while the islands struggled to repair and extend their infrastructure.

What underlies this persisting outward urge, when traditional mass immigration to Britain's old colonies has dwindled? What fuels the demand, and how do people make out?

If earlier, unassisted immigrants are a guide, British unemployment isn't a prime motive. Just over four years

Dave and his wife Pauline wanted to live somewhere: his children Jeanette, then nine, and Christopher, six, could walk home at night unmolested. He recalls his first sight of Stanley from the sea — "first the graveyard, then the rubbish dump not very encouraging."

A month ago this year I landed again — this time by jetliner at the new airport — with, by coincidence, two more immigrants, John Haynes, 39, a decorator, plasterer and ex-cafe owner from Greenwich, south London, and his wife Irene, 62. "Everyone in Greenwich kept trying to sell us drugs," John said.

"Being a bit of a Christian, it seemed to me like a hopeless melee of humanity."

The Hawksworths and the Haynes turned out to have one driving impulse in common with 19th century immigrants — land hunger. Both families wanted a patch on which they could make a living unfettered, away from what they regard as urban sleaze. With British agricultural land at £3,000 an acre, this hope kept receding, however much they saved.

With Falklands prices a few hundreds an acre, it looked more practical. Already the Haynes are awaiting council permission to buy five acres. Here, while John supports them by working part-time as a decorator, they hope to plant potatoes, cabbages, gooseberries and raspberries for sale — and establish a pear orchard within 10 years.

"We are not paupers. We have sufficient for our needs," John said. "We have not come here to make our fortunes, just to be of benefit and to take things in our stride." "And to get away from the goggle-box" put in Irene.

So far they are an unknown factor in Stanley. Small talk is chiefly about their age difference, with which they have lived unembarrassedly during seven years of marriage. When people get to know them better, the advice will probably be that five acres is far too small to grow vegetables viably but that John

could make a living as a decorator.

"You can't rely on any help," Dave Hawksworth said. "You've just got to decide what you're going to do and get on with it." As the Haynes are doing, he wore out a pair of shoes walking round Stanley officialdom, sometimes usefully, sometimes not, for three weeks. He looked at a pub, then went home, sold up at Elsecar, then brought his family over, not to run the pub or buy land but to start the islands' first fish and chip shop for civilians and troops.

Both his fellow post-conflict immigrants returned to the UK. One, Bill Hinds, developed an illness. The other grew dissatisfied with his white collar promotion prospects. But the Hawksworths sit-down/take away has become one of the most successful businesses and social centres in the South Atlantic, serving 100 meals a day.

"There's a 12-month hump to get over because the islanders are so used to people arriving and quitting in that time," Dave said. "The reason we have done so well is that we have striven to make people think well of us. It's not just what comes into the till at the end of the day — though the till follows it."

Recently they managed to buy their bit of land at last — all 2,000 acres of Sedge Island, their holiday home, three miles long, complete with jackass penguins, elephant seals, crested caracaras and a shearing shed. The owner was offered £18,000 elsewhere but sold it to them for £10,000 because he was confident that they would stay. "A tussac bird came into the house and sat on my knee," Jeanette said.

Seventeen months ago, when their son Ryan was born, local people gave astonishingly generous presents. "It was as if they were saying, you've got your own little kelper now," Dave said.

Earlier this month the most poignant of post-conflict immigrants, Mrs Anne Green, became the grandmother of another little kelper. The baby, Stephen

Paul, 7lb 12oz, is named after her Welsh Guardsman son Paul, who was killed in the Fitzroy disaster. Mrs Green came out for the official commemoration ceremonies in 1983, fell in love with the Falklands and now lives at Port Stephens farm.

She was told of the birth over the crackling but indomitable radio telephone service, with most of the islands eavesdropping. The parents are her daughter Shiralee, aged 18, and her husband Peter Collins, aged 29, who himself emigrated from Dorset as a driver and handyman four years ago.

He sounds one warning. He and his family live in a mobile home near Government House. They want a proper house but the cheapest on the market tend to cost £30,000 while Peter could manage with overtime an £18,000-£22,000 mortgage.

Development plans, spooning money from a small budget, are due to put more houses on stream shortly; whether there will be enough for people like the Collins family is unclear. That is one reason why hundreds of Britons will not be emigrating free to the Falklands this year.

But the chief reason is scale. Hundreds more in so short a time would wreck the place which unassisted immigrants have learned the hard way to value.



Ryan: little kelper

ago I arrived by troopship in Port Stanley with three early immigrants. One was David Hawksworth, then 39, owner of a thriving small fish and chip shop at Elsecar pit village, near Barnsley.

Islands mark sappers' link

BACK in 1841 Lieut Richard Moody of the Royal Engineers was sent by Her Majesty's Government along with a dozen military colleagues and their families – The Sappers and Miners – aboard the brigantine Hebe to ascertain if it would be prudent to colonise the Falklands. Their 8,000-mile journey ended the following year at Port Louis.

For his pains, Moody had been given the title of Lieutenant-Governor. He was only 29 and thus became the first Governor of the faraway Falkland Islands. One of his first problems was the choice of a suitable site for the principal port and capital.

Four were short-listed, among them the southern shore of Jackson's Harbour, now Stanley, a name synonymous with the Argentinian surrender to the British on June 14 nearly five years ago.

That early association with the Corps of Royal Engineers has not been forgotten in this, the 200th anniversary of the granting of the royal title to the Corps of Military Artificers and the Corps of Royal Engineers.

The Crown Agents Stamp Company Ltd has just issued four stamps to commemorate the bi-centenary; stamps with 10p, 24p, 29p and 58p values plus a first day cover.

The series depicts four activities undertaken by the sappers: military survey, explosive ordnance disposal (EOD), field engineering and the Postal and Courier Services.

The Military Survey Service of the Royal Engineers first became involved with mapping in the Falklands in 1943 when the 14th Field Survey Company produced the first large scale mapping of the Stanley area.

The position they observed on Sapper Hill was the datum point used by the Directorate of Overseas Surveys for their 1:50,000 mapping of the Falkland Islands from 1958-61.

● 512 Specialist Team, RE, observed precise positions from navigation earth satellites and 19 Topographic Sqn are pictured on the 10p stamp observing angles at the Sapper Hill triangulation station last year.

Sapper Hill was, in fact, named in commemoration of the Royal Sappers and Miners stationed in the Falklands in the 1840s and today it has a memorial cairn to the Royal Engineers attached to the British Forces lost in the fighting of 1982 as they prised open the grip of the Argentinian invaders.

● EOD is depicted on the 24p stamp with Redfire – Remote Explosive Disposal Falkland Islands Royal Engineers – the remote controlled miniature



tracked vehicle which became operational there in November 1985.

The vehicle is driven into a minefield, its direction aided by a close circuit TV camera. The boom can be articulated by remote control and extended to guide a propane torch at the head of the boom on to the mine itself. The mine invariably burns without exploding.

● Field engineering and its aspects are shown on the 29p stamp. It includes the Boxer Bridge completed in September 1983 to reduce the haul distance from the stone quarry to the Canache development site. All the separate projects of the development needed stone for the access roads and bases before construction could be started.

The task to bridge the isthmus was presented to 1 Troop, 25 Field Squadron, RE, and work started in July 1983.

● The Postal and Courier Services became involved with the Falkland Islands Post Office after liberation of the islands in 1982 when a British Forces Post Office (BFPO) was set up in Port Stanley. The scene on the 58p stamp is typical of an airmail delivery.

Released on February 9 the stamps can be obtained, in this country, from reputable stamp dealers.

Argylls play host to 'shipwrecked' tourists

MORE than 300 elderly American cruise passengers on a visit to the Falkland Islands enjoyed an unexpected breakfast as guests of the 1st Bn, The Argyll and Sutherland Highlanders.

The Holland-America vessel, Rotterdam, arrived in Stanley carrying mostly elderly Americans. While nearly half of them were exploring the islands' capital, sudden high winds blew up and the vessel was forced to shift her anchors. The Royal Navy-controlled tug Irishman was called to help her move to the sheltered waters of Berkley Sound.

The stranded group – 323 strong – was immediately offered assistance by the

controller of the Falkland Islands Port and Storage System, Maj Dale Hemming-Taylor.

Assistant Chief of Staff responsible for logistics, Col Gordon MacDougall, then oversaw the considerable task of looking after the military's unexpected but nevertheless welcome guests.

Their home from home was Coastel 3 – the floating barge used to accommodate the Argyll and Sutherland Highlanders. The battalion's commanding officer, Col Anthony Neilson, welcomed the Americans after they were piped aboard by a Scottish piper.

When Col Neilson spoke to his guests,

he was greeted with loud cheers and applause.

While most of the elderly tourists retired to bed, others made the most of the traditional Scottish hospitality on offer.

For many it was the experience of a lifetime, but one passenger was particularly grateful for the military's help. A 72-year-old woman was airlifted from the Rotterdam suffering from suspected appendicitis. The crew of the Sea King search and rescue helicopter from No 78 Sqn carried out the rescue in particularly hazardous circumstances and the patient was later said to be comfortable at the British Military Hospital in Stanley.

Jocks outfox the foxes

The Argyll and Sutherland Highlanders have just won a short war in the Falklands – against foxes.

Local farmer Tony Felton asked the Argylls for help because he had lost half his lambs this season, killed by a large and multiplying fox population.

Sgt Davey Henderson, a qualified sniper and sniper instructor, took a party of three soldiers to the Felton farm for

five days. With him were Privates Eamonn Kelly, Willy Carter, and Duncan Richardson who was straight out of training after being a deerstalker on the Scottish island of Jura in Civvy St.

After spending the first night trying to spot foxes, the kill tally was nil – unlike the red foxes found in Britain, the Patagonian fox does his hunting up until last light and then goes to ground.

But by the following evening, four foxes had been killed by the Jocks who were using two L42 sniper rifles, two SLRs with night scopes and two shotguns.

When they finished their foxhunting stint the Argylls had bagged 23 foxes, despite the animal's grey camouflage against the largely rocky terrain.

Which presumably shows you can't outfox the Jocks!

No one to blame for Falklands Gazelle shooting

NO ONE was directly to blame for the shooting down of an Army Gazelle helicopter in the Falklands on June 6, 1982, when four occupants died, a Board of Inquiry has concluded.

Mr John Stanley, Armed Forces Minister, said the incident had highlighted a "lack of experience in both Army and Navy staffs with each other's procedures and capabilities".

The Gazelle with its two crew and two passengers had been shot down by a Sea Dart missile fired from the Royal Navy destroyer, HMS Cardiff.

Gazelles replace Falkland Scouts

SCOUT helicopters are no longer flying in the Falklands. They had been a familiar sight around the islands since 1982 but have now been phased out, their pilots returning to the UK with them.

The Falkland Islands Squadron, Army Air Corps, draws its personnel from units in Germany and the UK and pilots had to be retrained in the use of the Scout before posting to the South Atlantic.

Now the squadron flies only Gazelles, tasked by Joint Services HQ in a variety of roles. Extreme wind turbulence and changeable weather test pilots to the full.

Argentine courts to try 100 officers

Buenos Aires (Reuter) — Argentine courts have ordered the trials of at least 100 military officers accused of human rights abuses, narrowly beating a midnight deadline for the commencement of new trials for such offences committed under military rule.

The officers are charged with murder, torture and other crimes during the eight years of military rule which ended in 1983. About 50 police officers and civilians have also been charged with rights abuses.

Among the military officers to be tried is former President Leopoldo Galtieri, who launched Argentina's ill-fated invasion of the Falkland Islands in 1982.

Courts beat deadline on human rights trials

Buenos Aires: Argentine courts have ordered trials for at least 100 military officers accused of human rights abuses, narrowly beating a midnight deadline to end new trials for such offences committed under military rule.

The officers are charged with murder, torture and other crimes during the eight-year military regime that ended in 1983.

Courts around the country have also ordered trials for about 50 police officers and civilians for rights abuses, local news agencies reported yesterday. Among the military

officers to be tried is the former President, Leopoldo Galtieri, who launched the ill-fated invasion of the disputed Falkland Islands in 1982.

The Federal Appeals Court in Parana, 330 miles north of Buenos Aires, ordered trials for Galtieri and at least five other officers for their alleged role in atrocities committed while the former President was commander of the Second Army Corps in the late 1970s.

Galtieri was acquitted in 1985 by a Buenos Aires appeals court on charges of rights violations dating from his seven-month presidency.—
Reuter.

Trials ordered

Buenos Aires (Reuter) — Argentine courts have ordered trials for at least 100 military officers accused of human rights abuses, narrowly beating a weekend deadline to end new trials for such offences committed under military rule.

Brazil talks

ARGENTINA is to hold talks on debt repayment strategy with Brazil today following the surprise Brazilian decision to freeze interest payments on \$68 billion of its \$109 billion foreign debt.

Finance minister Sr Funaro said the moratorium on repayment to banks was a negotiating position in the run-up to talks with creditors later this month. "Our country will only remit what it can, otherwise it would mean living with recession again," he added.

President Sarney has declared that Brazil does not want confrontation with its creditors but bankers say the refinancing negotiations will be "very tense."

The high cost of Spy Wars

THE ZIRCON affair has revealed an extraordinary fact that has yet to be fully grasped: Britain is about to pour scarce scientific and other resources into a prestige intelligence project that is probably both unnecessary and beyond our means.

For the first time since the war, such a decision does not need to be taken in secret. The Zircon spy-satellite scheme is out in the open, and it is now possible to have a public debate on a major shift in intelligence policy before countless millions are committed to it.

Any British move in the intelligence-gathering game must be placed in the context of our relationship with the United States, if we are to make sense of it. There is a special relationship: the US shares more secrets with Britain than with its other NATO partners. But this treatment is totally dependent on America's goodwill, and the relationship has at times been noticeably threadbare in recent years.

This state of affairs is graphically described in his memoirs, 'Secrecy and Democracy,' by the former head of the CIA, Admiral Stansfield Turner.

He recounts how his sleeve was plucked in 1979 at a Washington reception thrown by the ex-British ambassador, Peter Jay. The sleeve-plucker was none other than Jay's father-in-law, James Callaghan, who asked: 'Do you trust us again?' Turner says that his reply, though polite, was somewhat negative: 'I did have reservations.'

Such humiliations underline the reality of Britain's dependence.

Prime Ministers cherish the secret services, because the boxes of raw intelligence, especially the intercepted messages of other powers, are fed to them daily, while being kept secret not only from the public, but from most other Ministers.

But the harsh truth is that US pays to collect most of the information in those boxes. It has traditionally picked up more than 90 per cent of the bill for 'signals intelligence.' While the US National Security Agency spends billions on listening-posts and fleets of electronic ships and RC-135 spy planes round the

DAVID LEIGH calls for a public debate on the Zircon plan to develop an expensive, high technology British system of spy-in-the-sky intelligence-gathering.

world, Britain's £600 million counterpart, the GCHQ at Cheltenham, continues to shrink.

With the end of Empire and the loss of client states, Britain pulled out of its stations in Singapore, Mauritius, Iran, Aden and elsewhere. It handed over islands like Ascension and Diego Garcia to the US, and gave the Americans enormous intelligence-collecting stations and airfields within Britain. There are now only three elderly British Nimrod spyplanes left at RAF Wyton. We have never been able to afford the chains of sensors the US plants across the beds of oceans, including the Irish Sea. Apart from the Army listening-posts at Western Russia and the Middle East, big foreign bases today: Cyprus, aimed at Western Russia and the Middle-East, and Hong Kong. The latter, run jointly with Australia, must be given back to China in 1997. This will emasculate GCHQ still further.

But there has already been a far more serious blow to the self-esteem of British intelligence: the technical revolution that largely substituted the man with the headphones for the spy in the trench coat has now itself been overtaken. For the past 10 years, the intelligence that really matters has come from satellites. They take photographs, detect nuclear explosions, pick up messages from secret agents and, more recently, 'steal' missile data, telephone and radio conversations from deep inside the Soviet Union.

The US in 1983 had at least 60 military and intelligence satellites in orbit. Britain, of course, does not have one. Nor does it have a rocket to put one up. The lack of expensive space technology which, in the 1960s, robbed Britain of any truly independent nuclear missiles, has deprived her of the power to act alone in intelligence-gathering.

It was against this background that, by

1981, GCHQ and the Defence Ministry secretly revived the idea of developing their own spy satellites. They would be extremely expensive, and would in any event, require American co-operation. Sir Frank Cooper, MoD permanent secretary at the time, said recently that 'friendly launchers' would be needed at least until the end of the century. Sir Peter Marychurch, head of GCHQ, has described US support as 'essential' for the scheme.

Stansfield Turner disclosed in his memoirs last year what had been till then a deep secret in Britain: that the British intelligence community was engaged in: 'research for developing new technical means for data collection, like satellites.'

US saves the day

In 1982, the Falklands War brought home to Mrs Thatcher's administration in dramatic fashion just how pitifully weak its intelligence-gathering had become. Before the war, there was no permanent GCHQ base in the Falklands to monitor Argentina's signals traffic: a seven-man team sent by David Owen during a 1977 crisis had been withdrawn. M16 spies in low-priority Buenos Aires failed to pick up the junta's secret invasion plans. And nobody in the Joint Intelligence Committee back in London read the newspapers with sufficient attention to pick up the open political signals.

It is now clear that it was the flood of largely American intelligence and the help of US communications satellites which saved the day. The British fleet, we now know, was informed of the position and condition of Argentine vessels such as the ill-fated 'Belgrano.' It received decrypted signals of battle plans. It learned rapidly about Argentine purchases of Exocet missiles from Libya, of approaches to Israel for A4 Skyhawks, and of the purchase of 12 Mirages from

Peru 'in poor condition with no hand-books and missing gear.'

Britain was told in detail when Argentina tried to buy submarine bubble decoys from other countries, and got an offer of covert logistic support 'but nothing else' from Peru. Shortly before the end of May, for example, a phone call was intercepted from the US to a Peruvian admiral discussing a possible agreement for Argentina to borrow submarines. In June, intelligence reported that Argentina was re-training its Super Etendard pilots for night operations with new missiles.

Some of these intercepts came from Britain's Nimrods, moved to Ascension. But it is difficult to see how the intelligence war could have been won without American help.

In 1983, the Defence Secretary, Michael Heseltine, accepted, apparently without demur, the strong recommendation of military chiefs that the country should embark on the secret Zircon project. But what US professionals like Stansfield Turner say about this ought now to give us pause: in their view a proper network of satellites and sensors is far too expensive for countries like Britain to contemplate.

The remainder of the world's intelligence services... including the British, simply cannot afford to develop the full panoply of technical systems, Turner says. Moreover, the advances of technology continue at such a rate that the gap in capabilities is widening.

His advice is that Britain should co-operate with France, while keeping up the 'special relationship' with the US, by concentrating not on billion-dollar technologies, but on the intellectual analysis of raw intelligence. 'British intelligence,' he says 'is very capable of contributing independent, original and innovative analytic work, and doing so will encourage others to share their technically collected data.'

Is Turner right? Or is it in fact both desirable and possible for this country to ape the United States in developing the new technology of Spy Wars? It is time we heard the arguments, and for once such a debate can be conducted openly.

MAIL ON SUNDAY
22 February 1987

Lady Young



riddle over

Oxford post

By PETER DOBBIE, Political Correspondent

FOREIGN Office Minister Baroness Young has dropped out of the race for the Chancellorship of Oxford University after an astonishing U-turn.

Less than a week ago she was said to be 'honoured and enthusiastic' at being asked to stand for Britain's most prestigious academic post.

But last night some dons said they believed Lady Young had been subjected to pressure from Downing Street to stand down.

And in Oxford and in Westminster these questions were being asked:—

- WAS Lady Young leant on to pull out for fears of a split vote, allowing a clear run for either former Prime Minister Edward Heath or SDP founder Roy Jenkins over the 'official' Tory candidate Lord Blake?

- WAS it in retribution for the university's refusal to grant Mrs Thatcher the traditional honorary degree two years ago?

- OR was it simply jealousy that, although Mrs Thatcher's name had been mooted as a possible successor to the previous chancellor, Lord Stockton, no one had come forward to nominate her?

Lady Young was first approached about standing two weeks ago by a group of academics unhappy about Heath, Blake, and Jenkins as candidates. They felt that the Minister, who was educated from her childhood in Oxford, would add to the prestige of the university.

Cooling

Last Monday Lady Young made it clear that before her name could be officially added to the list she would have to seek clearance from the Government. However, the following day, she mysteriously withdrew her name.

Officially no reason has been given for the change of heart but there has been a distinct cooling in the relationship between Mrs Thatcher and Lady Young in recent years. The 60-year-old baroness was sacked from the Cabinet in 1983.

Yesterday at her home in Oxford she said: 'I was asked both by friends and colleagues, including a number of women, to stand and I decided to consult people both in Oxford and in London.'

Last night a Downing Street spokesman said: 'Lady Young consulted the Prime Minister through the normal channels. She decided she did not want to stand against Lord Blake.'

But one Oxford don, who had been backing the baroness, said: 'She was clearly disappointed to have to withdraw. We understand she has not blamed anyone but we have drawn our own conclusions.'

That controversial fall play

Hitler 'died last year, aged 98'

AN ARGENTINE millionaire, Max Gregoric, has claimed that Hitler died four months ago, at the age of 98, in northern Argentina. He also says he knows where Eva Braun and her four adopted children are living; that he has pictures painted by the Führer; and that he is prepared to sell this "informative packet" for \$500m. So far there have been no takers.

(Maria Laura Avignolo)

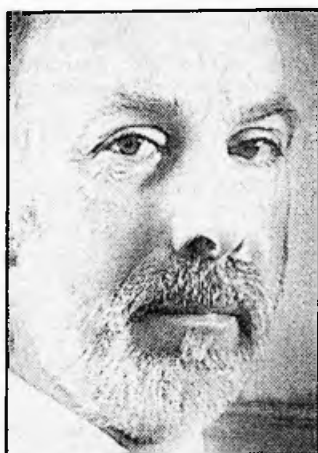
That controversial Falklands play

Bill Cotton's answer to the Ian Curteis series

IAN CURTEIS'S two long articles in the *Sunday Telegraph* seek to prove that the BBC, for dubious motives, sought improperly to prevent the production of his play about the Falklands War. The allegation is both ill-founded and also extremely damaging to the BBC. It is also damaging to Alasdair Milne, Peter Goodchild (Head of Plays) and myself.

Alasdair, I am sure, will speak for himself if he chooses. For myself I find ridiculous Mr Curteis's assertions that I dispatched Mr Goodchild to coerce him into changing the political point of view of his play.

It is equally ridiculous to state that Mr Goodchild's conversations were politically rather than professionally motivated. (I would remind Mr Curteis that Mr Goodchild's professional ability has won his drama productions international recognition and many awards.) BBC Television produces 60 plays every year, but has at any one time up to four times that number of scripts in development. Many of them are



Ian Curteis: a proper decision was made, says Bill Cotton

delayed, or cancelled. Such is the nature of drama production.

In the case of the Falklands play, it was referred to Director of Programmes, Michael Grade, and myself to read in July 1986. It was the first draft script seen by the BBC. We separately concluded that the script was, as a drama, not yet good enough for the investment of the £1 million necessary to finance such a production. That was a proper professional decision, one of the dozens made each year in assessing the potential,

readiness and cost of major drama projects.

Subsequently the Director-General took the decision that in any event it would be unwise to enter into the production of the play in the period running up to the next General Election. This was endorsed by the BBC Board of Governors. The delay since commissioning the project in 1983 had placed us within that period and there was due concern about the problems of portraying active leading politicians at this time. (Contrary to Mr Curteis's assertion, it was also agreed at this time that the BBC would release the rights to a third party if there was an offer for them. To date there has not been one.)

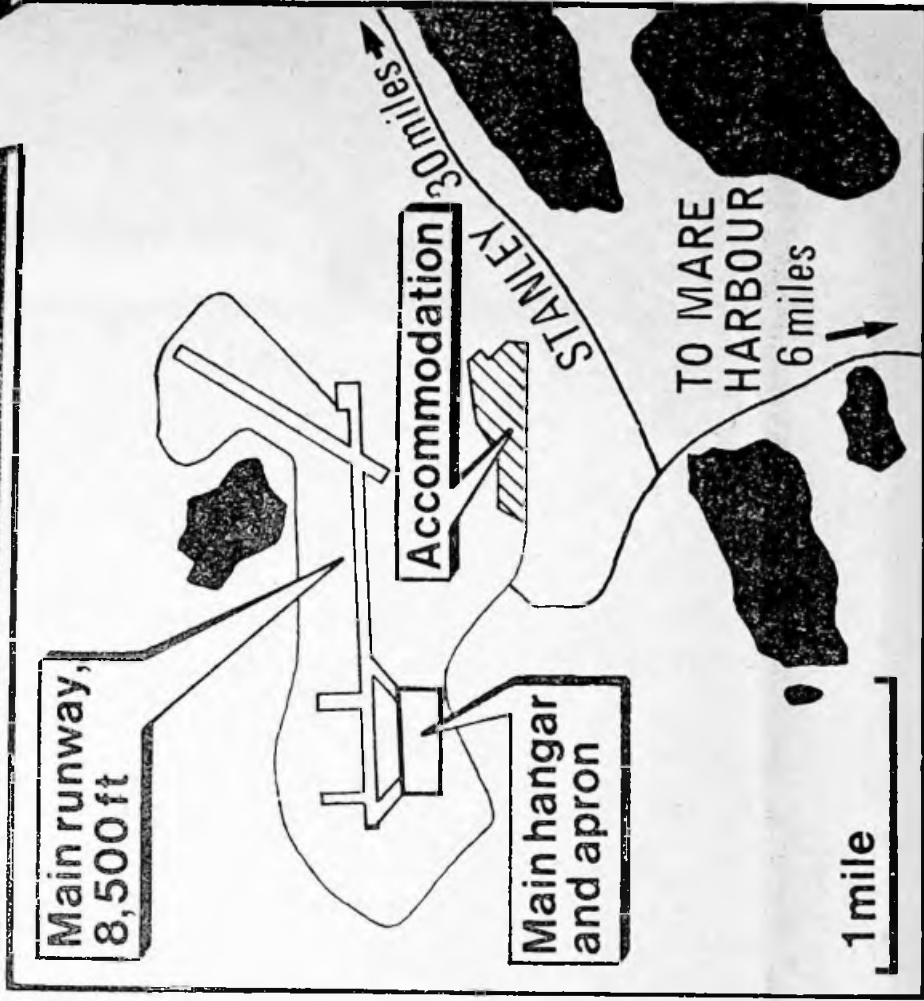
Both these decisions, the one professional as to the quality of the script, the other with due regard to the public interest in a sensitive political period, were properly and carefully made. There has been no censorship and no conspiracy.

BILL COTTON,
Managing Director of
Television,
BBC Television Centre,
London

JOHN EZARD reports
from the Falkland
Islands on the role
of its garrison

Defending a strip of concrete

The old Port Stanley airport under temporary management in 1982



"MY PRIME reason in life for being here is to look after that strip of concrete," said Wing Commander Derek North. Outside his office until recently there was nothing except an isolated shepherd's cottage on a hill called Mount Pleasant.

Children were raised here. One, a girl born in 1910, has just typed a memoir of her days in the house, which is still intact. But in 1987 Derek North is gazing out of an RAF control tower window at an 8,500 foot runway—the military lifeline of the modern Falklands. Reinforcements from Britain, 8,000 miles away, would land here in an emergency; it has to be kept open. "Everything I've got down here is towards that end," he says.

One of the things in his armoury is Phantom jets. This morning his squadron leader, Pat Lawrence, still in flying gear, has been up in a Phantom ready to counter what was first classified as a "possible" Argentine incursion into the 150-mile exclusion zone. In fact, Lawrence says, the Argentine plane never came within 13 miles of the zone. It wasn't close enough for a visual sighting, but it was probably a fisheries patrol aircraft.

The incident is the most dramatic that has happened to the garrison in three months at alert state MV ("military vigilance"); two initials already half-forgotten by civilians in Port Stanley 35 miles away during these present quiet days of actual — though still formally undeclared — Falklands peace.

Nevertheless the military commander, Rear Admiral Christopher Layman, says: "I don't have to do a great deal to keep up people's interest and sense of purpose. The threat is obvious to a child — one hour's flying time away."

Mount Pleasant has been turned by a three-year convulsion of building work into Mount Pleasant Airport (MPA), a sprawl of hangars, pipelines, anti-blast earthworks, and handsome wood-barrack blocks designed like a Wild West fort with an infusion of Scandinavian double-glazing. "This marvellous, expensive but extremely effective complex," Kit Layman calls it.

Despite its green camouflage, the main TriStar long-haul passenger jet hangar looms like a cathedral among mountains and tan-coloured hills when seen from the air. MPA is both emblem and means of the "steady state" or "normalisation" policies which aim at concentrating a garrison, slimmed down to minimum-deterrence size at a reduced cost of £100-£140 million in the late 1980s.

In the smaller human scale of ordinary Falklands life, the results are sharp and sometimes haunting. The little Kepper's Store in John Street, Port Stanley, rented as a Naifi, for almost five years, has reverted to being truly a kelper's store. Its military ex-customers are now an hour's drive away from the shop and their civilian friends. The first of two vaster Naifs, selling 800 lines of goods, has replaced it at MPA.

A few miles' drive from the airport, garrison weekend visitors at Kevin and Diane Kilmartin's farmhouse restaurant sit watching the most tranquil of honey-coloured dusks fall over the slopes and waters of Bluff Cove. That is where the Sir Tristram and Sir Galahad were meant to land. Welsh Guards in 1982 before the Fitzroy disaster engulfed them five miles away, in fire so hot that men watched their flesh melt from each other's faces.

Superimposed on a map of lower Britain, the Falkland Islands stretch southwards from Luton to Dartmoor, eastwards from Bristol Channel to Tilbury Docks. On this scale, the garrison's transfer from Stanley to MPA is the equivalent of the Brigade of Guards moving from London to Reading.

Yet, coupled with a reduction in numbers, it is having at present some of the shock impact of the withdrawal of legions from Europe to defend a faraway Rome. Neither the Ministry of Defence nor men on the spot discuss or disclose military numbers. But some cuts are widely known. The garrison now has only four Phantoms, so few that their crews can no longer conduct satisfactory exercises in the Falklands for the heavily outnumbering Argentine air attacks imagined in their worst-case scenarios. This aspect of training is done elsewhere, with aircrews changing every five weeks.

A single frigate, an unknown submarine presence, and an armed fisheries patrol vessel plus several light support ships cover the 150-mile exclusion zone. On the ground, strength is less clear. But an informed estimate puts the number of troops at as low as 2,000, once Royal Engineers currently clearing military debris have left. This contrasts with an out-of-date guestimate of 3,500 made by journalists during Mr George Younger's visit in January, and with a peak of 4,000 before President Alfonsín of

Argentina was elected and declared his anti-violence policy.

A limited presence is being kept in the capital, at the three outlying radar stations, and at other sensitive installations or strategic points. Politically these cuts have advantages in cost and in the effort to convince Argentina that MPA is neither a fortress nor a secret nuclear arsenal. Derek North and his mates have set a trap for visiting conspiracy theorists. On the lip of their control tower stands a cardboard-type cylinder with the handwritten words: "Don't Look Inside. Danger to Eyesight — Laser Beam." It looks like a big discarded firework.

To anyone who asks, they murmur, "Star Wars. It's why we're really here, of course." Then they say that it is indeed a laser but purely for measuring cloudbase. No non-specialist visitor can judge. But it would, if true, be typical of the cut-price, almost Heath Robinson way some things now have to be done.

Helicopter flying hours are being so pruned that senior officers privately complain they cannot get to know some of the men they command during four-month postings. In this climate the islanders' straight-faced wage, Kevin Kilmartin, is believed by military dinner guests for a moment at least when he plants a rumour that the Phantoms' supersonic defence role is to be privatised and awarded to Bristow Helicopters. Bristows already hold a troop transport contract.

All this has nourished a nightmare scenario which is seriously discussed. It runs as follows. Argentina, relapsing into Galtieri mood, stages a bogus, alarming gunboat incident at the edge of the new 150-mile Falkland fisheries zone. Or she launches a feint attack, perhaps by submarine, on a far-flung strategic installation. One or maybe two Phantoms are sent to read the riot act.

Meanwhile, she launches waves of bombers aimed solely at knocking out the MPA runways. They succeed against outnumbered Phantoms. By then, Britain's rapid reinforcements are flying south in droves. But they cannot land or refuel. They might be granted compensation landing facilities somewhere in South America; but only facilities to return to Britain. At a minimum, Argentina would have demonstrated the ability to inflict enormously expensive damage at — perhaps — inconsiderable cost.

Kit Layman replies: "You can always postulate situations which would be difficult to counter. But it can be surprisingly difficult to knock out an airfield." He knows, because he commanded HMS Argonaut when the task force was trying and failing to knock out the far smaller, less defended Argentine airfield at Stanley.

He cites his MPA defences: radar, Phantoms, Rapier missiles, ground forces, and a special Royal Engineers team trained in runway repairs. These gave a now legendary demonstration during George Younger's visit. Holes exploded all over the runway were crammed with fill and packed down with concrete slabs. Small holes took half an hour, big craters a lunchtime.

"Provided you can hold MPA, you can in the last resort hold the Falklands," Layman said, "and with these defences I think I can keep MPA open long enough to get the reinforcements in." "You are thinking perhaps of an attack on a radar station in the middle of the night from a submarine or something. We would get warning that they were coming ashore. I would hope and expect ground defenders to hold out until rapid deployment troops from here reached them."

"I must not be suckered into sending all my troops out to a diversion and miss the main thrust of an attack. But you can bet your boots that I would be asking for reinforcements if I thought anything major was under way. In fact I wouldn't have to ask. They'd be on the way anyhow. My instant reinforcement capability gives me fingertip control over forces."

"You can deter that sort of attack by demonstrating a capability and will to defend these islands and win the final battle. I think we have a strong enough deterrent to make the policy work."

The garrison is trained to match these extreme scenarios. Incoming troops are given breakdowns of Argentina's strengthened post-1982 air force and navy. But Pat Lawrence says: "Given Argentina's avowed desire to settle things peacefully — which we are bound to believe — the real threat is an airman who perhaps lost a relative during 1982 and is trying to avenge him. And that is a pretty esoteric scenario."

The Falklands joint services garrison, haunted by how unprepared Britain was for the 1982 invasion, has been honing itself on these imaginary defensive war games for nearly five years. In between, it boasts of having more unfettered Army, Navy and RAF exercise ranges than anywhere in Europe.

In five years, postings to the Falklands have settled into a familiar, grumble-ridden place in the pecking order of overseas assignments. Among many squadries they are more popular than Northern Ireland, less so than Cyprus, West Germany or Belize because of the climate and the lack of reachable Sin Cities with bars and women; a proviso is that squadries eager to save money prefer the islands to the expensive West Germany. Also, some officers see them as offering a higher-profile chance of promotion than Belize or Cyprus.

Argentine charges to outlive deadline

From Judith Evans
in Buenos Aires

WITH the Sunday midnight deadline fast approaching for the controversial "final stop" to Argentine human-rights trial summonses, lawyers, judges, defence ministry officials and rumour-mongers are working overtime.

In the past few weeks, courts all over Argentina have received an avalanche of accusations and documentation as lawyers for victims of human-rights abuses have rushed to meet the 22 February cut-off date.

What has become clear is that the "final stop" is neither a "stop" nor "final", no matter what the government's intentions were when it sponsored the legislation in December. Juridical rulings have granted a 60-day extension in cases where jurisdictional questions remain unresolved.

This is the case for a number of the most important trials, including that of the First Army Corps, which had authority over the province of Buenos Aires and whose list of accused includes cashiered general Carlos Suárez Mason, now being held in the US pending extradition.

In an additional but unknown number of cases, processing will depend on Supreme Court decisions, mainly on jurisdictional disputes. Thus, no one can foresee any point in the near future when human rights trials will cease to be a focus of friction between civilians and the military.

The question that hangs in the air is how the armed forces will react when the lists of officers who will ultimately be summoned is made public. This is unquestionably the most crucial issue for the administration of President Raúl Alfonsín, who defended the need for the "Final Stop" at the risk of a high political cost on the grounds that it would pave the way for a national reconciliation with the men in uniform.

What remains to be seen is whether those called upon to answer for crimes committed during the "dirty war" will obey the courts' summons. Given that the processing of the cases that meet the deadline will take months at the very least, Argentina could be living with this question mark long after Sunday night.

Mr Younger

One-sided deal with Argentina

SIR—Edward Pearce's article on fishing rights and the Falklands (Feb. 17) was helpful; and also usefully informative about Argentine attitudes.

But it seems to me to miss one essential point; the British are being asked to cede sovereignty, to a greater or lesser extent.

What are the Argentinians offering in return? There appears to be nothing on the table, nor have they, apparently considered what might be offered.

Why should there be a deal, where they take, and give nothing?

ANDREW SANDERS
Hempstead, Essex.



Mr Younger visits the Falklands

THE SECRETARY of State for Defence, Mr George Younger, made his first trip to the Falkland Islands last month arriving at the new base, Mount Pleasant.

He was met and escorted during his visit by CBFFI, Admiral Layman and the Station Commander, Gp Capt Drew, and while at Mt Pleasant was given a detailed briefing on the operational capability of the Base.

Later Mr Younger visited one of the 37 Sqn RAF Regt Rapier Air Defence sites where Sqn Ldr Weavill and Sgt Trotter explained the system. His next stop was 78 Sqn where he met air and ground crew, and was shown Chinook, Sea King and Bristol's helicopters.

Next he saw an impressive demonstration of airfield damage repair by 53 Fd Sqn before moving on to visit 23 Squadron with their Phantom aircraft. Mr Younger spent some time chatting with both air and ground crews before the OC, Sqn Ldr Lawrence, took him outside to watch a practise scramble by one of their aircraft.

The visit ended with a maritime reconnaissance and air-to-air refuelling flight in a Hercules of 1312 Flight.



BIG FALKLANDS VENTURE

*—plans to start
UK trawl fleet*

A NEW COMPANY has been formed to develop a year-round trawl fishery in the South Atlantic with a strong input from British vessels and crews.

The company, Witte Boyd Holdings, combines the fish-catching and vessel management know-how of Boyd Line Management Services of Hull and the international fish trading and marketing expertise of Witte UK, the Hull-based UK arm of the Swedish Abba fish products group linked with the well-known pop group.

Initially Witte Boyd will be involved in squid-jigging in a joint venture operation with Japanese and Taiwanese interests, but the long term aim is to develop in addition a year-round trawl fishery in the region. This will include the winter trawl fishery for *Loligo* squid now worked by Spanish freezers from mid-May to August or later.

The company has been allocated 32 squid-jigging licences for the 1987 Falklands fishery under the new regime and has taken them up in joint ventures.

Witte Boyd director Alan Johnson told *Fishing News*: "We will be involved with 29 Japanese and three Taiwanese jiggers on the *Ilex* squid fishery to start with but, once we have learned something about the opportunities down there, we are aiming to develop a full-time trawl fishery.

"There is a mid-May to August *Loligo* squid trawl fishery and there are other species like blue whiting,

hake, brottala and notothenia, a member of the cod family which has been caught in large quantities by the USSR in the past near South Georgia."

Boyd's David Carden is now in the Falklands supervising developments and Alan Johnson and Tom Boyd Jnr., also a director of Witte Boyd, will be going there in the next few days.

Drifts

Mr. Johnson pointed out that the bulk of effort in the Falklands at present is directed towards the more valuable *Ilex* squid fishery which, because of the greater size of the species, can be used for added value products. The squid is taken about 400 miles north of the Falklands at the beginning of the season early in the year and then drifts south. The season ends around early June.

"The problem is that you can't catch *Ilex* squid by trawling and you can't catch *Loligo* by jigging, so you would need a very versatile vessel to pursue both fisheries.

"We have no British freezers that can do the job at present, but we know the kind of ship we need so it's a case of getting the expertise and finance together and getting on with it."

There is a great deal of potential in the area which it will take time to explore, but "it's surprising what you can stumble on through experimenting," said Mr. Johnson. New stocks of *Ilex* squid had been found to the north of the islands when ships were forced to move further afield following the declaration of an exclusion zone by Britain in 1983.

Tom Boyd Jnr. said that the company "has had initial success by obtaining 32 licences. The introduction of a controlled and restricted fishery around the Falklands has made this venture and meaningful development possible."

The company's initial success in obtaining a substantial presence in the Falklands "must now be transformed into the long term development of the South Atlantic fisheries. We do not rule out the possibility of British crews and vessels operating there in the future," said Mr. Boyd, and "the wide experience encompassed by the Witte Boyd Holdings team must open the door to many other projects."

Their joint venture will be with the Overseas Large Squid Jiggers' Association of Hachinohe, Japan (OSA), and the FCF Fisheries Company of Taiwan.

Miscellany at large

Sir,—Your article headed, "Falklands angry at help for migrants" (February 16) is a fact of life we encountered when we emigrated there for work. We returned on medical grounds after only three months, and have lost almost everything; the few personal items we have left are still out there, 11 months after our return, and we have little hope of seeing them again.

We know what life offers there, and Violet Felton has our sympathy and support. Natural Islanders, let alone newcomers, get a raw deal over housing.—Yours

sincerely,

A. L. Follen.

Thetford, Norfolk.

Argentina admits Falklands contacts

ARGENTINA'S Foreign Minister, Dante Caputo, has admitted that Argentina and Britain have had indirect contacts aimed at preventing incidents around the Falkland Islands.

The contacts, reported in *The Independent* earlier this month, began last November at the instigation of the US, concerned that the imposition by the British on 1 February of a 150-mile fishing zone around the islands would lead to confrontation between the British and Argentine or Soviet vessels.

The US put what diplomatic sources have described as "several suggestions" to the Argentine government. Argentina responded over two weeks ago and the response is now being studied by the British.

Mr Caputo's officials have persistently denied the reported contacts. Argentina refuses to negoti-

By Isabel Hilton

ate on any issue unless sovereignty is also discussed, making it embarrassing to be seen to be talking, however indirectly, to the British. But in an interview published in the Argentine magazine *Somos* this week, Mr Caputo confirmed the contacts.

"These are not bilateral negotiations, only indirect contacts in a humanitarian bid to prevent incidents around the Falklands and to examine possible negative effects we could control," he said.

Argentina has said its ships would not enter the Falkland Islands zone but warned that ships found inside Argentina's 200-mile economic exclusion zone would be intercepted. Last Friday, a Japanese trawler was seized in the Argentine economic exclusion zone.

THE national indulgence of Argentines, especially youngsters, is something called *dulce de leche*, a mass of liquid caramel which should be stiff enough to eat with a fork. The imbroglia surrounding what I and Argentine friends diplomatically call "The Islands" has much the same adhesive texture, is just as messy but lacks all flavour.

Every Argentine government, Peronist, military or as now, liberal democratic, faces a continuous problem about those sticky islands: not because of oil, Antarctic speculations, strategic bases, or, least of all, fish. The islands are an issue because throughout Argentina they have historically always been on the curriculum. They are part of the catechism in the continent where wars have been threatened for even less grateful rocky islets at Tierra del Fuego. If America had owned the Shetlands since Andrew Jackson's term, we might have a hang-up of our own.

The government of President Raul Alfonsín, a humane, hardworking, immensely steady democratic politician with an armful of other worries, is obliged to take a forward position on the islands because, as one excellent source put it, "irresponsible nationalists in a very nationalistic country would turn them ruthlessly to account on the domestic front."

Senor Alfonsín, a radical some-where right of Kinnoch and left of Owen, is obliged to look over his shoulder at the Peronist opposition, whose super-patriotism is one of the least attractive aspects of a fascinating country. It was also remarked that "the islands are therapy for a frustrated country lacking fulfilment, but they are a dangerous therapy."

However, it would be a mistake based upon narrow British conceptions to suppose that the Alfonsín government, through its foreign minister, Dante Caputo, is merely performing an elaborate ritual with its exertions at the United Nations or in the more controversial fishing dispute, which exists because of the islands and for no other reason. Everyone to whom I have talked in Buenos Aires—radical, conservative, military, civilian, economist, Anglo-Argentine, or chance citizen—even if he has no passion to recover the sheep-nibbled wilderness which cost so many tears, wonders at our stonewalling unresponsiveness.

They will remind you—especially those in, or close to, government—

Fishing for accord with Argentina

Five years after the Falklands War, EDWARD PEARCE, in Buenos Aires, asks whether we can catch a surprising mood favouring long-term settlement

that the sovereignty which may not be discussed is not intended to be a total Argentine takeover, but some sort of blurred, benign compromise formula which, whether by shared flags, sale and lease-back or shared dominion, would give Argentina a decent piece of the equity.

Immobility on the question of the Islands produced the Argentine fishing zone. The Argentine zone, negotiated so far only with the Soviet Union and Bulgaria, provoked the British zone, a very Thatcherian slap-down, which in turn created a massive overlap—most of it south-west of the islands. Here the British and the Argentines bar those without their blessing and the possibility of somebody getting killed is only balanced by the improbability of either side adequately policing these melancholy waters. To avoid a calamity and to minimise the harm done to relations, an indirect channel of communications exists to perform a sort of Red Cross function.

As one looks at Argentina, which has probably made a permanent break with the grim huckstering cycle of instability stretching back to Juan Domingo Perón, and which has a genuinely popular liberal democratic president, one wonders why we are both sitting on this rock in a high sea snapping at each other about fish. Neither of us wants the fish immediately. Both, working together, could conserve it from over-fishing much more effectively.

The problem has perhaps been approached from the wrong angle.

The Argentines, encouraged by support for their resolution at the UN, were over-hasty, to put it mildly, in asserting a fishing zone, for not only could Britain have been expected to come swinging out of its corner, but it also has the commercial advantage.

Possession being nine-tenths of the law, countries which might vote against us at the UN will treat with us as owners when it comes to deciding which fishing zone has the real political chic. Argentines know this; there is acknowledged argument inside the government about the limb they find themselves on.

The way out might be to approach the central problem the other way round. The fishing row derives from the islands, the islands question is denied any prospect of discussion by the British stand on sovereignty. But is it conceivable that the issue might be neutralised, put on ice as an acknowledged unresolved dispute between two countries which, having no reason to hate each other, nevertheless deny one another diplomatic recognition?

It seems very odd five years after that tragic little war which cost 250 British lives and killed over 1,000 Argentines that we should be still in minimal contact, courtesy of the Brazilians in London and the Swiss in Buenos Aires. Incidentally, that war brought out the worst in both of us: if Peronist nationalism is pitched against The Sun, good sense will be an even earlier casualty than the truth. The need now is for

communication, civility and understanding.

There are reasons for thinking that a drift towards diplomatic recognition may have a future. Sources in this city, exactly able to appraise what the Alfonsín government can and cannot do, argue along these lines: "If you talk about turning the issue of the islands into an acknowledged dispute frozen for the time being while re-establishing ordinary diplomatic relations, it is a question of feasibility. Today it cannot be done, but I would not want to say that it is barred for the future."

Such careful and discreet words conceal a development which could be immensely fruitful. They could mark a new departure. If the fishing dispute can, first of all, be contained—and indirect contacts exist precisely for this purpose—and if the British can find a form of words acknowledging an Argentine interest, while leaving detonator words like "never" and "non-negotiable" out of the vocabulary, we would be ceding far less than was granted to Mr FitzGerald in the Anglo-Irish agreement.

But the Argentines would stop feeling frozen out and humiliated. And it is far from clear what Britain has to gain from slapping down so moderate a man as Senor Alfonsín. A gesture now would have value. Everyone knows that the islands are not going to be ceded, that the islanders are under no threat. But it would be sane and healthy to have normal relations with a country in far more sympathetic and law-abiding hands than those to which we reached out in contemplation of doing business until the invasion.

There is a mood in Argentina, official and public, waiting to be caught. British toughness has worked very well, but if it were now to be seasoned with a touch of flexibility, there are people waiting to respond. A drive towards diplomatic relations is the logical means. It may look like the Charles Addams cartoon of a man skiing round through a tree. But it is less magical than that.

Both sides have struck attitudes: in a city marked by over-heroic equestrian statues in remote places, one gets a sense of our frozen, immobile non-communication. If we give a friendly push there is reason to hope for a response. It is a happier prospect than that of being enmeshed forever in high, unfriendly seas of *dulce de leche*.

RAF NEWS
6-19 February 1987

800-MILE SHIP RESCUE

A Sea King made a dramatic 800-mile round trip to lift a seriously ill sailor from his fishing vessel to the British Military Hospital at Port Stanley.

Kim Seon Min, 27, of South Korea, had suspected malaria on board the refrigeration ship Frio Olympic, en route from the West African country of Cameroon to Berkley Sound in East Falkland to load fish.

During the weekend, British forces on the islands received an urgent request to airlift Mr Kim. A Sea King Search and

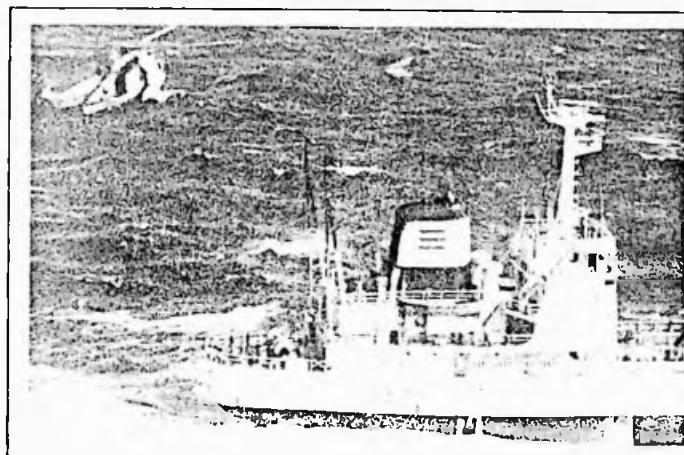
Rescue helicopter of 78 Squadron, based at Mount Pleasant, was scrambled and began the first leg of an eight-hour trip to rendezvous with the Frio Olympic 400 miles north east of Stanley.

The helicopter, piloted by Flt Lt Jim McLeod, and crewed by Flt Lt Jan Warren, MAEO Mike Cornes and MALM Mel Ward, stopped off en route on the RFA Green Rover to refuel and then continued on to meet the Panamanian registered vessel (left). Mel Ward winched

the Korean up to the Sea King where he was given immediate treatment by Mount Pleasant's medical officer, Squ Ldr Paul Collins-Howgill.

Back at Port Stanley, Mr Kim was rushed to the British Military Hospital where his condition was said to be improving.

On New Year's Eve, 78 Sqn were also involved in another difficult 600-mile rescue operation when they airlifted a Soviet seaman suffering from a collapsed lung. He recovered sufficiently to fly to Britain later.



Immigrants' aid angers Falklanders

By Patrick Watts in
Port Stanley

A ROW IS growing among Falkland islanders over their government's scheme to encourage more immigration from Britain.

Although most welcome the initiative to encourage immigrants, the policy of giving housing preference to newcomers has provoked a petition which has attracted many signatures and will be presented to the Governor.

Mrs Violet Felton, who has experienced considerable difficulty in obtaining adequate housing and is the originator of the petition said: "It's quite wrong when so many young people are trying hard to rent a government (council) house."

The immigrants are being offered free single air passages to the islands, assistance with estate agents' fees and legal costs for their British property sales, and huge refunds for shipping out household items.

The scheme, jointly funded by the Falklands government and the Development Corporation, has already attracted two families.

Mortgage help

Mr Shane Wolsey, assistant general manager of the Development Corporation, said: "A couple with two children could cost us as much as £5,000 but it will be worth it. Particularly if we can attract the right sort of person."

As well as receiving "some degree of priority" in renting, the immigrants will be eligible to be considered for a government mortgage which usually carries a heavily subsidised rate of interest of seven per cent.

Any who return to Britain within a year must repay all the costs. Should they decide to leave between one and three years they will not be forced to repay the air fare, but all other assisted expenses.

One-way ticket to life in the Falklands

By Mark Rosselli

THE GOVERNMENT is urging Britons to Go West (and South) by offering one-way air trips to the Falkland Islands.

The scheme immediately invites unkind comparison with past offers of free Government transportation to distant places — Australia, for example — but the policy is a serious one.

Unfortunately, significant sections of the present Falklands populace (currently standing at 1,902) appear not to have been consulted. Bitter words have been uttered on such matters as housing and immigration.

Following the 1982 war with Argentina, the islands' 4,700 square miles have become almost indecently crowded; 3,000 British troops are permanently stationed there, and many workers arrived to build barracks and a new airport. But the numbers of permanent residents remain low. Most cluster in the capital, Stanley, with only a handful of sheep farmers scattered across the islands.

Under the Government's scheme, specially-vetted applicants will be given free one-way air tickets, help with selling their houses in Britain, and the cost of shipping their possessions to the South Atlantic.

So far, so good. The objections of the existing Falklanders arise from the Government's promise that the new arrivals will be given housing priority, as there is a chronic shortage of houses.

Violet Felton, who is getting up a petition amongst her fellow-islanders, commented: "It is quite wrong for immigrants to be given preference over islanders when so many young people are trying to rent a government house."

However, so far only two families have been accepted for the scheme, although others are currently undergoing vetting. Yesterday, the Government called for more volunteers to step forward, with "skills or experience which at the time of application are particularly appropriate to the islands and needed there."

House builders, presumably, are more than welcome.

Falklands anger over immigrants

Port Stanley (Reuter) — Britain yesterday launched a scheme to encourage more people to emigrate to the Falklands, a move that has angered some islanders because of a housing shortage.

Specially vetted applicants will get free single air tickets to the islands, assistance with selling their homes in Britain and refunds for shipping their possessions.

They will also be given housing priority — a concession that has angered some of the islands' 1,902 residents. The housing shortage is due partly to an influx of workers to build the huge new airport and barracks at Mount Pleasant, and the presence of 3,000 British troops.

Mr Shane Wolsey, assistant general manager of the islands' Development Corporation, said two families had already been accepted for the scheme.

Falklands angry at help for migrants

From John Ezard
in Port Stanley

A MODEST proposal for an assisted immigrants scheme to the Falklands yesterday prompted an unexpected petition threatening a march on Government House.

The threat—provoked by a policy of giving immigrants and other groups housing priority over part of the local population—is rare in internal politics here since the 1982 conflict.

The scheme launched jointly by the island government, is the first move of its kind to increase a population which has already grown by 6 per cent in the past five years.

It aims at encouraging about 15 British families to settle in its first year. These will be eligible for free one-way air fares and help informally estimated at £4,000, though with a maximum of £7,000 towards shipping costs for household goods and a vehicle, and estate agent's legal fees for selling up their homes in Britain.

They will have to repay all this if they leave the Falklands within a year, and most of it if they leave within three years. So far £60,000 has been earmarked

Although the islands are acutely short of carpenters and engineering workers, and now also need staff with fisheries experience, immigration will not be restricted to these. "We're keen on anyone who will really help our economic development," said the corporation's assistant general manager, Mr Shane Wolsey.

The rub in the scheme, which instantly led to much talk of politics, was a clause promising immigrants "some degree of priority" in renting government or corporation housing.

Contractually, the government is obliged to house expatriate Overseas Development Administration staff. Next in the pecking order come new government employees and immigrants, but—coinciding with looming bills for rates and income tax—the news vexed numbers of those who feel left out of the £31 million worth of development aid deployed since the conflict.

"We've had enough of being treated like doormats," said Mrs Violet Felton, aged 55, a shop assistant descended from an old Falklands family. She and some friends have drafted a petition declaring: "We're fed up with being last priority. The housing situation is very grave. Get your priorities right. March on Government House."

By lunch-time yesterday, after five hours' collecting, she had 80 local signatures

Argentina pins fiscal hope on tax amnesty

BY TIM COONE IN BUENOS AIRES

A TAX amnesty was approved by Argentina's parliament at the end of last week, which the Ministry of Finance hopes will bring in an extra Australs 1bn (£490m) to the Government this year—equivalent to an extra month's tax income.

According to Finance Ministry officials the extra income is essential if the Government is to keep its budget within its target of 2.5 per cent of GDP for 1987, as was agreed with the IMF recently to obtain approval for a \$1.35bn (£889m) standby loan.

The amnesty will enable individuals and companies that have evaded taxes to "come in from the cold" and pay a modest levy of between 2 and 10 per cent on hitherto undeclared assets and earnings. In exchange they will be absolved of all legal action by the tax authorities for their past wrongdoings and, in effect, will become law-abiding citizens.

The period for which earnings and assets are eligible for the amnesty runs from the beginning of the military government in March 1976 to the end of December 1985. Government officials who during that period may have used their positions to make illicit gains at

the public's expense are excluded from the amnesty.

The amnesty is a complementary measure to the lifting of bank secrecy last year; the latter will enable the tax authorities to act much more effectively in tracing and prosecuting tax evaders. About 3 per cent of the extra income created by the amnesty is to go to strengthen the tax authorities' capabilities.

The new law has been widely criticised, however, from two standpoints. On the one hand, those few honest citizens who pay personal property or income taxation object to their far more numerous neighbours, who pay little or nothing at all, being given such a windfall break. Tax authority figures show that a mere 29,000 Argentinians out of 1.6m potential tax creditors pay 84 per cent of the Government's total revenue from personal taxation.

On the other hand those who had hoped the amnesty would enable substantial sums of foreign currency deposited outside the country to be repatriated and to strengthen the local capital market, have been disappointed. Mechanisms which would have facilitated the transfer of these funds from abroad have been specifically excluded from the law.

Please don't spy on me Argentina

by Robert Tyrer
Buenos Aires

WITH sheepish grins and a fleet of sinister old cars from the days of the Dirty War, Argentinian security men have been shadowing The Sunday Times through the streets of Buenos Aires, hoping to prove it is staffed by British spies.

It is not normal for British journalists visiting Argentina to be followed everywhere. But last month The Sunday Times revealed that Argentina and Britain were engaged in top secret talks about the new Falklands fishing zone. At the time both sides denied that the story was true, but later admitted it was.

The chase has been so clumsy as to be farcical. Three agents fled in embarrassment when Maria Laura Avignolo, The Sunday Times' resident correspondent in Buenos Aires, challenged them in the lobby of my hotel.

The opera ceased to be comic when agents started checking on Argentinian friends of mine, and lurking outside their homes in old Ford Falcon cars. These vehicles have been notorious since the days of the military dictatorship when they were used to snatch the thousands who were tortured and killed in the Dirty War.

"If the Englishman had come at the time of the Dirty War, he would have disappeared," a senior figure in state intelligence told Avignolo when she passed my complaints to him. "But now he is at liberty, talks with everyone, and can't say we don't let him work."

The official maintained: "I agree that to do it properly we should have a Mercedes Benz with a blonde at the wheel and a chambermaid to take breakfast into his bedroom. But this is Argentina. In Britain one is followed by a Bentley of the British services. Here it is a Falcon."

When we complained to another high official that our

telephones appeared to be tapped, he said with bleak sincerity, "Mine is tapped, too. Everyone's is. There are ghosts everywhere."

There is no evidence that the government itself wanted to hamper my assignment to write about Argentina. It even gave me access to a minor military base.

But how far are the political authorities willing or able to control the security services? Three years ago when President Alfonsín took over, he inherited a secret-police system riddled with notorious figures who had served the military regime.

Apart from military intelligence, security is still in the hands of the State Intelligence Department (Side) and the federal police. But the chiefs have been replaced by political appointees and the worst agents purged.

But when I went to complain at the shuttered Side building overlooking the presidential palace, a senior civilian official could only apologise that there "may be some officious officers".

The simplest explanation for the clumsy security operation aimed at The Sunday Times is that it has to do with internal Argentinian politics.

Facundo Suarez, the political figure nominated as intelligence overlord by Alfonsín, complained early this month that the British intelligence services were behind a campaign in the Argentinian press against Dante Caputo, the foreign minister, its aim being to break Argentina's resolve not to talk with Britain about the Falklands fishing zone unless sovereignty was also open for discussion.

This allegation was interpreted in Buenos Aires as an attempt by the intelligence chiefs to help an important minister who had been under fierce attack in the press for his handling of the fishing-zone affair. Perhaps lower down the intelligence ladder, the "monkeys" misunderstood their masters' voice.

Argentina holds Spanish vessel

ARGENTINA yesterday emphasised its determination to protect its territorial waters by arresting a Spanish vessel allegedly fishing for squid just inside its 200-mile zone, *writes John Ezard.*

The incident, detected by British Fisheries inspectors, happened 400 miles north of the 13-day-old Falklands Fisheries and Conservation Zone. The vessel was the squid jigger Shoichi Maru 87. One unconfirmed report said the arrest was made by an Argentine warship.

Squid ship held

An Argentine ship has arrested a Japanese vessel allegedly fishing for squid just inside its 200-mile economic zone. The incident was detected by British fisheries inspectors in the Falklands.

Sheep disposal

From the Chairman of the Falkland Islands Sheep Owners' Association

Sir, I write to deny your report in *The Times* Diary (January 27) that there is a "mutton glut" in the Falklands and that the farmers simply "push their surplus sheep over cliffs".

There is no mutton glut in these islands but, as in all sheep-farming countries, there is a surplus of stock of all types at the end of each season which cannot be absorbed by local markets or exported. The majority of this surplus is made up of elderly breeding ewes which are not suitable for human consump-

tion, even if required for that purpose.

Where these surplus sheep can no longer be maintained on the available pasture they have to be disposed of under our strick anti-hydatid disease law. They must be burned, buried, or stand for a minimum of 28 days in dog-proof containers, usually wire-netting cages, to kill any infection present.

When a farm is disposing of amounts which may vary from less than 100 to one or two thousand for which there is no possible market, the method usually adopted is to store the slaughtered carcasses in a dog-proof cage, either in a field or, where practicable, on a cliff edge. At the end of the 28-day period the

decomposed carcasses can be pushed over the cliff for rapid consumption by sea birds or, if in a field, spread to dry and then burned.

The report can be and obviously has been read as suggesting that the sheep are pushed over cliffs alive. This is quite definitely not so. If any farmer should be so stupid as to do so he would find himself the swift receiver of action by our police and courts.

Yours faithfully,

R. M. PITALUGA, Chairman,
Falkland Islands Sheep Owners' Association,
Fitzroy Road,
Stanley, Falkland Islands.
February 6.

Boat seized

Buenos Aires (AFP) — A Japanese fishing boat was seized by Argentine coastguards inside Argentina's 200-mile economic exclusion zone, the Defence Ministry announced. The incident was outside the protection zone established by Britain around the Falklands this month.

The Japanese boat, the *Shiratsuyu*, was seized by Argentine coastguards on Saturday. The boat was carrying 10 crew members and 10 tons of fish. The boat was seized 100 miles off the coast of Argentina.

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Kidnapping scare grips Argentina

TWO recent abductions in Argentina highlight a serious and humiliating problem for the three-year-old civilian government — members of the military and of the security services, some of whom retained their positions after the military junta stepped down in 1983, appear to be involved in kidnappings for large ransoms.

On 6 February, Rafael Berardi, a businessman, was snatched in the capital of the northern province of Tucumán. Three days later, in the same city, a teenager was forced into an unlicensed car. A \$2m (£1.29m) ransom has been demanded for the release of Mr Berardi. Nothing has been heard of the teenager.

No one knows exactly how many kidnappings there have been since the civilian government took over, but journalists put the figure at 50. The victims' families often prefer not to deal with the police, partly for fear that they will be made to disobey the abductors' instructions, and partly because of indications that the security forces may be sheltering the perpetrators of the crime.

An even uglier aspect, and seldom mentioned, is that a disproportionate number of those kidnapped are of Jewish origin. A Jewish lawyer calculates that 30 per cent of the victims are Jews, who, it is reckoned, make up less than 3 per cent of the population.

The case of Osvaldo Sivak, missing since 29 July, 1985, reveals

From Judith Evans
in Buenos Aires

a shadowy world of criminals, right-wing thugs and corrupt officials. But it also calls into question the competence and determination of the Alfonsín government to investigate the crimes and enforce the rule of law on its own security apparatus.

When Mr Sivak failed to return home on that July day, his wife Marta traced his steps, and quickly reported the case to the federal police.

In doing so, she had a sense of *déjà vu*, because Mr Sivak had been kidnapped for ransom once before. On that occasion, in August 1979, when his father and brother set out to pay the \$3m ransom, police followed them and surprised the two men waiting to collect the money. The Sivaks were astonished when it emerged that the kidnappers were members of the police. But Mr Sivak was freed next day.

Two policemen allegedly involved in the kidnapping were protected by the military regime and nothing happened until hearings began last year.

In the the present case, the Sivaks, after consulting federal police, dropped a \$1.1m ransom at the appointed place. But Mr Sivak has yet to come home.

In October 1985 his family met President Alfonsín and the Defence Minister. Defence Ministry

personnel, under one Mario Aguilar, then joined the investigation. By February last year he had demanded and received \$275,000 from the Sivak family and \$25,000 from the Defence Ministry to finance the inquiry.

The Sivak family got suspicious, and Mr Aguilar was put under surveillance, with the result that he and two assistant investigators have been detained for questioning in connection with the kidnapping. All three are former members of the army's 601st Battalion, infamous for human-rights violations during the rule of the military.

The Sivak case has been costly for the Alfonsín government. The Interior Minister was summoned and questioned by Congress in May last year, which resulted in a split in the government and the resignation of the Defence Minister, the federal police chief and other senior officers.

In the offices of the Sivak family firm, Jorge, younger brother of the victim, looks more than tired. His red-rimmed eyes and nervous smoking show the strain he is under. "What's at stake for us, first of all, is my brother's life," he said. "But also in question is the character of our society. I can't give up the conviction that the government, the President, must be forced to take the political decision to get to the bottom of this without fear of those who are responsible for Osvaldo's kidnapping."

Wish you were in Walsall

by Simon Schofield

IF YOU thought flogging the Falklands to tourists was hard work contemplate the joys of wooing them to Walsall and Wolverhampton.

Such is the task which York tourism consultant Steve Green is happy to embrace.

"There's nothing quite like a problem, I love a challenge," says 29-year-old Steve. The challenge of selling the Falklands as a tourist destination is all but solved and now Steve is looking to "do a Bradford" for the Black Country.

In a little under a year Steve's Wetherby Road, Acomb-based consultancy has

been instrumental in seeing tourist numbers to the Falklands jump from zero to 75.

Tristar

That may not sound a great deal but when the only seats for the 8,000 mile trip are the ones the Royal Air Force don't need on a thrice weekly Tristar and the market is strictly limited to military historians, ornithologists and naturalists, it's no mean feat.

"Next year we want to get 200 people a season down there and I think we will manage that quite happily. The ultimate aim is to get numbers up to 1,500 per person per season in about five years time," says Steve.

He frankly admits most people saw the promotion of the Falklands for tourism as a

joke. But he's quick to point out its advantages to the specialist tripper and suddenly it seems an entirely viable proposition.

Historians

"The weather between November and March is quite pleasant, not at all like the television footage which was shot during the conflict in May. The wildlife has got absolutely no fear of man. You can get really close to such creatures as the elephant seal and sea lions and there are five different species of penguin.

"It also has the highest incidence of one of the world's rarest birds of prey, the striated caracara."

"The islands are of great interest to military historians who want to visit the site of the recent conflict. Not many people run trips to such recent battlefields."

Although Steve will continue to work on the Falkland Islands contract he has now turned his attention to doing for the Black Country what his West Riding counterparts have done for Bradford.

The touting of the one-time capital of the textile trade as a suitable case for tourism, was, a few years ago a subject for ribald and unflattering comment from many quarters.

Now with the superbly refurbished Alhambra Theatre and the National Museum of Photography, Film and Tele-



● Ahh . . . the delights of Dudley. The famous castle in the Black Country which may become a holiday haven.



▼ Grytviken, South Georgia in the Falklands a holiday paradise for naturalists.

vision to its credit Bradford won a tender to promote

Wolverhampton, Walsall, Dudley and Sandwell for

Fielder, Steve aims to revamp the Black Country's image in the same way. The pair have

we've not got to grips with it. We are selling it mainly on the industrial heritage line to coach operators and incoming tour operators who are looking for something different.

Initially its bad image looked to be a big problem but

YORKSHIRE GAZETTE + HERALD

13.2.87

Falklands crab on show

CRAB caught off the Falklands and new packs of Wash-caught mussels were displayed at IFE by Van Smirren Seafoods, which is now part of the Premier Foods Ltd., an associate of the B.E. International Foods Group.

The Boston, Lincolnshire, firm is expecting to market around 50 tonnes of Falklands crab under the name South Atlantic Snow Crab (*Paralomis granulosa*) and is hoping that, in the long run, Falkland Islanders will become involved in shellfishing to expand the supply.

Van Smirren is supplying the snow crab in 1lb. dyno trays. It is caught by Fortoser's *Coastal Pioneer* as she takes part in a fisheries survey commissioned by the Falklands Islands government.

Half-shell

New to the Van Smirren range are mussels in the half-shell being supplied in attractive 1kg. cartons. Production is slowly building up and the company has adopted high standards of production and freezing to produce a top-quality product.

The half-shell packs extend the already large range of Van Smirren products, which include bottled cockles and mussels plus pastes.

Premier Foods Ltd. is bringing in fish products from many parts of the world and has a tie-up with Delmar S.A., among other companies, to supply canned products.

International Relations News
February 1987

Falklands patrol starts

□ Copies of a child safety video called *Stranger Danger*, produced by Thames Valley Police, have been ordered by the Chief of Police in the Falklands for distribution to remote schools. In such small communities, presumably, the majority of strangers are likely to be British servicemen — and maybe Argentinian soldiers hiding in the hills, unaware that the war is over.



Falklands patrol starts

THIS picture by Fotoflite, shows the 70-metre long fishery patrol ship *Falklands Desire* near the start of her long trip south to the Falkland Islands. With a second ship, the *Falklands Right*, she is now patrolling the 150-mile fishing limit which came into force on February 1.

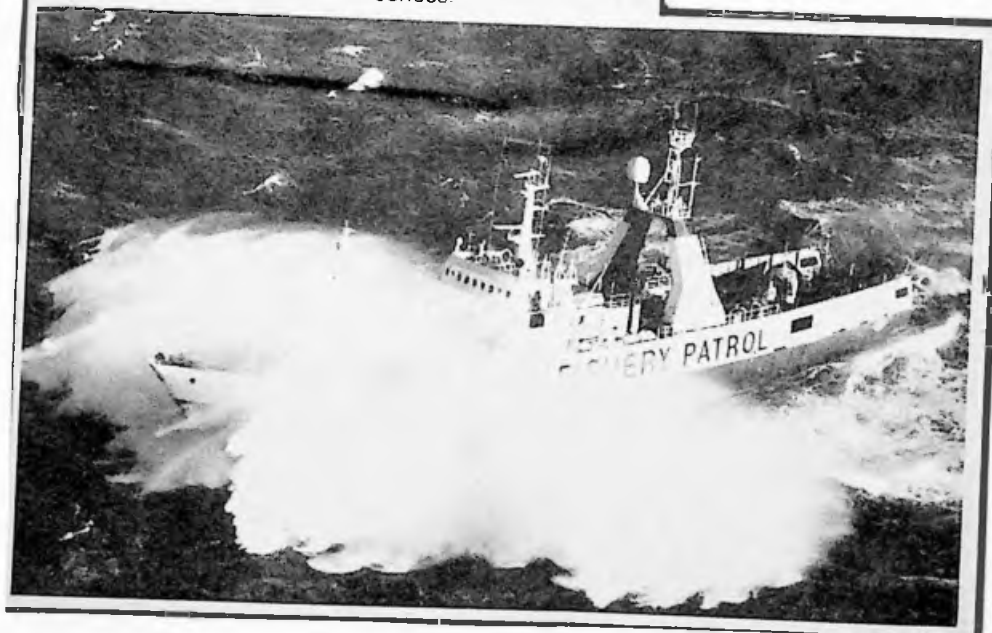
On charter

The ship is on charter from the Hull company J. Marr Ltd. She began her career as the freezer trawler *Southella*, and more recently was the seismic survey vessel *Seisella*.

She is the only one of her class not to have

operated before in the Falklands area. Her four sister ships were all requisitioned for the Falklands war in 1982 and were the only civilian craft serving as Royal Navy ships.

Out of some 500 applications to fish within the new limit, the Falkland Islands' government has issued 250 licences. These have gone to ships from France, Greece, Italy, Japan, South Korea, Poland, Spain, Taiwan and the United Kingdom. The Soviet Union which is negotiating a fishing joint venture with interests in Argentina did not apply for licences.



War game

The first feature film about the Falklands war will begin production this summer, I can reveal. The worrying news for Mrs Thatcher is that its scriptwriter and director is Stuart Urban, director of a controversial Channel 4 *Four Minutes* film, "Off to the Wars", which featured a spoof "Hot Spot Tours" travelogue to Beirut. A viewer's complaint after its showing in January was taken so seriously that it was featured on C4's *Right To Reply*. Urban's film is being financed by Cannon and is thus assured mass cinema distribution. He has already interviewed some 30 Falklands veterans, and Robert Lawrence, the injured soldier who is the subject of the yet to be shown BBC play *Tumbledown*, is acting as adviser. Urban says he has unearthed evidence of bayoneting and "savage hand-to-hand fighting". Apparently sanguine about the political implications in portraying the bloody cost of retaking the islands, he insists the film is simply about "men and war."

Tim Coone reports on a cat and mouse game over human rights Tensions build in Argentine courts

THIS week and next will see a watershed in Argentina's human rights trials. The tensions between the judicial system, the armed forces and the Government will come to a head as the time limit of February 22 approaches. After that date, any of the military and police accused of human rights abuses during the "dirty war" of the 1970s who have not been formally accused by the courts can no longer be charged.

At the end of last year, the Government pushed through its *punto final* law to end the trials and bring only the most notorious offenders to justice. But the attempt to appease the armed forces is being thwarted by the courts, who are attempting to begin proceedings against as many of the estimated 1,000 accused as possible.

The manoeuvres to outwit the courts by both government and military in recent weeks have become a cat-and-mouse game with displays of both shrewdness and crudity in their challenges to the legal system.

Two naval officers cited to appear in an identity parade recently ignored two court orders. Then, in an ingenious move, they thwarted a third citation by appearing in military uniform instead of civilian clothes. Their defence lawyers successfully argued to have a further identity parade dropped altogether, as the incident provoked substantial press coverage, making an impartial identification impossible.

The Supreme Court is meanwhile expected to intervene in a federal court case to force the



Astiz: in the dock.

Ministry of Defence to release information required to press charges against an estimated 50 to 60 military officers in the federal court of Bahia Blanca. The Ministry dallied for 25 days after the 60-day *punto final* clock began running, before providing information which was then found to be incomplete.

The state prosecutor for administrative affairs, Mr Ricardo Molinas, said last week that "an obstruction of justice" was clearly involved and threatened an investigation into the ministry which could involve the Minister of Defence, Mr Horacio Jaunarena. Opposition leaders are calling for a congressional investigation into the affair.

The minister is also faced with the problem of how to deal with a top naval officer, Rear

Admiral Jose Arriola, who recently accused leaders of the human rights organisations of being "fellow travellers with the Marxists." President Raul Alfonsin himself is a founder of one of the human rights organisations.

If the trials provoke an institutional crisis, the first signs will appear this week. Hearings are to begin in the notorious Naval Mechanics School (Esma) case involving 15 admirals and possibly up to 100 naval officers. A detention centre was run at Esma in the 1970s and some 400 cases are to be considered. The charges cover abductions, assassinations, torture, rape and robbery of detainees.

A military court has already absolved the accused officers, in many cases without even taking testimonies from them. It went further by stating that the naval officers had acted appropriately in the repressive campaign (over 9,000 people are still missing after detention at the hands of the security forces) and it attacked a Supreme Court ruling which confirmed long prison sentences on the heads of the three military juntas between 1976 and 1983. The civilian federal court in the capital took up the Esma cases last week, accusing the military court of incompetence.

European interest in the Esma trials has been aroused by the disappearance of two French nuns at the naval school and because the naval Captain Alfredo Astiz is to be put in the dock. Captain Astiz was captured on the South Georgia Islands by units of the British task force during the 1982 Falklands War when he

surrendered his unit without a fight. He was earlier cleared of responsibility for the disappearance of a Swedish woman for lack of evidence. In the Esma case, Captain Astiz refused to appear before the military court which then failed to sanction him.

The Government is clearly uncertain what to do if he, or other naval officers, also refuse to appear before the civilian courts in the next two weeks. Mr Ideler Tonelli, the Government's Justice Secretary, reportedly told human rights leaders last week that any officers defying the courts "will be immediately cashiered." However, the Secretary of Defence, Mr Alfredo Mosso, was more evasive when pressed by reporters, to the point of apologetic excuses for the naval officers who thwarted the identity parade at the end of last week.

The Government's embarrassment is further compounded by the fishing conflict with the UK in the South Atlantic. The navy is already upset that fisheries protection duties have been charged to the coastguard, with their own ships being held in the rearguard. Rumour has it that the Government was decidedly worried that the navy might try to provoke an incident with the UK, to draw some of the heat off their comrades-in-arms as the Esma trials begin. The Government's also fears that the navy will sit back and do nothing if they are called upon to support the coastguard as the main fishing effort gets under way at the end of the month.

Inflation up in Argentina

THE Argentine inflation rate showed another disconcerting jump during January, according to official statistics, Tim Coone reports from Buenos Aires.

Retail prices rose 7.6 per cent in one month, producing surprise and concern at the highest level of Government, said Mr Juan Sourouille, Economy Minister.

Serious concern over a possible collapse of the Government's economic stabilisation plan—the so-called Austral Plan—was triggered last year when the monthly inflation rate touched 7.8 per cent a month between July and September.

Mr Sourouille was at pains to calm worries in the local financial markets, saying the sudden jump was only a temporary one.

Fishing around the Falklands

IT HAS been clear for some weeks that some form of understanding lay behind the British Government's confidence that incidents with Argentina could be avoided when the 150 mile fishing conservation zone round the Falkland Islands came into force on February 1. Indeed it has been puzzling, even given the need for silent diplomacy, that the Foreign Office should have so consistently denied the intermediary role of the US when it was an open secret the US Administration was leaning hard on both sides to come to an agreement.

The Foreign Office admission that the US has been acting as a channel of communication helps to clear the air. It provides solid foundation for the hope that Argentina and Britain can deal with each other pragmatically and furthermore offers the teasing possibility of working towards a normalisation of diplomatic relations, broken as a result of the 1982 Falklands conflict.

Roughly one-third of the new Falklands fishing zone covers waters that Argentina claims for its own territorial zone, quite separate from its historic claim to sovereignty over the islands. Thus it is essential that trip-wire mechanisms be in place to ensure incidents are avoided because fishermen, no matter the nationality, are known to stray and poach. Equally it is important that there should be co-operation over fish conservation measures. The rich South Atlantic fisheries could not sustain the kind of free for all of the past four years without permanent damage.

British reluctance

This has been recognised not only by Britain and Argentina but by the international community as a whole. However, the Argentine Government was unwilling to accept the original British idea of an international regime to control fishing under the aegis of the UN Food and Agriculture Organisation because this threatened to prejudice their claim to the Falklands. The British Government itself was reluctant to make the unilateral move in declaring the fishing zone because this was likely to complicate any future talks with Argentina over

the Falklands. The fishing zone has been formally called "Interim", clearly implying the British Government is willing to consider a different permanent arrangement.

Although Britain was castigated at the UN for this move and there is overwhelming diplomatic backing for Argentina, events on the ground tell a rather different story. Only the Soviet Union and Bulgaria have signed separate fishing agreements with Argentina; all the other nations previously fishing in Falklands waters, including Argentine supporters like Italy, Poland and Spain, have seen their vessels apply for and be granted licences by the Falkland Islands Government. In other words, Argentina's claim to the Falklands has not prevented commercial interests from pursuing a hard-headed course.

In this sense then Argentina's intransigent stand has come to nothing; and it seems that this has prompted a reassessment of Buenos Aires' position. For the first time the exchanges between Buenos Aires and London, even though limited to fishing, contain no mention of sovereignty.

Questionable value

The other factor affecting the Argentine position seems to have been a reassessment of the electoral prospects of Mrs Margaret Thatcher, the British Prime Minister. Mrs Thatcher has refused throughout to consider sovereignty. Her stance aborted the first and only post-war direct talks in Berne in 1985, and since then the Argentines have pinned their strategy on a change of government. With the opinion polls tending to favour Mrs Thatcher for another term, the value of such a strategy becomes questionable.

If the present fishing season can pass off without serious incident when Argentina is still nominally in a state of belligerency with Britain, it will be an important confidence-building exercise. Britain, for its part, cannot afford to be complacent because if there are incidents, they will highlight the problems of its costly commitment to the tiny Falklands community 8,000 miles from home shores and for which there is no clearly defined long term policy.

£8m costs to keep Falklands garrison

By Michael Evans
Whitehall Correspondent

The new strategic airport and garrison at Mount Pleasant in the Falklands is going to cost up to £8 million a year to maintain, according to the latest figures released by the Property Services Agency.

The latest figure for the construction programme in the Falklands is £309 million for the airport and £132 million for the garrison, the port facility and other minor works.

The maintenance bill is expected to remain high because both personnel and materials have to be flown out from Britain.

The Prime Minister made it clear a long time ago that, where possible, materials needed for the Falklands would be bought from British companies.

During the construction of the airport and road at Mount Pleasant, only one islander was employed, as a driver.

The total cost of the Falklands exercise, including the military campaign, Operation Corporate, and the replacement of equipment destroyed in the 1982 conflict, will be £2,088 million by this April. The estimated additional bill for 1987-88 is £257 million, of which £140 million relates to the cost of maintaining the garrison.

In perspective?

A PROPOSED £1 million television film about the traumatic experiences of an ex-serviceman who served in the Falklands could be of special interest to the Government's TV monitors. The Channel 4 production, if it gets the financial go-ahead, will be made by Paul Greengrass, the former World in Action producer who played a pivotal role in advising defence counsel Malcolm Turnbull in the Australian spy case.

An expert in secret service matters—he made a film two years ago about Peter Wright—Greengrass was accused of leaking information gleaned from closed court sessions to Neil Kinnock. Though both he and Turnbull vehemently denied the accusation, it is not thought that his overview of the Falklands campaign will have much in common with the Government's.

Channel 4's commissioning editor for drama, David Rose, tells me: "We have put together a script—provisionally called 'Resurrection'—and Greengrass is in the frame to make it." The subject is a soldier who goes missing for two months and reappears out of the blue. Loosely based on a real-life experience the dilemma for the soldier, who suffers from amnesia, is: "Did I abscond or am I a hero?"

Britain in battle with Argentina for the job

Debt petition

Buenos Aires (AFP) — The ruling Radical Party's branch in Santa Fé Province said it would petition President Alfonsín to suspend payment of Argentine debts to Britain in retaliation for the 150-mile fishing zone imposed around the Falkland Islands.

A petition signed by the Santa Fé Radical Party branch was presented to the Argentine Congress in Buenos Aires on Monday. The petition demanded that the government suspend payment of foreign debts to Britain as a result of the 150-mile fishing zone imposed around the Falkland Islands.

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The petition demanded that the government suspend payment of foreign debts to Britain as a result of the 150-mile fishing zone imposed around the Falkland Islands.

Reaction in Britain

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Britain in battle with Argentina for UN top job

By Michael Kallenbach at the United Nations

A DIPLOMATIC battle between Britain and Argentina over who should assume the presidency of the UN General Assembly in September, 1988 has already begun.

It follows a request by the Argentine UN Mission to the Latin American group asking it to support the nomination of Senor Dante Caputo, Argentine Foreign Minister, for the post when it falls to the Latin group next year.

Britain is against this idea since it feels its interests will not be well-served with an Argentine delegate running the affairs of the Assembly for the three-month period.

British diplomats said that an intensive diplomatic campaign would soon be launched in various capitals to convince their allies to support the Bahamas instead.

Backing for Bahamas

So far, all the English-speaking countries in the Caribbean, as well as the 50-odd African nations, are likely to throw their support behind Mr Davidson Hepburn, the UN ambassador from the Bahamas.

The last time the Latin Americans had a chance to elect one of their members as Assembly president, it went to Senor Jorge Illueca, then vice-president of Panama. Although Mr Hepburn was defeated, it appears that he is not willing to give up the fight that easily this time around.

"With the support already gathering for Mr Hepburn, it looks as though Senor Caputo will have a difficult time," said one Latin American diplomat, who is watching the contest eagerly.

Last month, Senor Caputo had to cancel a visit to the UN to muster support for his cause because a severe snowstorm forced New York airports to close for the day, and he returned to Buenos Aires.

Tough fight

The presidency of the General Assembly rotates each year among the five regional groups at the UN, and in the event that no agreement is reached beforehand, the president is then selected by a secret ballot on the opening day of the Assembly.

According to diplomatic sources, Britain has assured the Bahamas it will do "all it possibly can" to ensure it wins the necessary votes.

However, it might well be a tough battle for Britain, particularly if the Latins see it as a tit-for-tat bid by London to get back at Argentina after it scored an overwhelming victory during last year's Assembly debate on the Falklands dispute.

At the time, Argentina won a major diplomatic victory when the Assembly endorsed its Falklands resolution by the largest margin ever, calling for the resumption of talks between the two countries. The vote was 116-4, with 34 abstentions.

Last US clipper is raised

**By Our Port Stanley
Correspondent**

The Snowsquall, America's last known clipper ship in existence has been raised from the Falkland Islands seabed and will soon return to its birthplace in South Portland, Maine.

The 747-ton clipper has rested in Port Stanley for 123 years, since being badly holed while trying to round Cape Horn in 1864, having left New York for San Francisco.

Up she rises

Port Stanley (Reuter) — A 19th-century US clipper was raised from the harbour here, 123 years after sinking on a voyage from New York to San Francisco.

Falkland fears

New York (Reuter) — Señor Dante Caputo, the Argentine Foreign Minister, was quoted yesterday as saying Britain's military presence around the Falkland Islands threatened to introduce the East-West conflict to the region.

"The area might acquire a strategic significance it never had," Señor Dante Caputo told *Newsweek* magazine in an interview.

Clipper raised

A nineteenth century American clipper has been raised from Stanley Harbour, in the Falkland Islands, 123 years after it sank on a voyage from New York to San Francisco. US salvage workers said yesterday. The ship, the *Snowsquall*, is the last from about 400 built last century.—Reuter.

Argentina admits to UK contacts

By Tim Coone in Buenos Aires

ARGENTINA has admitted for the first time that it has held "indirect contacts" with the UK over the fisheries management zone that came into force around the Falkland Islands on February 1.

A senior Argentinian government official said yesterday that proposals were made to the UK "in response to a US initiative" to defuse the potential crisis in the South Atlantic which could result from the overlap of the zone with Argentina's own claim to a 200-mile exclusive economic zone off its mainland and around the Falkland Islands.

Until now Argentina has flatly denied that either direct or indirect contacts were under way. The Government has been especially concerned that the opening of a channel of communication with the UK to avoid incidents in the South Atlantic, should not be seen domestically as backsliding on the sovereignty issue, which could prove a costly error for the ruling Radical Party in an election year.

Last week the British Foreign Office revealed that contacts were indeed in train, that "one or two informal proposals" had been made by Argentina, and that for the first time sovereignty had not been mentioned. This led to strident denials in Buenos Aires.

A Western diplomat with knowledge of the contacts said that Argentina had made "serious and concrete proposals" and that the UK was making "an equally serious and concrete reply."

The Argentinian proposals are understood to include the following:

- Without prejudicing a long-term solution to the dispute, both sides will exercise extreme caution in fishery protection patrols mounted at the limit of the 150-mile zone. In practice Argentina will respect a 10-mile "buffer zone."

- In the interests of protecting the fish stocks both countries should agree to exchange information on the catches of all fishing fleets operating in the region, to establish overall limits for each fish species.

Britain's response has apparently been "positive" with an additional proposal that mechanisms should be established to promote co-operation in fisheries protection operations in the region.

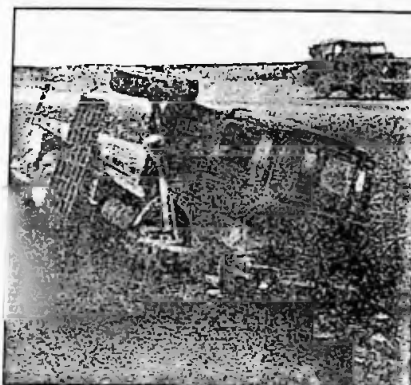
Ammo dump shifted

TEN convoys plied the 30 mile route from Stanley to Mount Pleasant each day for five weeks during the movement of more than 4,000 tons of ammunition to a new storage dump on the Falkland Islands.

The move was prompted by the centralisation of resources at the new Mount Pleasant complex and because the old dump was slowly sinking into a peat bog on the outskirts of the islands' capital.

The mammoth exercise was completed without mishap though the route is not without its hazards as the picture of the crashed four-tonner illustrates.

The road – the only one that can properly be described as such on the



Falklands – is unmetalled and covered in grit which has caused several traffic accidents.

How the weather nearly undermined SAS operation on South Georgia

THE confidence of the SAS in being able to cope with whatever a winter in South Georgia might throw at them proved worrying for the Commander Land Force Operation Paraquat, a Royal Marines major who was only too aware of the hazards of the Antarctic climate.

The command dilemma faced by Maj Guy Sheridan, R.M., and his decision to let the SAS make up their own minds

as to how they were going to tackle their part of the recapture of South Georgia is recorded in Roger Perkins' excellent study of the operation.

Sheridan is quoted as saying: "They had a job to do and I left it to them to find the best way of doing it. I did feel that they were underestimating the hazards of operating in an environment such as South Georgia's but, because so few of

us ever knew what the SAS were accustomed to doing, I could not identify the point at which they might be overreaching themselves."

Major Cedric Delves, the SAS commander, said: "Guy Sheridan was the Commander Land Force and I fully recognised him as such. At the same time, I was accustomed to working with a degree of latitude. I was the SAS adviser and I was the SAS commander.

We prefer to be given a task with stated operating parameters - we ask them to be allowed to get on with it."

Nevertheless, the insertion of an SAS recce troop on the Fortuna Glacier nearly ended in disaster when appalling weather forced them to dig in overnight after advancing just half a mile across the exposed and bitterly cold ice-flow.

The remarkable feat of surviving a night in sub-zero temperatures and then two helicopter crashes during the subsequent rescue operation is one of the most enduring chapters of the book and it says much for the SAS training that only one man was found to be showing signs of frostbite at the end of it.

The weather, and the unreliability of the 40-horsepower engines on their Gemini assault boats, were to prove the main enemies of the SAS and SBS throughout the operation and the Argentinian invaders were only too happy, it seems, to haul up the white flag as the noose tightened around their base at Grytviken.
- MWJ



A sad postscript to Operation Paraquat as the body of Felix Arturo, an Argentine submariner from the Santa Fe, is laid to rest in the whalers' cemetery at Grytviken. He was shot by a Royal Marine who thought, mistakenly, that he was trying to scuttle the submarine as it approached Grytviken jetty. HMS Antrim provided the guard, bugler and pall bearers

● **Operation Paraquat: The Battle for South Georgia**, by Roger Perkins, published by Picton Publishing. Price £17.95.

Mail on Sunday
8 February 1987

Don't cry for me,

Life of
luxury for
disgraced
junta chief

says jailed Galtieri

DEFEATED, disgraced and despised he may be. But General Leopold Galtieri, pictured here for the first time in what is technically his prison cell, neither asks for, nor will get, the sympathy of the world.

The comfortable quarters that constitute his jail look more like a room in a holiday hotel.

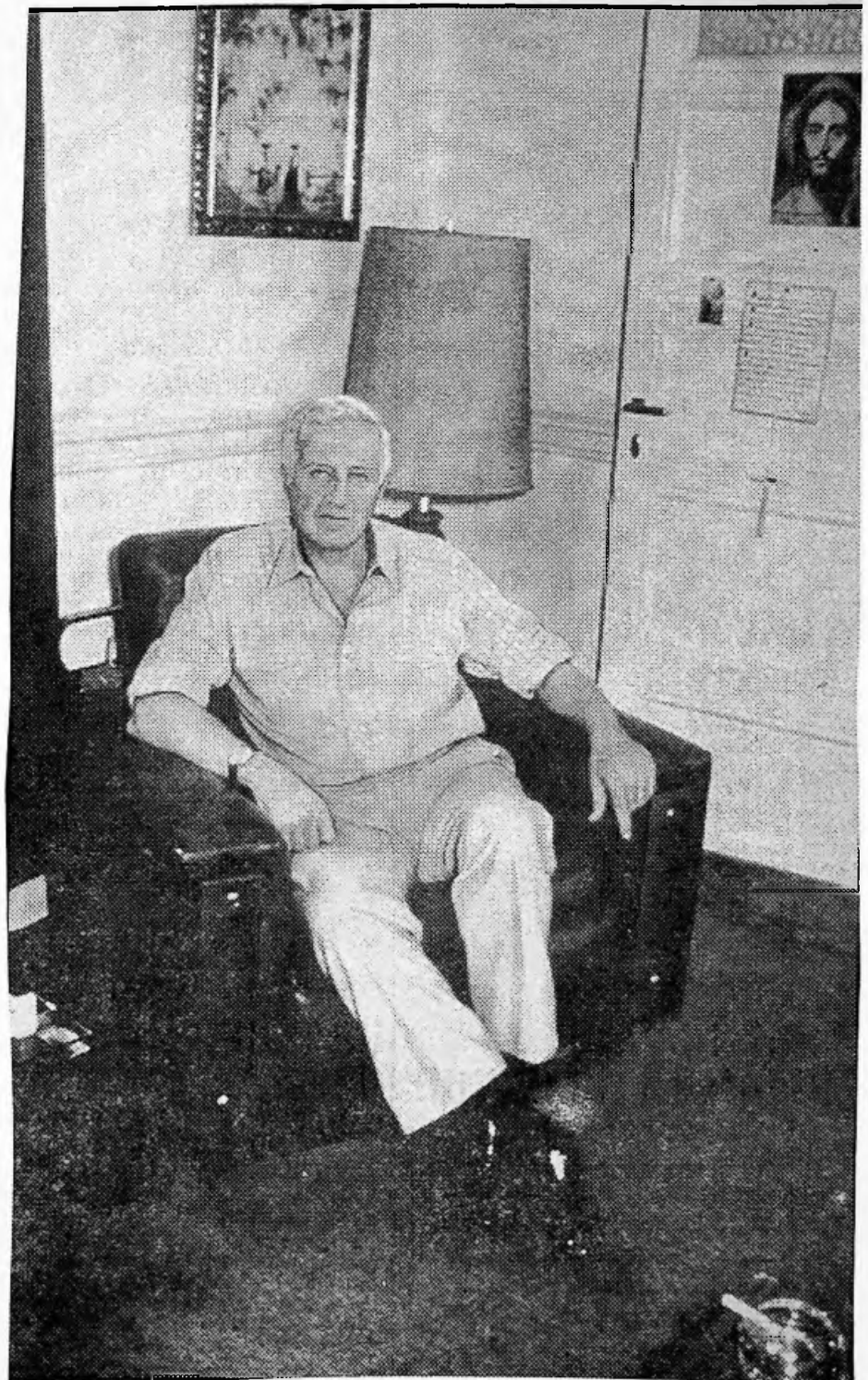
During his years as head of the Buenos Aires Junta, Galtieri presided over the internal 'dirty war' when thousands of fellow citizens simply disappeared.

Then he launched the unprovoked war against the Falklands which cost the lives of hundreds.

But the only crime Galtieri is officially guilty of is losing. After defeat led to downfall at home, all Galtieri was charged with was negligence in his handling of the war.

For that he got 12 years. But he is serving them in his apartment at barracks in the capital.

Always a man with more bravado than nerve, even General Galtieri does not ask you to cry for him.



The Times
7 February 1987

COURT CIRCULAR

SANDRINGHAM

February 6: The Reverend Canon Gervase Murphy had the honour of being received by The Queen when Her Majesty invested him with the Insignia of a Lieutenant of the Royal Victorian Order, and he took leave upon relinquishing his appointment as Domestic Chaplain at Sandringham.

Howe told to grasp Argentine 'olive branch'

By Gareth Parry

Argentina made no mention of the sovereignty issue in contacts with Britain on methods of avoiding clashes over the recently introduced 150-mile fishing zone around the Falklands, the Foreign Office said yesterday.

The omission was seized on by Labour foreign affairs spokesman, Mr George Foulkes. He called on the Foreign Secretary Sir Geoffrey Howe to make an immediate statement on the Government's attitude towards this latest "olive branch" from Buenos Aires.

Mr Foulkes said that it was highly significant that the message contained no reference to Argentina's claim to sovereignty and gave a clear impression that the Alfonsín government wanted to cooperate to avoid incidents in the fishing zone.

"This shows that the Alfonsín government is serious about discussions and genuine in its wishes to find a long-term agreement."

"The really long-term secure future for the islanders will come by a negotiated agreement and this olive branch demonstrates a willingness to compromise and not to push on the question of sovereignty."

Mr Cyril Townsend, Conservative chairman of the Commons all-party South Atlantic Council said: "We must seize the opportunity to have a more sensible and internationally defensible policy. Our present policy is asking for trouble, and clashes are bound to occur."

"The need is for greater co-operation with the democratic government in the Argentine and a lessening of tension in the area, some five years after the Falklands conflict."

The Foreign Office said Britain had responded to a number of offers from Argentina on how fisheries might be managed in the south-west Atlantic, and how tension might be avoided in the disputed area around the Falklands.

The Foreign Office said that the set of "informal ideas" — as opposed to firm proposals — were received recently.

But a spokesman stressed that although Britain had responded immediately to the Argentine overtures, the relationship between the countries had not substantively progressed since post-war talks foundered in Bern in 1964 when Argentina insisted on discussing sovereignty over the islands.

The current negotiations over the fishing issue began last November when Washington became concerned at the risk of incidents between British and Argentinian patrol vessels following the implementation of the 150-mile zone. The United States presented an initiative to Argentina at the meeting of the Organisation of American States in Guatemala.

"Negotiations are at a very early stage, we're taking things one careful step at a time," said the Foreign Office.

John Ezard adds from Port Stanley: The Foreign Office confirmation of renewed contacts between Britain and Argentina raised instant fears in the Falklands that the discussions could be broadened to include sovereignty, especially if the Conservatives lose the next general election.

The acting Governor, Mr David Taylor, called an emergency meeting at Government House to reassure Port Stanley councillors. He also sent an official by light aircraft to talk to councillors in the countryside.

Councillors were given sketchy advance warning of the announcement at a meeting on Tuesday.

Most Falkland islanders heard about the contacts with Argentina on the fishing zone on BBC bulletins yesterday. The zone, after five days of operation, has already reaped an estimated £10 million in licensing fees from 100 vessels.

Foreign Office policy is still to work towards a multilateral fishing convention covering countries with South Atlantic interests, on the basis that fish stocks are seriously at risk of exhaustion after years of unrestricted multi-national factory fishing.

The Foreign Office has reassured Falklands councillors that fishing revenues will not be eroded by any outcome of talks. This is regarded as pointing to a possible multilateral zone.

Asked about the implications of this, the head of the Ministry of Agriculture's Fisheries Inspectorate, Mr Peter Derham, who is supervising the British zone from Port Stanley, said: "Speaking personally, from a practical fisherman's point of view, I can't see why one couldn't work with Argentine coastguards."



George Foulkes —
call for statement

DALLIE.—On Feb. 4, LIONEL STEN, aged 61, born in the Falkland Islands, father of Christian and Matthew. Cremation at Eastbourne on Thursday, Feb. 12, at 3.30 p.m. No flowers. Donations to the British Heart Foundation, 102, Gloucester Place, London, W.1.

Argentina's Falklands denial

By Our Diplomatic
Correspondent

A SWIFT denial that it had softened its claim to sovereignty over the Falkland Islands has been issued by Argentina after its exchange of ideas over Britain's recently imposed fishery exclusion zone.

The Foreign Ministry denied in a statement that the government had proposed negotiations which excluded the matter of sovereignty. It would have to be included in any talks with Britain.

The exchange of views, using the United States as an intermediary, seems to have been concerned with avoiding clashes between Argentine and British fishery patrols after the introduction of the 150-mile protection zone around the Falklands on Feb 1.

Senor Dante Caputo, the Argentine Foreign Minister, strongly denied Buenos Aires newspaper reports that British and Argentine patrol boats had come close to firing on one another on Sunday. The reports were "unfounded and irresponsible."

Emergency meeting

Our Port Stanley Correspondent writes: As news broke of "contacts" between Argentina and Britain over the Falklands fishing zone Mr David Taylor, the acting governor, called an emergency meeting of Port Stanley members of the legislature. Councillor Terry Betts said he was "disgusted and horrified" that councillors had not been told of what was happening from the outset.

Councillors want to ensure that none of the revenue raised from the issue of fishing licences to foreign vessels—£10 million so far—will be lost should some form of "multilateral régime" be agreed with Argentina.

When asked to explain how far the contacts had been taken, Mr Taylor said: "It's my understanding that the basis on which Argentina is prepared to proceed excludes sovereignty. If they mention it, I think you can forget it."

Jimmy Burns looks back nearly five years to the stormy days of the Falklands war

With the Task Force

**MARCH TO THE SOUTH
ATLANTIC: 42 COMMANDO
ROYAL MARINES IN THE
FALKLANDS WAR**

by Nick Vaux. Buchan &
Enright £11.50. 261 pages

**OPERATION PARAQUAT:
THE BATTLE FOR SOUTH
GEORGIA**

by Roger Perkins. Picton
Publishing, £17.95. 260 pages

NICK VAUX and Roger Perkins have produced military accounts of the Falklands War which deserve to be read rather more than the majority of the "instant" books that overwhelmed the general public in the immediate aftermath of the conflict. The passing of time has tempered emotions, and furthered the cause of balance and insight.

Of the two, Vaux's is clearly the least ambitious although not necessarily the least recommendable. The author is neither an historian nor a journalist, but the commander during the Falklands War of 42 Commando Royal Marines. The book at one level works as a timely straightforward reminder of what it was like to be out in the field in this war. At the time it was fought, military action was so often distorted beyond recognition by censorship and journalistic imagination.

As the leader of men that were among the first to set sail with the Task Force, and among the first to march into the surrendered Port Stanley in June 1982, Vaux is in the privileged position of being able to provide an accurate chronology of key military events. His account predictably makes much of the marine's "characteristics" — such as endurance, courage, sense of duty, which Vaux believes played a vital contribution to the final victory.

Where the book is most revealing however is in the passages—and there are a number—when Vaux takes a back seat and reviews even the heroics of his own Task Force with a pinch of salt. Thus the book contains an account of Britain's crack troops mistaking a clump of rocks for an Argentine encampment. It also tells of when a "blow-pipe" missile, the proud technological purchase of the Ministry of Defence, spluttered out and collapsed into the sea, after

malfunctioning like a cheap firework.

Orwell was wrong in insisting that the "humour and mock defeatism" of the English in time of war is a preserve of the ranks. For here is an officer who not only refuses to be a picture-book hero but also, towards the end of the book, can reflect the working-class loathing for what Orwell described as the "swaggering officer type, the jingle of spurs, and the crash of boots." Emerging muddled and bloodied from the scene of battle, Vaux feels only disdain for his Argentine opposite numbers who, after refusing to lead their men from the front, signed the surrender in immaculate uniforms.

This is not jingoism on Vaux's part, nor even a subtle form of cultural dismissiveness. He is careful to avoid making any rash statements about the Argentine people as a whole. Instead the bitter comment encapsulates a dramatic political encounter between a professional soldier, capable of returning to barracks once the battle is over, and a representative of the militarised society that Argentina once was.

Roger Perkins is a former soldier and intelligence officer. The fact that he was commissioned by the Fleet Air Arm to write a history of the recapture of South Georgia—the title is the code name given to the operation by the British high command—has proved both a curse and a blessing. Much of the book has the kind of minute detail and background no doubt fascinating to the main protagonists but which the general reader may find distracting.

Numerous pages (and photographs) are devoted to such subjects as the history of whaling in the south Atlantic and of the early escapades of the British Antarctic Survey ice breaker HMS Endurance. Perkins also seems to be under orders to provide elaborate profiles of almost every senior officer who took part in Operation Paraquat.

However, in spite of this I was left in no doubt by the end that Perkins has managed to pull off one of the more interesting books to come out on the Falklands War since the conflict ended.

Having been commissioned by the British military, Perkins was granted unrivalled access to previously hidden data, on

the British side, about the lead up to the invasion. Some of the facts which the enquiry into the war headed by Lord Franks mentioned only in passing are here gone over with a tooth-comb, providing a fresh insight into the lack of British foresight about what was brewing in Argentina in early 1982.

He focuses closely on those individuals, on the British side, who were not directly in the public eye at the time but who nevertheless displayed privately greater intelligence about Falklands matters than either Mrs Thatcher or Lord Carrington, the then foreign secretary.

Particularly illuminating is Perkins' account of the ceaseless and ultimately frustrated endeavours of lower ranking officers, such as Captain Barker of HMS Endurance to bring to the attention of Whitehall that something was rotten in the state of Argentina.

Perkins is clearly convinced—as presumably are some of his naval patrons—that the Franks report failed in concluding that no one in the British government should be held to blame for failing to realise that an invasion was being planned. This perception could have been all the more persuasive if Perkins had been allowed to go beyond his brief and delve more closely into the Argentine side of the war.

Instead Perkins delivers an anecdote about the clumsy party for a visiting British crew hosted by the officers of the Belgrano early in 1982 at which neither side seems to have had an inkling of the conflict that was to break out a few weeks later.

Perkins' book contains some blank paragraphs with the simple explanation: "Censored by the Ministry of Defence." The slogan comes in the middle of an account of the scrap merchants' incident—when a group of civilian and military personnel raised the Argentine flag in South Georgia in March 1982 (The Falklands' Sarajevo) and in an epilogue emphasising the great help provided to the Task Force by the Senegalese in Dacar and the Americans on Ascension Island.

Such censorship is the stuff of military states rather than democracies. Maybe Operation Paraquat should have been renamed Operation Zircon.

JOHN EZARD in the Falklands yomps with the tourists

through the penguins and down a cliff on Pebble Island

Past the dead sheep to the sights for sore thighs

THE HOLIDAY brochure had warned that she "could be asked to walk several miles." What lay in front of her now went beyond that specification. But Moira Sullivan from Alverstoke, near Gosport, was determined not to be a shirker.

"Should I not get down a little further?" she asked her group leader, Peter Roberts. He was trying to spare her from clambering down a cliff in wind gusting towards force 7 on Pebble Island, West Falkland.

A 73-year-old lady of courteous resolution, fond sometimes of a doze at the breakfast table, she had injured her leg, after booking the holiday, in an accident in church during the English winter. She made no bones about how. "I fainted and fell out of the pew," she said.

On Pebble Island, the penalties of a faint or slip were more onerous. Although the cliff track was safe enough if you were able-bodied, that day's wind off the land kept

shoving you in the back as you went over the edge and there wasn't much to break a fall. But Moira managed it. She was assisted about an eighth of the way down to join the rest of us on a broad, sheltered ledge.

The sun came out. And a few yards below was one of the rarer spectacles of the natural world — an unperturbed colony of 62 two-tonne bull sea lions, females and pups basking on rocks, with peregrine falcons and a multitude of black-browed albatross wheeling above them. "Endless albatross, as far as the eye can see," said Peter, an ex-Nature Conservancy Council warden, using binoculars.

"It's a little difficult to realise that it's not a dream, sitting here, seeing these sights," said 71-year-old Dorothy Robinson, nicknamed Robbie, from Jersey, a veteran of ornithological travel. "I have never found anything like this wide-open wildlife anywhere

in the world. You don't get that in the Seychelles."

Four days earlier the group of four women had arrived by Tristar from RAF Brize Norton — with luggage labels marked "Resort Destination: Falklands" — as one of the two tour operators' groups flying on the same Tristar in this pioneer year of Falklands tourism.

They paid £2,500 each for a fortnight, a price above comparable specialist packages to Aldabra and the Seychelles because it includes a controversial Ministry of Defence-fixed £1,200 airfare.

As members of the World Wildlife Fund or the Royal Society for the Protection of Birds, they had responded to mailing shots from the Leicester tour operators Page and Moy. The other group of six tourists came with the Twickenham operators Twickers World.

Moira and others "raided the building society and deposit account" to come. Ninian Evans, with the other

party, decided it worth making his last good holiday for five or ten years.

Each tourist contributes about £1,000 to the Falklands economy, whose development Corporation has invested an officially stated £400,000 of its post-conflict, post-Shackleton report development bid in creating the mini-industry.

Sixty people will have been on tours by the end of this South Atlantic summer — fewer than the 200 once optimistically targeted. But if numbers can be slowly increased every year, with a stab at the American market next season, that will be regarded as enough. Big ex-farm managers' houses have been converted into hotels on Pebble, where the SAS destroyed Argentine Pucara planes on the ground, and at the biggest West Falkland ranch of Port Howard. A luxury £280,000 lodge has been built on the most copious wildlife isle, Sea Lion, the only place in the world where five species of breed-

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The Guardian 6.2.87

ing penguin can be watched.

Even these islands — "where nature is in charge," according to the tour brochures — hold memorials to the great individual griefs of a little war. On Pebble, fading naval shields left in tribute to the dead of HMS Coventry by crews of sister-ships ring the base of the austere steel cross, already rusting in the salt air.

On Sea Lion, Ninian — an insurance officer from Sheffield in his early fifties — found islanders building a private memorial to HMS Sheffield, which sank nearby. He broke off his holiday to help. There is the inscription the then Falklands vet Steve Whitley wrote to his wife Susan, killed in the last days of the conflict, and to the unborn child she was carrying: "May the winds in the heavens dance among you."

But a 10-minute ride out through the network of farm gates at Pebble takes you into another Falklands. On the way there, either Peter

Roberts or Pat Low, aged 60, a retired Wren from Tonbridge ("My mother thought I was completely bonkers to come") kept hopping out to unfasten and shut these gates. At the last, hotel manager John Reid stopped the Land-Rover and said: "Not the most popular gate to open, this one, because of the rotting sheep beside it. Probably died of old age. Makes a useful landmark, though."

We went through. The first Magellan penguins came into view, peering with their young from burrows in the greensward of high summer like oversized moles on a suburban golf course. Suddenly, and for the next nine hours that day, the tourists were in a place possessed entirely by a wildlife which were thriving in the salt air, cold seas and diamond-clear sunshine long before the first human discovery of the Falklands in 1592.

Sea lions plunged into the water down a long rockface

which they had worn smooth as a lifeboat slide during thousands of years of use. Then they body-surfed in the breakers like dolphins. Moira ventured further than the Guardian dared down a steeper cliff to watch an endless line of little Rockhopper penguins jump ashore on a storm beach and walk up 300 vertical feet to feed fish to their young, undisturbed by humans sitting two or three feet away.

Only once in the entire holiday did Moira Sullivan's composure prove less than indomitable. That was later on Sea Lion Island when faced with the constant eruptions of four-tonne elephant seals. "I have seen quite enough of those hideous beasts," she said. But she went on to climb a mountain named after her ancestor, Admiral Bartholomew Sullivan, who visited the place with Darwin in 1832.

At the end of that day on Pebble, it was strange to return to the farm and the

almost forgotten scent of peat smoke, the universal sign of human habitation on the Falklands. The fourth tourist, Sylvia Russell, aged 55, with grown-up children back in Watford, told Robbie they had probably seen one penguin for each 50p of the £2,500. When they left Pebble, the estimate had climbed to one penguin per penny. By the end of the fortnight, it was more like ten a penny.

They had also notched up sightings of more than 40 other species, with names like the Striated Caracara and the Rufous-chested Dotterel. But notching-up hadn't been the real point, they agreed as they waited, bronzed and sad, for the Tristar home to their conurbations. Their holiday had been more in the spirit of St Francis of Assisi's saying that wild creatures are our little brothers and sisters. "He said Brother Ass and Brother Wind," said Robbie. "He didn't say Brother Penguin — but I would."

FALKLANDS: New era starts

THE world's biggest free-for-all fishery came under control last Sunday when licensed fishing in the Falklands 150-mile protection zone got underway.

The fishing got off to a quiet start with some of the 215 vessels granted licences already in the area.

The 243 licences allocated by the Falkland Islands Government to vessels from 10 countries will reduce fishing effort on the valuable squid stocks by over 50 per cent. About 156 of the licences apply to the northern zone — where the *illex* squid is fished — which compares with some 367 vessels fishing the area in last year's season.

Some of the 215 vessels have licences to fish both the north and south zones and three licences have been given to British vessels. Japan has taken the lion's share with 71 licences for the first season to the end of June although some of these vessels are involved in joint ventures with UK companies and will fly the British flag.

Taiwan, which has 30 licences, will also have some of its vessels flying

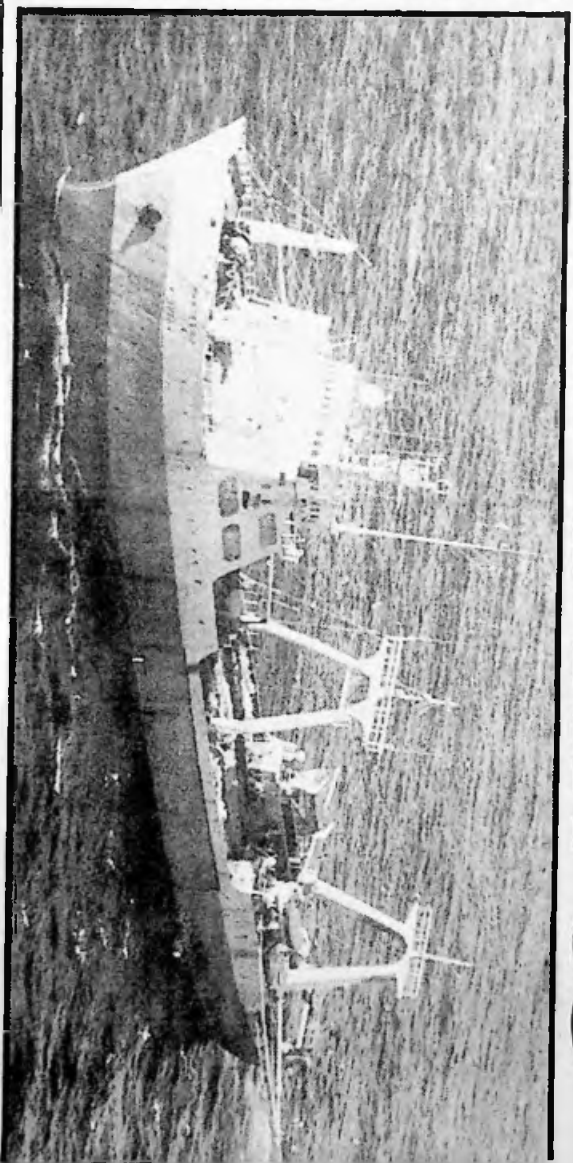
the British flag. Other countries licensed to fish the area include Poland with 40, Spain with 36, South Korea with 25, Italy with 6, Chile with two, France with one and Greece with one.

No licences have been allocated to the USSR or Bulgaria, which both signed an agreement over fishing rights with Argentina last year. Neither applied for licences, said the Falkland Islands Government, but have given assurances that they will not infringe the islands' 150-mile protection zone.

The Falkland Islands government, which is administering the zone, expects to make around £7m. from licence fees and the cost of policing the zone has been estimated at £4m. a year.

The *illex* squid stocks are north of 46 deg. south and it was overfishing on these grounds which prompted the setting up of a 150-mile conservation zone.

Spanish vessel *Mar de Vigo* will hold one of 36 Spanish licences to fish the Falklands 150-mile protection zone.





HARRY BARRETT'S

INSIDE TRACK

● ***Why the fuss about squid...***

A LOT of people have asked me what all the fuss is about over the squid around the Falklands Islands. The British are hardly what could be described as traditional squid-eaters and they seem mystified that so many countries can be fighting over something that tastes like a lump of old car tyre.

I began to understand when I was in Spain last week.

One of the fears the Spanish had about joining the EEC was that, like the British, they were going to lose their distant water fleet. However, they showed a greater determination than us not to let this happen.

The big Spanish fleet operators decided to go all-out and keep their vessels filled

up with whatever fish there was around and worry about creating a market for it later.

A case in point was squid. Before the Falklands fishery opened up they were landing around 15,000-tons. The Falklands haul brought this up to 50,000-tons.

The way to get rid of it was simple. FROM (the equivalent of the SFIA) put out a blast of television advertising which not only encouraged the market to absorb all this extra squid but, at the same time, had the bonus of seeing the price shoot up from 80 pesetas a kilo to 180 pesetas.

All I can say is that, with this kind of philosophy, I am glad the might of the Spanish fleet is tucked away down in the South Atlantic and not on our doorstep!

SHELLFISH SPECTACULAR

SPEAKERS from 10 countries will be addressing the *5th International Shellfish Marketing Conference* to be staged in Barcelona, Spain, from April 6 to 8, 1987.

Following the success of the event held in Norway in 1985, this year's conference looks set to attract delegates from some 20 countries engaged in the production, processing, trading and marketing of shellfish products.

The whole range of shellfish will be covered at the conference, with some particularly intensive discussions on squid, shrimp and mussels. Market opportunities for all shellfish will also be highlighted in many major consuming countries.

The conference has become established as the major meeting point for people in the shellfish business to expand and reinforce their international contacts over its five-year history.

The choice of Spain for the conference brings into focus one of the most important world markets for shellfish. Spain imported 147,000-tonnes of frozen shellfish in 1985 and is also the acknowledged world leader in the cultivation of molluscs.

The conference is organised by AGB Heighway, publishers of *Fishing News*, *Seafood International*, *Fishing News International* and *Fish Farming International* and is sponsored by ALIMAR, the Association of Spanish Seafood Importers. Discussions will be chaired by W. Phil Appleyard, international fisheries councillor, and Peter Hjul, editor of *Fishing News International*.

Forecasts on the production and price of shrimp from Norway, Iceland, Greenland and India will be dealt with by leading speakers from each of these countries. In



Phil Appleyard.



Kronborg Nielsen.



David Portlock.

— speakers from 10 countries for Barcelona conference

addition, there will be the view of a leading processor on supplying the retail market against a background of soaring prices.

The major market for shrimp in the USA will be covered by two speakers who will deal with the import, production and retail end of the business.

The new regime imposed by the UK in the South Atlantic for fishing squid will be debated by speakers from Spain, UK, Taiwan and Japan.

In a host country presentation, Antonio Escalada, president of ALIMAR, will be describing the requirements for supplying Spanish markets. He will be supported by Jesus Prieto de la Fuente, chairman of MERCASA, the organisation responsible for the operation of the wholesale markets in Madrid and Barcelona, who will outline how these markets operate.

The growth of surimi products in the shellfish market has been a massive development. Krys Holmes, from

Alaska Fisheries Development Foundation Inc., will be describing the development of the surimi industry in the USA and looking at how it has affected traditional shellfish markets.

The production of shellfish is now being enhanced by developments in aquaculture techniques. The prospects for shellfish aquaculture around the world will be described by Peter Hjul, editor of *Fish Farming International*.

Future developments in Canada, a leading exporter of shellfish, will be examined by Brenda Dunbar, president of the Canadian Association of Fish Exporters.

With Spain as a major producer of mussels, a leading Spanish expert will be bringing the conference up-to-date with the latest progress in the area and there will also be a paper on supplying mussels to the retail market from UK speaker, David Portlock, managing director Sea Farm (Shearwater) Ltd.

Major advances being made in shrimp processing will be traced by Bent Kronborg of the leading Danish equipment

manufacturer, Kronborg Products ApS.

Two major elements of marketing, research and promotion will bring together speakers from the UK and USA. Paul Gentles and Dorothy Hall from AGB Attwood, UK, will be looking at how market research can help define opportunities in the seafood business.

Bob and Nina McClelland, from the USA, will be mounting their unique presentation on how in-store and in-restaurant promotion can help build more business for seafood.

Visits to the Barcelona fish market and to local processing plants are being arranged for delegates.

The conference takes place at the 5-star Princesa Sofia Hotel, Barcelona. A special hotel and travel package is available for the conference and the registration fee is £250.

Further details: Cunard Crusader World Travel, Friary House, 51 Colston Street, Bristol BS1 5AP, UK. Telephone: (0272) 277492. Telex: 44184 (CBBRS).

Britain replies to talks plan

THE British Government has replied to Argentine proposals on the management of the disputed fishing zones in the South Atlantic, according to a British Government official, Isabel Hilton writes. The response to the Argentine proposals was sent, via the United States, at the end of last week.

The arms-length negotiations began last November, when US officials, concerned at the risk of clashes after the British declaration in October of a 150-mile fishing conservation zone around the Falkland Islands, presented an initiative to Argentina at the meeting of the Organisation of American States in Guatemala.

British officials stress that negotiations are at a very early stage. "Nobody is inclined to be too optimistic," said a senior official. "It is a question of one step at a time."

The negotiations at this stage revolve around the practical issues of avoiding clashes between British and Argentine patrol vessels, or even between Soviet or Bulgarian fishing boats, licensed by Argentina, and British patrols.

US acts as go-between in exchanges with Argentina

BY ROBERT MAUTHNER, DIPLOMATIC CORRESPONDENT

THE US has been acting as a channel for an exchange of messages between the Argentine and British Governments on whether a basis can be found for agreement between the two countries on fisheries conservation in the South Atlantic, the Foreign Office confirmed yesterday.

The admission that what is described as a purely informal exchange of ideas via Washington had occurred follows weeks of denials by British officials that any indirect contacts had taken place between London and Buenos Aires.

The Foreign Office emphasised that it had only sent some "exploratory reactions" to ideas put forward by the Argentine Government on how incidents could be avoided in the 150-mile fisheries protection zone imposed by Britain around the Falklands from February 1.

According to British officials, the Argentines appear to be prepared to discuss problems of fisheries conservation around the Falklands without raising

the highly controversial question of sovereignty over the islands. Britain's refusal to discuss Argentina's territorial claims have prevented a normalisation of relations between London and Buenos Aires since the end of the Falklands conflict in 1982.

British officials have emphasised again that London is not prepared to discuss sovereignty and that, if the issue were to be raised during the current series of exchanges, contacts would immediately be broken off.

There is little doubt that the indirect contacts have been set up as the result of a US initiative based on fears that the fisheries protection zone could lead to renewed tension in the South Atlantic. Washington has made clear from the beginning its disapproval of the British imposition of the fishing zone, announced by Sir Geoffrey Howe, Foreign Secretary, at the end of last October.

Sir Geoffrey said then that the reason for the Government's

action was concern at the rapid increase in fishing in the south-western Atlantic. The number of trawlers of various nationalities fishing in Falklands waters had risen from only 250 in 1984 to 600 last year, he said.

The Foreign Secretary added that Britain had always thought the problem should be solved by international agreement.

Tim Coone in Buenos Aires writes: The Argentine Foreign Ministry said last night that any eventual negotiations with the UK "cannot exclude consideration of the sovereignty issue" and that suggestions that the Argentine Government was proposing to do otherwise were false.

The communique added, however, that the Government wished to avoid incidents in the south Atlantic and was prepared to "receive initiatives and support ideas which do not prejudice" its stance over the sovereignty dispute.

Argentine interest rates talks,
Page 4

Argentina opens channel to UK

After weeks of denials that secret indirect talks with Buenos Aires were taking place through the Americans, Whitehall yesterday conceded that there had been an exchange of ideas (Our Diplomatic Correspondent writes).

The justification given for earlier denials was that "ideas" were not the same as "talks" and that the Americans were acting as a channel of communication rather than as mediators. The Foreign Office said that the ideas centred on management of fish stocks around the Falklands and methods of avoiding incidents.

Buenos Aires had made suggestions to the US State Department which had been passed to the British Embassy in Washington. These were received in London "some time last month" and Britain had sent a reply through the same channel.

N.C.

Fig

AMERICAN NEWS

Tim Coone reports on the problems besetting a Brazilian-Argentina integration plan Sluggish Argentine economy handicaps pact

JUST AS the traditional musical rhythms of Argentina's tango and the Brazilian samba are so different, the countries' two economies are moving at a different pace. Brazil is still pursuing high growth with strong internal demand, while the Argentine economy remains sluggish. These differences are proving one of the major handicaps in the practical implementation of the agreement signed last July committing the two countries to integrate their economies.

Mr Miguel Fragine, the vice president of the Argentine-Brazil Chamber of Commerce, pointed to one of the first problems to be overcome: "We have been pushing for years to see these agreements. There now exists the political will in both countries at governmental level. In Argentina there exists the need as its industry is working at only 50 per cent capacity. But in Brazil, with industry working flat out trying to keep up with domestic demand, exports to Argentina are not presently being seen as a priority."

In Brazil, the impulse given at the beginning of last year to consumer purchasing power through the Cruzado plan has mopped up most of the consumer goods available and industry is now facing serious bottlenecks.

In Argentina the Austral plan has constrained demand for the past 18 months leading to empty order books and idle capacity as high as 80 per cent in worst-hit sectors such as construction and industry. Ideally this would offer good potential for complementation.

Argentinian producers, however, have much higher costs of production than their Brazilian counterparts says Mr Miguel, vice president of the Argentine-Brazil Chamber of Commerce.

Dr Beatriz Nofal, the undersecretary for industrial development in Argentina's Trade and Industry Ministry is not so pessimistic however. For the goods that have been included in the first list that now enjoy zero tariffs in trade between the two countries, the maximum price differential is only 10 per cent, she says. With the price hikes in Brazil at the end of December, the differential may even have moved to Argentina's favour.

Furthermore, the Argentinian concept of integration is to provide a cathartic shock to complacent Argentinian industrialists, accustomed to years of government protectionism. The elimination of all tariff and non-tariff barriers to trade on some 500 categories of capital goods came into force this January. The industries to benefit most will be those manufacturing machinery for the food processing, leather, machine tool, rubber, agriculture and packaging industries. Shipbuilding and oil rig construction will also be subject to zero tariffs.

The range of capital goods included in the accord is to be gradually expanded over the next four years with a target of bilateral trade in capital goods of \$750m by 1990. Any imbalance in trade in capital goods will be corrected by channelling cash from a SDR 180m (\$149m) fund into new investment projects to expand capital goods production in the deficit country. Any surpluses will be

"If we consider where we were one year ago, we have made some considerable advances along the road to integration," said Professor Paulo Renato Souza, the rector of Campinas University in Sao Paulo and a longtime advocate of a Latin American common market.

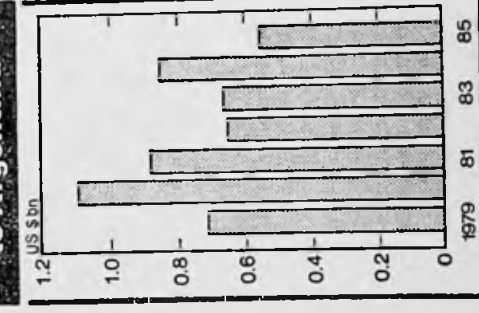
He warned that the existing high interest rates in both countries would stifle new investment—a view shared by Professor Fernando De Oliveira Figueroa, head of the Economic Institute at Campinas University which provides the think tank backing up President Sarney's economic team.

"The lack of a long term capital market in both countries remains a serious weakness, even though the political and institutional problems have been resolved," he said. He blames the foreign debt and efforts to maintain large trade surpluses to service the debt for the underlying inflationary pressure and for the high interest rates being used to control the inflation.

More important still for Argentina is the fact that integration with Brazil is now a fundamental pillar of the Government's long-term industrial strategy. Dr Nofal admits that apart from a programme to encourage export-led industrial growth, if the integration project fails to take shape, the Government will be left without an industrial development plan.

Whereas Brazil could grow and develop without Argentina, the reverse is not the case in the planners' mind in Buenos Aires.

Brazilian Exports to Argentina



ploughed back into the investment fund.

Solid proposals have been made in energy co-operation specifically the construction of a 1,800 mW hydroelectric dam on the Uruguay River between the two countries and the construction of a pipeline to feed surplus gas (presently being flared off in Argentina) to the energy-deficient region of southern Brazil.

Trade in foodstuffs is also to be increased. Other protocols set the ball rolling for greater co-operation in the steel, nuclear and aeronautical industries. Two further protocols are expected to be presented for signature at the next presidential summit in June covering trade in vehicle components and manufactured food products.

Tough stance on interest rates expected at debt talks

BY TIM COONE IN BUENOS AIRES

ARGENTINA is to take a tough stance on interest rates and debt capitalisation with its foreign creditor banks in talks expected to begin before the end of this month.

Finance Ministry sources were quoted in a leading daily newspaper this week saying that a reduction of 10 per cent in the overall level of interest during 1987, equivalent to \$260m, is to be demanded.

This would be achieved through a reduction in spreads in interest rates on the debt from 1½ percentage points over the London Inter-Bank Offered Rate (Libor) to ½ of a per-

centage point over Libor. This would be lower than the 1½ per centage points obtained by Mexico in its package, now being finished.

Argentina's debt with the foreign commercial banks is \$33bn out of a total foreign debt of \$52bn. The last loan package agreed with the banks was for \$4.2bn in 1985.

The Argentine Government has not revealed the sum it is seeking in its next refinancing package although a figure in the region of \$2bn in new money for 1987 and 1988 is thought by foreign bankers to be the most likely sum that

mechanism. It also permits the foreign banks to generate substantial income in local currency, which is why they have been insisting on maintaining the on-lending provisions.

A similar argument is being used over the debt capitalisation scheme. The government is insisting that any debt-for-equity swaps would have to be matched by new inward investment of one new dollar for every dollar of debt that is capitalised, and that it would have to be controlled in line with money supply targets.

Foreign bankers in Buenos

Aires consider the Argentine proposals to be unrealistic and worry that a generalised reduction of spreads on Latin America's debt, such as that proposed by Argentina, would result in unacceptable reductions of bank income.

The on-lending removal would reduce local subsidiary earnings and few foreign investors would be interested in bringing fresh dollars to Argentina under the proposed capitalisation scheme until investment conditions improve and Argentine investors themselves begin returning funds from abroad for investment purposes.

According to Prof Figueroa, the objective behind the integration strategy is to break with the structural dependency of Latin America on the industrialised north; namely the US and the EEC, and to establish a new economic power centre capable of negotiating on equal terms with both industrialised power blocks.

The Brazilian and Argentinian armed forces, both with strategic interests tied to the US, and important industrial sectors under their control, therefore represent a potential Trojan Horse which could undermine or block the economic integration plans. "That will not change until the military doctrine is changed to one of creating an independent and credible military force in Latin America," said Dr Quartim.

Message of 'peace' sent by Argentina

ARGENTINA has sent a three-page message to London that includes the first hint since the Falklands War that she is ready to co-operate with Britain.

Significantly, it makes no mention of Argentina's claim to sovereignty over the islands.

Foreign Secretary Sir Geoffrey Howe has responded quickly with an assurance that Britain is genuinely interested in getting back to business as usual.

The undertone of the message is that Argentina is anxious to co-operate to avoid incidents in or near the fishing zone drawn round the islands by Britain.

By JOHN DICKIE
Diplomatic Correspondent

When the conservation zone was announced last October, Argentina condemned it as a sinister ploy by Britain to reinforce her sovereignty over the Falklands despite Argentina's claims.

Why the change of mind? One theory is that President Alfonsín's Government has become convinced that Mrs Thatcher will win the coming General Election, and so it would be in Argentina's interest to recognise the inevitability of having to deal with her.

It now seems that Argentina has accepted the 150-mile fishery conservation zone introduced last Sunday,

though it is not clear whether she would go so far as joint patrols.

This historic step back from confrontation ends the diplomatic silence imposed by Argentina after the breakdown of talks in 1984, when the delegation from Buenos Aires insisted on raising the issue of sovereignty.

It started with a 'set of ideas' put down in a note by Argentina's Foreign Minister, Dante Caputo, suggesting that there was a mutual interest in conserving fish stocks, and that this could be the subject of co-operation, leaving aside the question of sovereignty.

The message was sent via the Americans, who may well be leaning on the Argentines.

The contents are not being officially classified as proposals. They are ideas. And Downing Street was insisting yesterday that it was still early days as far as direct talks were concerned. 'The ball is still in Argentina's court', officials said.

OVERSEAS APPOINTMENTS

Falkland Islands

The Overseas Development Administration is seeking to fill the following two posts for the Falkland Islands Government as soon as possible.

Government Veterinary Officer

Candidates should be British Citizens aged 28-50 with a degree in Veterinary Medicine and be members of the Royal College of Veterinary Surgeons. At least 2 to 3 years practical background in mixed practice is essential as is experience of laboratory work.

The appointment is on contract to the Falkland Islands Government for a period of 2 to 3 years. Local salary is in the range £7,548-£10,068 pa, plus a tax free supplement, payable by ODA.

A terminal gratuity of 15% of local salary is also payable. Other benefits normally include free passages, children's education allowances and subsidised accommodation. Ref: AH369/IM/TT/1.

Parasitologist

The successful applicant will become involved in a programme of research principally into *Ostertagia Circumincta* and *Nematodirus Fillicollis* and their impact on sheep and wool production. You will be a member of a team based in Port Stanley although there will be some inter-island travel. A Zoology, Agricultural Zoology or Veterinary Science qualification is essential. Ref: AH369/IM/TT/2.

The appointment is on contract to ODA, on loan to the Falkland Islands Government, for a period of one year in the first instance. Salary (UK taxable) will be commensurate with qualifications and experience and will include an element in lieu of superannuation. A tax free Foreign Service Allowance is also payable.

The post is wholly financed by the British Government under Britain's programme of Aid to the developing countries. Other benefits normally include paid leave, free family passages, children's education allowances, free accommodation and medical attention.

For an application form, please write, quoting the appropriate reference and stating post concerned, to: Appointments Officer, Overseas Development Administration, Room 351, Abercrombie House, Eaglesham Road, EAST KILBRIDE, Glasgow G75 8EA. Or telephone 03552 41199, extension 3571.



**OVERSEAS
DEVELOPMENT**

Britain helping nations to help themselves

Foreign Office: 020 7066 1000 or <http://www.fco.gov.uk>

The Kansas State Highway Authority is the only
in the nation. Highway 100, which runs
through the state. The new highway
system is the only one in the country
which runs from the north to the south.
The highway is the only one in the
country which runs from the north to the south.
The highway is the only one in the
country which runs from the north to the south.

On November, the Foreign Office decided an Intergovernmental and Management Zone of 50 nautical miles from the centre of the Falkland Channel. This was a significant stand and other fish, which were being taken without any controls from the last rich unexploited fishing ground in the world (New Scientist, 6 November 1986, p. 103).

Japan has the largest share of the fleet, with 71 ships licensed, while Poland, South Korea, Spain and Taiwan also have large fleets. Together, these five nations have 94 per cent of the licences. The USSR and Bulgaria, which fished in Falklands' waters last year, did not apply for permits. Nor did Argentina.

◆ There are geographical restrictions on the licences: 150 ships will be restricted to the northern part of the zone, where they fish mostly for *Illex* squid. The rest will be in the southern half where they take *Loligo* squid, blue whiting, and hake.

The quotas were set by scientists of the Marine Resources Assessment Group at

Liberty fees are roughly the 10 per cent of the value of each vessel's cargo. This will amount to between 400,000 and 600,000 pesetas, and the income will go directly to the Falklands Island government. The scheme will be entered into by two patrol vessels and an aircraft, all operated by civilians. "In the unlikely event that they need it," said a Foreign Office spokesman, "they will be able to call on the garrison for help."

Conditions attached to the licences should make it easier for the scientists to regulate the fishery in the future. Ships have to report their position and catch daily, which will make continuous assessment of the stocks possible. "We y net," says Beddington, "and if ment drops below 40 per cent we the fishery." This monitoring to dramatic changes in the as in future years, as more data l, but there is unlikely to be any e in the limits for other species.

Ships must also notify the Falklands fisheries officers before they leave the zone. Inspectors can then check that reported figures are accurate. ☐



talks to squids may not have to scramble for survival

escapement of about 40 per cent, which is a reasonable criterion," Beckdington said.

There are a fair amount of data on *Illex*, but not nearly so much for the other species of squid. *Loligo* has a much more complicated biology, with two broods instead of one, and that makes modelling it very difficult. Limits for *Loligo* are much less rigorously based, but have been set deliberately low until the scientists are more certain of their population models.

Zone 'illegal'

Rio de Janeiro (Reuter) — Britain's declaration of an exclusion zone in waters surrounding the Falkland Islands is illegal, the Organisation of American States judicial committee said yesterday.

NEC awarded Argentine order

By Ian Rodger in Tokyo

NEC, the Japanese electrical and electronics group, has won a Y30bn (£128m) turnkey order for 80 digital electronic exchange units from Argentina's Empresa Nacional de Telecomunicaciones (Entel).

NEC claims that the order, for Buenos Aires' telecommunications system, will give it a 50 per cent share of Argentina's exchanges market

US seeks talks between Britain and Argentina

SENIOR State Department officials in Washington have confirmed that the United States has made a proposal to clear the way for discussions between Argentina and Britain on the protection of fishing resources in the South Atlantic.

The US initiative was presented during the November meeting of the Organisation of American States in Guatemala.

Argentine officials in Buenos Aires and New York would not confirm the proposal, reiterating the Government's official statements that no contacts have been made with the British.

According to State Department officials, the Argentine Foreign Ministry followed the US's November effort with a counter-proposal in late December. The next step, they say, must come from the British. The officials say they expect "positive advances pretty soon".

In Washington, the deputy assistant Secretary of State for Inter-American affairs, Robert Gelbard, said the US proposals had two objectives: To protect fishing resources and to reduce tension in the area by proposing confidence-building measures. "The US does not want to be a mediator and is only interested in the fishing problem," he said.

From Judith Evans
in Buenos Aires

A US initiative has been rumoured in Argentina and Britain for several weeks.

On 31 January, the Uruguayan daily *La Mañana* carried a report based on an interview with an unnamed high-ranking Argentine diplomat who said that negotiations were in a "delicate phase" that he "would classify as positive."

Latin American experts in Washington stressed that the Argentine Foreign Minister, Dante Caputo, and the US assistant Secretary of State, Elliot Abrams, had developed a positive understanding and, therefore, the US efforts were not surprising. "Argentina," said one observer, "is now our closest relationship in Latin America."

■ A senior Foreign Office official in London told *The Independent* that Sir Geoffrey Howe had repeatedly offered to discuss arrangements for the conservation of fish stocks on a regional basis, **Isabel Hilton** writes. "The fisheries problem has been going on for a very long time," he said, "and various ideas have been floated. It would be true to say we are following up some of those ideas."

Argylls foxed

SNIPERS from the Argyll and Sutherland Highlanders called in by a local farmer have killed 30 foxes in a night on Beaver Island, a remote Falklands outpost where 500 lambs have been lost to the Patagonian Foxes this season.—Reuter.

Falklands errors led to aircraft loss

By Martin Fletcher, Political Reporter

A board of inquiry has blamed the shooting down of an Army helicopter by a British ship during the Falklands campaign on "an accumulation of adverse factors and errors among naval and military staffs at all levels".

Mr John Stanley, Minister of State for the Armed Forces, summarized the board's confidential report yesterday.

But in a parliamentary written answer, he also disclosed that the board had recommended that no individual should be blamed for the tragedy, which cost four lives, and that no action should be taken against any individual for negligence.

The board was set up last summer, after Mr Stanley had admitted that the Gazelle helicopter had probably been shot down by a Sea Dart missile fired from HMS Cardiff on June 6, 1982.

Mr Stanley said that the inquiry report confirmed that Cardiff was responsible. It had been charged with preventing Argentine aircraft from landing at Port Stanley and had shot down the Gazelle, which was heading towards the airfield, after receiving no Identification Friend or Foe (IFF) transmissions.

It later emerged that the

Gazelle's IFF system had been switched off to prevent interference with other weapons systems critical to the battle.

It also emerged that the Gazelle had been legitimately flying within its own brigade's airspace. However, the board concluded, "neither the Navy nor the Army staffs appreciated in time the significance of a ship's missile engagement zone overlapping the land".

There had been "a widespread lack of perception" of the potential conflict between ships offshore and helicopters on land. In addition, the unplanned and complex nature of the campaign had put "great pressure on individuals and procedures".

That had been exacerbated by communication difficulties between the Royal Navy and the land forces.

Since the campaign procedures had been improved, exercises had been carried out, and "everything possible has been and continues to be done to learn the lessons from the tragic loss of the Gazelle helicopter".

Mr Stanley expressed his "deepest sympathy" to the relatives of the four men, who had not been told until last May that a British ship had been responsible to spare them further anguish.

Mix-up blamed for Falklands missile tragedy

By Nicholas Comfort, Political Staff

FOUR British servicemen died during the Falklands conflict because a Royal Navy destroyer mistook their helicopter for an Argentine warplane approaching Port Stanley, a Board of Inquiry concluded. It decided that no one was directly to blame.

The Army Gazelle helicopter was shot down on June 6, 1982, by a Sea Dart missile fired from the Cardiff.

Mr John Stanley, Armed Forces Minister, said last night that the incident, in which the helicopter's two crew and two passengers were killed, highlighted a "lack of experience in both Army and Navy staffs with each other's procedures and capabilities."

"There was no requirement under the standard operating procedures in force at the time for any authority outside 5 Infantry Brigade—within whose airspace over East Falkland the Gazelle was flying—to be informed", he explained.

"Nor did the Board find any evidence to suggest that anybody outside 5 Brigade had prior knowledge for the flight."

The Cardiff, 3,500 tons, providing gunfire offshore in support of 3 Commando Brigade, was also under orders "to deter or destroy Argentine aircraft attempting to use Port Stanley airfield" with Sea Dart missiles.

Radar contact

"When Cardiff detected a radar contact over East Falkland on June 6, it was heading towards Port Stanley airfield along a route previously used by Argentine aircraft," said Mr Stanley.

No friendly aircraft movements were forecast and there were no IFF (Identification Friend or Foe) broadcasts from the helicopter, the IFF equipment having been switched off so as not to interfere with other weapons systems.

"It was accordingly assessed to be an Argentine aircraft, probably fixed-wing, and in accordance with the approved criteria for engaging such contacts, Cardiff fired her Sea Dart missiles and shot it down."

The Board of Inquiry, said Mr Stanley, had been "most conscious of the risk of accidental engagements between units of the task Force and took great pains to prevent them throughout the campaign."

"Nevertheless there was a lack of experience in both Army and Navy staffs with each other's procedures and capabilities."

"procedures were developing during the campaign, but neither the Navy nor the Army staffs appreciated in time the significance of a ship's missile engagement zone overlapping the land."

"There was a widespread lack of appreciation of the conflict between the air interdiction task of the Navy ships using the Sea Dart system over the land, and the autonomous nature of land force helicopters on their own Brigade airspace."

Staff errors

Mr Stanley said that the Board, set up following the Government's admission last June that the Gazelle had probably been shot down by a missile from the Cardiff, concluded that the incident was caused by "an accumulation of adverse factors and errors among naval and military staffs at all levels."

"The Board recommended that neither negligence nor blame should be attributed to any individual and that no action should be taken against any individual."

Since the Falklands War, Mr Stanley added in the written Commons answer to Mr Timothy Raison, Conservative MP for Aylesbury, considerable improvements had been made in joint warfare procedures.

"Everything possible has been, and continues to be done, to learn from the tragic loss of the Gazelle helicopter on June 6, 1982. Our deepest sympathy goes to the relatives of the four men who died."

Fish licensing nets Falklands £1.5 m

From John Ezard
in Port Stanley

As half-expected, but amid relief in Port Stanley, Argentina said yesterday that its ships would refrain from entering the 150-mile British fisheries and conservation zone which came into force at midnight.

A government statement said this stance had been adopted "in the interests of peace" although Argentina does not recognise the zone's legality. The announcement was coupled with a warning that any incursion by fishing vessels into

Argentinian waters outside the zone would be punished.

The statement was heard on BBC World Service but the full text had not yesterday reached the acting governor, Mr David Taylor. In effect, it confirms Argentina's position, declared in November, that though the zone would be "a new factor of tension in the area" the country would oppose it by diplomatic means.

The declaration came shortly after the first 15 arrivals of the total of 215 vessels licensed to fish in the new conservation zone were formally issued with

permits costing £25,000-£80,000 each.

The Falklands Attorney-General, Mr Michael Gaiger, went out with Ministry of Agriculture and Fisheries inspectors in the newly painted red and white protection vessel, Falklands Desire, to hand over the documents at sea.

The 15 vessels, all fishing for highly-priced squid, were the first of 36 from Spain which have taken up licences against their government's advice and despite their country's links of blood with Argentina. Spain

and Poland, which has broken ranks with the Soviet Union on this issue because of the domestic and foreign currency value of its catches, account for more than a third of the licences issued.

A cause of local excitement is the licensing of two vessels from Chile.

Later yesterday the first 18 vessels from Japan, the biggest presence with 71 licences, arrived to be issued with documents. In one weekend the Falklands government had harvested over £1.5 million in confirmed licence fees.

Falklands fishing zone

Argentina unlikely to risk 'squid war'

By Andrew McEwen, Diplomatic Correspondent

Britain's unilaterally imposed fishing conservation zone around the Falkland Islands came into force yesterday amid predictions that neither Argentina nor the Soviet Union would risk a "squid war."

Argentina's Foreign Minister, Señor Dante Caputo, has indicated that its vessels will not test the 150-mile limit, because it coincides with Britain's military exclusion zone.

The Soviet fishing fleet, the largest in Falklands waters in the past, has not applied for fishing licences. However, Whitehall sources say that Moscow has given assurances that the zone will be respected.

The official view remains as recently enunciated by Mr Timothy Eggar, Under-Secretary of State at the Foreign Office: "We are reasonably confident there will be no determined effort to break the (fishing) regime."

Any test of British resolve is thought unlikely before the end of the month, when shoals of squid and krill arrive in Falklands waters. The high season extends from then until the end of June.

Argentina's anger centres on the way the zone decision was taken. Sir Geoffrey Howe, the Foreign Secretary, announced the Falkland Islands Interim Conservation and Management Zone (FICZ) on October 29 in response to fears that over-fishing would destroy stocks. Behind the decision lay Whitehall's concern over a bilateral fishing agreement between Buenos Aires and Moscow signed in July.

Whitehall has always insisted that Britain wanted a regional agreement on fishing policy but could not persuade the Argentinians to discuss it.

Argentine sources reply that Britain jumped the gun, making its own policy without awaiting the outcome of an

international report which might have led Buenos Aires to co-operate.

Since Sir Geoffrey's announcement the nations that traditionally fished off the Falklands have applied for licences with the exception of the Soviet Union, East Germany and Bulgaria. Poland broke ranks with the Soviet bloc, and Spanish trawlermen with Buenos Aires, by applying for licences.

The Falkland Islands Government will earn £7 million for 215 licences at widely varying prices. There will be vessels from 10 nations.

● **BUENOS AIRES:** Argentine Coast Guard vessels yesterday patrolled disputed waters round the Falkland Islands without penetrating the new British fish conservation zone, Government officials said. The patrols were conducted without incident (Reuter reports).

Airlines push for Argentina link

New attempts are to be made to reopen air links between Britain and Argentina, severed five years ago at the outbreak of the Falklands conflict (Our Air Correspondent writes).

British Airways and Aerolineas Argentinas, the Argentine national airline, are anxious to reestablish services between London and Buenos Aires because of the 17 per cent increase in both passenger and cargo traffic between Europe and South America last year.

Until recently the chances of reopening such links were regarded as slim because it was thought full diplomatic relations were needed to get a new air services agreement.

But it is now being suggested that it could be covered by a memorandum of understanding, agreed through an intermediary.



□ Merseyside Falklands watch — Irish Rangers Corporal Stephen Purcell (left), with David Shutt (centre) and Mike Sefton, both from Liverpool.

Falklandians

EVERYWHERE else but here they call it Down South. Hardly anyone awaiting a posting mentions it by name. It creates mixed emotions.

The war started here five years ago on Thursday, but in the Falklands they will wait until the anniversary of liberation day, on June 14, to celebrate.

April 2 is a bad memory. It marks the day when the Foreign Office and Downing Street got it wrong, and the Argies marched in, 12,000 of them. British lives, including three Falklanders, to get them out.

British forces are still here, watching, guarding. But not so many as before. By a curious co-incidence the numbers will be reduced to an undefined "normal" by April 1.

Their job in the event of attack is to hold the new Mount Pleasant airfield until reinforcements are flown in, 8,000 miles from Britain.

There is little doubt about their fitness and training, and the Mount Pleasant complex is clearly built to last. There is some doubt about inadequacy of the reported four Phantoms stationed here. Are they enough? Is the durability of ageing aircraft sufficient under war conditions?

There is a fond belief that intelligence will provide plenty of warning if there is another threat. Not last time it didn't.

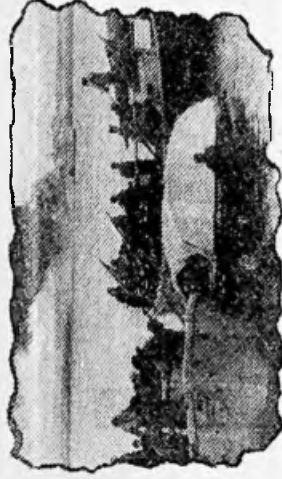
But they have a squad on constant alert ready to fill in any bomb craters in the dual runway with quick sealing materials. Just in case.

Among the men defending the Falklands are the three Merseysiders pictured on this page — a picture taken by the official army photographer with the services, Kevin Langham, born in Crosby.

They serve in what is one of the least attractive postings in the services, not so much because conditions are poor, unpleasant or dangerous, but because off duty there are limited things to do.

First, what has been moved to the Pleasant base, 35

□ This week marks the fifth anniversary of the start of The Falklands War. TONY AUSTIN has been 'Down South' to visit the island's defenders, some of them from Merseyside.



□ Flashback to the Sir Galahad attack at Bluff Cove.

miles and an hour's ride from Port Stanley, the Falklands' only town, but with a population of little more than 1,200.

It may not offer much except an alternative to islands the size of Wales with 700 farmers, mostly accessible only by plane or ship.

Some soldiers visit it once, and leave it at that.

Even islanders, sensitive about their reputation, tell the joke about the American tourist who stopped a passerby outside the only store in Port Stanley and asked directions to the centre of town.

Long hours

The answer is to keep every one busy with long hours, and short-duty tours, usually four months Down South. Long hours can mean a six-and-a-half-day working week for garrison soldiers.

Pilots make shorter visits — five weeks. A handful of senior officers, who can bring their wives, stay for a year. "Mine is doing an Open University Course," said one. Without distractions she'll wait it.

But while morale isn't exactly a Saturday night in a Liverpool pub, there is a grin, bear it and make the best of it attitude. They grin about mail delays and bear the Naafi shop.

And most of them wouldn't have missed the posting for the

And when you reach the top, and stand by the cross erected in memory, you see Port Stanley in the distance, a collection of red and green corrugated iron roofs. Five years ago when 3 Para got to the top it was full of Argentine soldiers. They were outnumbered, say some, by four to one. They faced murderous fire from men who had two months to dig in and were alerted to the attack when a corporal stepped on an anti-personnel mine.

Yet they scaled the top. Tenacity and training paid off. They froze in the open that night, and amid the debris of battle. They were pinned down by artillery fire. Argie observers had yet to be dislodged from Mount Tumbledown across the valley.

Sergeant Ian John McKay fell to earn his VC here, but now no one is sure where except that it was on an Argentine bunker. They would put a plaque there if they knew, and plastic flowers because real ones would not survive the wind for half an hour.

The minefield is still here, fenced off. Field telephone wires train the ground, coming from nowhere, going nowhere.

Battered plastic water bottles, pieces of rusting metal litter the ground. A case bears the inscription '100 Cartuchos Escalabornardes'. A seized-up anti-tank missile launcher is marked 'Industria Argentina'. But much has gone, scavenged by tourists and other groups such as ourselves.

Yomping

In places like this it comes home harder what it was all about.

The paras introduced yomping to the language. Their successors have their own jargon which, with translation, goes like this:

"We had a few Greenies (lagers) before going on a MINJO (men in need of jolly outing) and took a bumble (meander) off to the beach to read the blues (air-mail letters) and saw an Eric (Bristow Sikorski helicopter) and a Fat Albert (Hercules) fly over before a Blue Whale (Sea King) picked us up for the GOZOME (Goes Home) party. Really, a lot of them leave this place with some sneaking affection. But they wouldn't show it."

To the victims, the spoils of war



FIVE YEARS ON

Part 1: Invaded by the 20th century

Alan Franks reports on how the Falklands conflict changed the islands — and islanders

The south London constituency of Mitcham and Morden is a far from the Falkland Islands — 8,000 miles, to be precise. Yet five years ago this month, when the Argentinian scrap metal merchants landed on the desolate British possession of South Georgia in the South Atlantic, the destiny of these two disparate locations became peculiarly intertwined.

At that time the south London seat was held for Labour by Bruce Douglas-Mann. During the spring of 1982, when Douglas-Mann decided to resign his seat and re-stand as the SDP candidate, all seemed safe: opinion polls had the SDP ahead of Labour, with the Conservatives trailing in third place.

By polling day in June of that year, everything had changed. The Conservatives' Angela Rumbold sailed into the Commons with 42.7 per cent of the votes, ahead of Labour's David Nicholas (28.8 per cent), and Douglas-Mann, with 27.4 per cent.

The story of this reverse is worth recalling in such local detail for the simple reason that it was the Falklands War — or rather Mrs Thatcher's role in its prosecution — which, more than any other single factor, altered the electoral course, not only of Mitcham and Morden, but of the entire country at the following year's general election.

Yet now, five years later, the islands have all but reverted to their old obscurity. They remain the same remote, sheep-dependent community they always were. The capital, Port Stanley, which houses the bulk of the population, still resembles a slightly neglected fishing settlement. Many of the corrugated iron houses look sadly in want of paint, and in the outback (or Camp, from the Spanish *campo* — "field") the farmers continue their old self-sufficient and private way of life, many eschewing the "metropolis" of Stanley for years on end.

Yet beneath the surface lie alterations so far-reaching as to suggest that the lives of the 1,919 Falklanders will never be quite the same again. Shortly before the conflict, when Nicholas Ridley, then Minister of State at the Foreign and Commonwealth Office, travelled to the islands to discuss their future with the inhabitants, it was estimated that as many as 25 per cent, while intensely pro-British, would not be entirely opposed to some form of long-term accommodation with Buenos Aires.

In 1982, a group of

windblown islands

in the South Atlantic

sprang from obscurity

into the world's

headlines. In the first

of a three-part series,

Alan Franks reports on how the Falklands

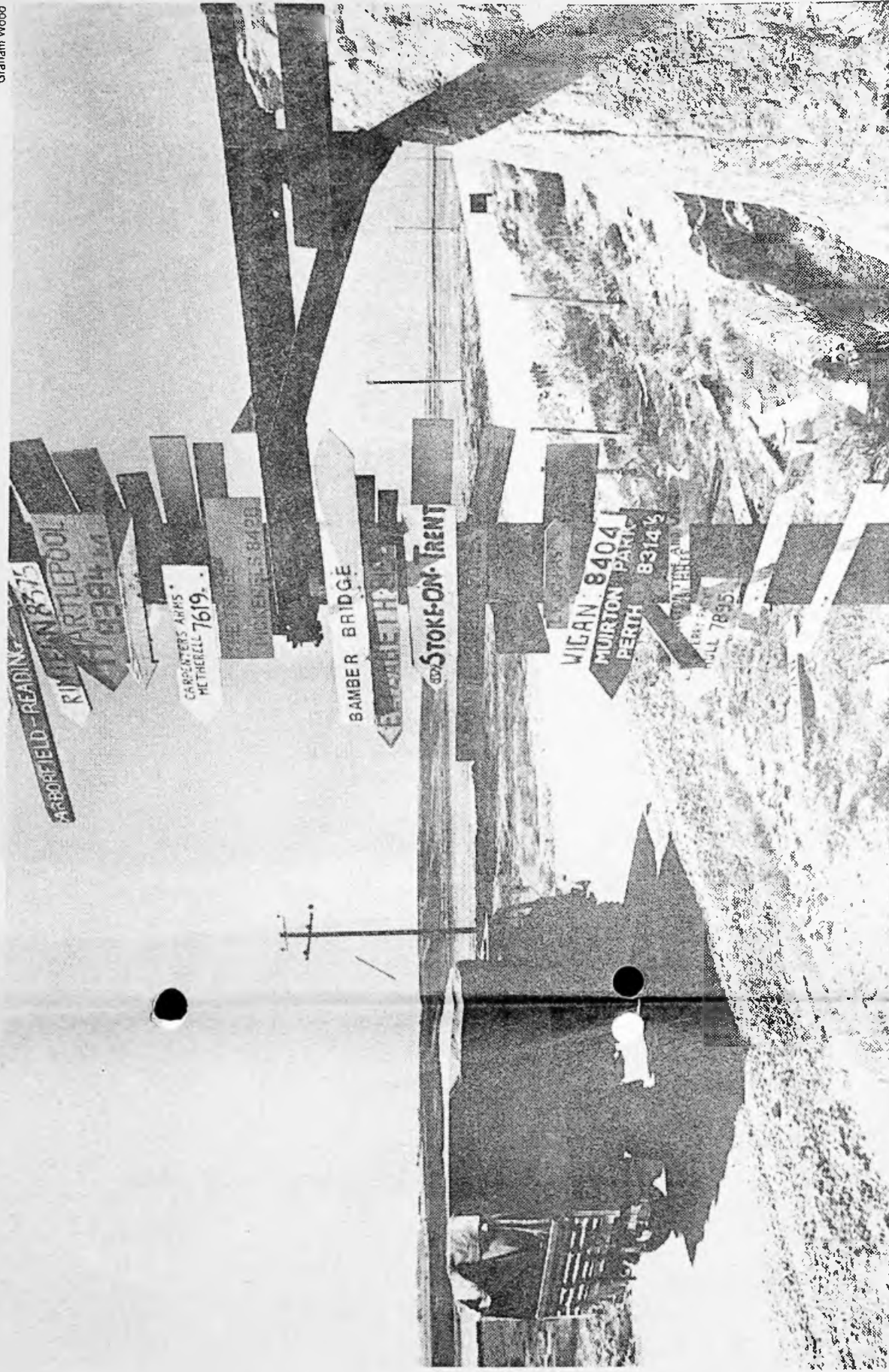
conflict changed the islands — and islanders

Quite what the terms of such an arrangement would be was never precisely declared, but one possibility was that it would entail a "leaseback" to Argentina, over a period of anything between 20 and 100 years. Since the conflict (the islanders still tend to skirt around the word "war"), all that has changed, and perhaps irrevocably. It is now impossible to find a single Falklander who will countenance any solution which entails Argentine involvement.

According to members of a Stanley-based association of islanders, the reason for this new hard line is the enduring sense of shock and outrage at General Galtieri's invasion. "We were appalled and disgusted," says one third-generation islander. "They told us that there would be no threat to our way of life. But what did they do when they arrived? They changed the names of the settlements and told us we must drive on the right. How are they to be trusted?"

The rubble of war still litters the place. Out in the Camp the minefields remain, cordoned off behind barbed wire fences, while in Stanley itself the military presence has only now finally moved to the garrison at Mount Pleasant, 30 miles away.

Yet there have been tangible benefits: in the wake of the war, the Government made a development grant to the islands of £31 million over five years. The result has been a vast improvement in drainage, roads and communications. In three years' time it is expected that the existing telephone system — a radio link in which everyone can hear everyone else's conversations — will be replaced by a modern cellular system. Add to that the arrival of



Show me the way to go home: on the outskirts of Port Stanley, capital of the Falklands, a signpost to remind soldiers of the British Task Force just how far they had travelled

vessels to fish in the 200-mile zone established by the British Government at the end of last year.

Subdivision has had an important social, as well as economic, impact, for it has meant that sheep farmers, for generations employed on the land of absentee owners (in particular the Falkland Islands Company, a subsidiary of Isolate), are now being offered the rights of purchase through the Falkland Islands Development Corporation.

In July 1986, a survey published by the Overseas Development Administration demonstrated not only that many farms bought since the implementation of sub-

fitted everything he owned in a suitcase.

"This is no longer the case. Today it is possible, and becoming more so all the time, for the farmers to have a genuine stake in their community."

But it is the granting of fishing rights, even more than subdivision, which seems set to alter the face of the economy. That estimate of £4 million profit is a catholic one, and takes into account the heavy cost of policing the zone with a light aircraft and two converted trawlers.

Yet throughout these prospects of change, many of the islanders seem strangely apologetic, even

guilty, about the continuing expenditure they are causing the British taxpayer. There is also a degree of "ostrichism" about what might happen if a government of a stripe other than Mrs Thatcher's comes to power.

While she remains in the eyes of the Argentines the unmovable, non-negotiating *Sobera* No. she has become almost canonized by the Falklanders, few of whom bother to contemplate the possibility that it might have been her Government's actions — notably the diminution of British citizenship rights and the withdrawal of the patrol vessel HMS *Endurance* — which signalled to Galtieri that the Malvinas were at last there for the taking.

That sense of guilt, of being an unpopular drain on British resources, is roundly refuted by Alastair Cameron, the Falkland Islands' representative in London. He is a young, impassioned and highly articulate "kelper" (native of the islands) whose grandfather emigrated to the islands late in the last century. "People in this country keep talking about the huge costs of the islands," he says. "I think it is time we started to look at them in comparison with our other defence commitments. Belize for example. The figure for defending the Falklands is down to £140 million for the year 1988-89. I don't think many people appreciate the fact that this is less than one per cent — 0.6 in fact — of Britain's total defence budget."

'I counted them out and I counted them back'



Lord Carrington
Foreign Secretary, accepted blame for Britain's failure to foresee invasion and resigned; now Secretary-General of Nato.



Sir John Nott
Secretary of State for Defence during the war. Retired from politics in 1983, now chairman and chief executive of Lazard Brothers.



Tam Dalyell
Labour MP for Linlithgow, sacked from the Opposition's front bench team for opposing the shadow cabinet's support of the task force.



Lieut-General Leopoldo Galtieri
President of Argentina when the islands were seized; convicted last spring for conduct of the campaign.



Dr Costa Mendez
Head of Argentinian delegations to the United Nations during the war. Now in semi-retirement in Argentina.



Sir Rex Hunt
As Governor, announced the surrender of the islands after the invasion; in retirement since 1985 and leading pro-Falklands campaigner.



Vice-Admiral Sir John Woodward
Senior Task Group Commander during the campaign; now Deputy Chief of Defence Staff.



Major-General Sir Jeremy Moore
Put in charge of all land forces after the British landing on the islands; retired from the MoD in 1983.



Brian Hanrahan
BBC reporter whose phrase "I counted them out and I counted them all back" caught public imagination; now still an MoD administrator.



Ian Macdonald
Spokesman for the Ministry of Defence whose bulletins became a feature of the evening news during the war; still an MoD administrator.

Breaking the deadlock: can Britain and Argentina declare lasting peace?

Tomorrow:

SPECTRUM 1

Pawns in the battle for peace

Graham Wood



FIVE YEARS ON
Part 2: Deadlock and emotional diplomacy

sovereignty of the islands. Alan Franks on the survival options and settlement hopes

Falkland islanders remain the victims of a political tug-of-war between Argentina and Britain over who should have

Although the comparison may seem far-fetched, the Falkland Islands have become, five years after the conflict of spring 1982, a problem no less intractable than that of Northern Ireland — with the kelpers playing the role of Loyalists to Buenos Aires' Dublin.

What then is the way forward? Argentina, under the democratic government of Senor Raoul Alfonsín, continues to press its claims for the sovereignty of "Las Malvinas", while Britain's Conservative government argues not only that the islands are a British dependency, but also that if a territory was worth the sacrifice of 258 lives, it cannot now be given to the aggressor.

The deadlock seems absolute, if absurd. As we reported yesterday, the 1,919 islanders are bitterly opposed to a deal with Argentina involving sovereignty. Yet the now democratic government in Buenos Aires believes the time is ripe for negotiation, citing the sympathetic stance of 116 member states of the United Nations.

Since the ousting of General Galtieri's military regime the Argentinian government, still clinging to its territorial claims, believes — against all available evidence on the islands — that Britain could benefit by taking advantage of this break in successive juntas.

More positively, it is arguing that despite the continued severance of diplomatic relations, some accommodation over the islands is vital for trade between the two countries. It is a view that increasingly dominates Britain's South Atlantic Council, a multi-party organization monitoring progress in the region.

One of the few islanders who would consider the possibility of

living with the Argentinians is Kevin Kilmartin, who now farms 30,000 acres in Bluff Cove. "As long as they let us get on with our work here, I don't think I would object to their presence."

By comparison with the sabre-rattling rhetoric of 1982, the noises now emanating from Buenos Aires are emollient, and can be paraphrased as follows: Argentina does not now wish to threaten the islanders' way of life by plumping the community with immigrants from the mainland; if and when a transfer of sovereignty is agreed, the inhabitants would be offered rights of representation in the Buenos Aires government.

The difficulty here is that while Argentine diplomats and politicians in the capital view their country very differently from five years ago, the islanders themselves have yet to be persuaded.

Take Des King, landlord of Port Stanley's Upland Goose Hotel: "If the Argentinians wanted to come back here, our message would be very clear — 'You can stuff it.'"

Buenos Aires government officials insist there will be no repetition of the hot-headed errors of 1982. The more enlightened among them even argue that this small parcel of land, far from representing a stumbling block between the two countries, should be a stepping-stone to rapprochement.

All the while, interested parties in Britain such as the Falkland Islands Committee and Falkland Islands Association are studying practical ways of helping the British community. The committee was formed in 1968, in response to the fear that George Brown, then Foreign Secretary,



Smiling through: Kevin Kilmartin and his daughter Clare at Bluff Cove: "I wouldn't object as long as they let us get on with our work"

was about to hand over the islands to Argentina. This fear has been the islanders' since 1910; and was not allayed by a 1983 report to the Commons' Foreign Affairs Committee giving some credence to Argentine claims.

For those Britons who wish to retain the territory, an increase in the population holds the key — as Lord Shackleton has consistently suggested. But here again we run into ugly contradictions. There is no doubt that both in Port Stanley and its outback, there is space to increase the number of inhabitants. The trouble is that if immigrants are encouraged, there will not necessarily be sufficient jobs nor houses to accommodate them.

For a start, there is an acute lack of building materials on the islands; second, the dominant industry of sheep farming can absorb no sizeable increase in the labour force. If the population is to be built up, the only likely way will be through establishing a local infrastructure for the newly expanded fishing industry.

Eric Ogden, former MP and chairman of the Falkland Islands Association, concedes that an upping of the population is a vital measure towards justifying our retention of this remote terrain.

Already there are signs of such an increase: since the conflict 50 residents who departed in its wake have now returned, while another

50 have migrated from the UK. Tiny statistics admittedly, but not without their significance in a community of under 2,000.

Some estimates have put the Falklands' capacity for absorbing a new populace at 10,000. In such a large area of empty land they could no doubt drift in virtually unnoticed. But what do they do

for a living when they get there?

In March 1987 both claimant nations to the Falkland Islands are motivated as much by emotional as by practical interests, and this is where the impasse lies. For our part, we are loath to part with a flag-end piece of Empire over which so much blood and money was spilled; the Argentinians, meanwhile, still teach their children that the Malvinas remain the nation's birthright.

For this latter view many reasons are advanced — notably that Argentina is peculiarly obsessed with its claims to land. Even the most chauvinistic of its politicians would not claim that the Malvinas are needed for its economy or *Lebensraum*: there are millions of vacant acres in Patagonia alone.

In Britain, the only party at present committed unequivocally to the Fortress Falklands policy is the Conservative. Labour, for its part, is prepared to negotiate with

COST OF VIGILANCE

● Past and projected expenditure on island defence.

1983-84	£624 million
1984-85	£684 million
1985-86	£552 million
1986-87	£442 million
1987-88	£292 million
1988-89	£140 million

● The steady decrease in the annual figures after 1984-85 is explained by the capital expenditure on the new airport and garrison at Mount Pleasant in the years immediately after the war.

Alfonsín on an open agenda; while the Alliance, against a direct transfer of sovereignty, is not averse to a solution involving UN trusteeship.

But for the moment Britain and Argentina remain embarked on their own divergent courses, with the islanders ever more feeling like pawns in a contest for access to Antarctica.

The Argentinians are outraged at Britain's declaration last November of the 200-mile fishing zone, claiming it contravenes the Law of the Sea Convention. Their politicians now seem like men struggling desperately to keep their anger in check.

One Argentinian intellectual summarizes the present, seemingly insoluble position, in these terms: Britain and Argentina have all the conditions for becoming friends and partners once more; it is "grotesque" to assume that our relations can return to normal while the islands' future remains excluded from the agenda; to enlist the deaths of soldiers as an obstacle to negotiation is wrong.

There is a pointed joke doing the rounds in the Argentine capital at the moment — admittedly one with considerably pre-Thatcher origins: what is the difference between a diplomat and a lady? When a diplomat says yes, he means maybe; when he says no, he is not a diplomat. When a lady says no, she means maybe; when she says maybe, she means yes; if she says yes, she is not a lady.

TOMORROW

Antarctica: rich wilderness or a white elephant?



Under occupation: Port Stanley during the Argentinian invasion

One family's faith in their Falklands future



NEW START: Ann Green with daughter Shiralee and grandson Steve at the family's makeshift shop

Port Stanley's dilemma

THE FALKLANDS capital of Port Stanley looks as weatherbeaten and down at heel today as it did when I was here three years ago.

Apart from the 35-mile road to Mount Pleasant military airfield, the only Falkland roads are in town. And many of those would rate as rough tracks in Britain.

With most of the service personnel concentrated in Mount Pleasant from April 1, and much of the army clobber cleared, Port Stanley ought to look smarter.

There is a desperate housing shortage, inhibiting immigration. Size is the dilemma. A total population of 1,900 with 1,100 in the capital, is hardly enough to support basic services let alone allow for competition.

Inevitably a casual attitude prevails. Many

key executives are on secondment from Britain.

But this is a chosen way of life. It puts one in the odd situation of being about to dial direct to the UK, but ringing the operator for a local call.

Hopes that Stanley might be tied up are forlorn. This is a community 8,000 miles away from its UK supplies. They keep anything that may be useful.

So gardens have old vehicles just in case they need cannibalising. Peat is stocked - there is no wood and no coal.

Like it or loathe it, this is the place we fought over, lost 258 British lives and countless more Argentines. Five years on the future is at last beginning to look clearer.

Tomorrow: The sea's rich harvest

STEVE PAUL Collins yawned when I met him. Now aged seven weeks, he is the youngest of Falkland Islanders, one of a new generation to whom the conflict of five years ago will be history.

But family history. His mum was a Rhyl High School girl, then Shiralee Green, brought out with her twin brother David to make a new life when her mother - baby Steve's granny Ann Green - made the momentous decision to uproot and begin a new life.

Young Steven will learn how his uncle Paul, from whom he takes his middle name, was a victim of the 1982 conflict when the Task Force sailed to free the Falklands.

Paul was only 21, but his name is on the Falklands roll of honour in St. Paul's Cathedral. It is also among the long list of dead around the memorial plinth that overlooks Port Stanley Harbour, and on the Celtic Cross near the spot where he died in the terrible Welsh Guards disaster aboard the bombed and burning ship Sir Galahad. It happened at Port Fitzroy, but in the haste of war, it had been mistaken for another bay called Bluff Cove.

Primitive

As he grows up, young Steven will live above his mum's shop. His dad will be at work in the local hospital - or that is the plan.

His father, Peter Collins, is about to mortgage his earnings as an ambulance driver on a plot of land for the house and shop.

With Peter's help, Shiralee (19) opened a temporary shop two months back in an old wooden building that was formerly the tote for Port Stanley's twice-a-year racecourse.

That was thanks to help from the local bank manager, the Falkland Islands Company, and the racecourse committee, whose new tote office was a gift from Chester racecourse.

"The shop is primitive," says Peter. "But I can't afford to start with a branch of Marks and Spencer."

Granny Ann Green quit her own job over in West Falklands as soon as the baby was born so she could come and help.

They all face a tough time. Shiralee has no experience running a shop, but at least it's in the most convenient place for a 75-house estate that may be built. Home for



This Thursday marks the fifth anniversary of the Argentine invasion of Port Stanley, an act of aggression that sparked a bitter and costly war. In the first of two reports, TONY AUSTIN meets some of the new breed of post-conflict islanders.

all is a caravan big enough for a couple, overcrowded for three adults and a baby.

The view over Port Stanley Harbour may, in good weather, be lovely. But unkempt grass, rough paths and an air of delapidation are a big incentive to start a new home.

Yet, despite the dreadful housing situation, this is the land Ann Green chose as their chance of happiness.

"I came here because I saw the place as the future for my children."

"Back in the UK they would not be in work. Here there are no end of opportunities for youngsters."

"People are friendly. You can knock on a door and be invited in. It's not like at home where they don't switch off the television because they are watching Dallas

because there isn't TV here. Or you can be alone. There is so much open space."

Ann, 42 and divorced when the twins were small, brought Shiralee and David to the Falklands four years ago, when they were 15. David works as a farm labourer at Goose Green.

Her elder daughter, Carol, 23, stayed in Rhyl, now with a two-year-old daughter. Michael, 27, who also fought the war as a Welsh Guardsman, has a job in Sussex.

Ann had a premonition the day she and her daughters waved Paul and Michael off at Southampton. It was Michael's birthday in two days and the crowd echoed her call singing "Happy Birthday".

But it was Paul she could not take her eyes from. She had a terrible feeling that she would

never see him again. On the day she had been to Llandudno to record a mother's message broadcast, she knew, as she turned the corner, what news the man at her front door was bringing.

After the war she went on one of the relatives' pilgrimages. It was David who put the idea in her head. "This would be a nice place to live," he said as they looked on the Falklands scenery on a visit to other graves overlooking San Carlos water.

The first plan was to save hard for five years, let the twins finish school. But she had written to the then Governor, Sir Rex Hunt, who mentioned her to Des King, who runs the Upland Goose Hotel, and he offered her a job as a cook.

She had the fare. The door was open. No point in waiting. She cooked for a year at the Upland Goose, then at Port Stanley Hospital, and for two years on a remote settlement on West Falklands - 250,000 acres, 48,000 sheep, and looking after 10 single men and two adventurous girls from England working as shepherders.

No regrets

Most food was local. Mutton, beef, chicken, the native Upland geese and their eggs, vegetables from the farm manager's garden. She baked bread, churned butter.

Shiralee, who left high school before taking O-levels, went to school but briefly in Port Stanley. She left for a job in the local take-away, and met Peter, from Dorset, who had long wanted to live in the Falklands but was delayed by the war. They married last year.

"I have no regrets at all," says Ann Green. "Of course, I like to go back to visit family and friends." She has been back twice so far - once to the unveiling of the St. Paul's memorial.

Echoed Shiralee: "There is so much room for kids here. It's safer. Children don't get raped, or mugged, or stolen here."

And although it was Argentine action that killed Paul Green, neither his mother nor sister sound bitter. Both speak sadly of the experiences of young Argentine conscripts, of a 15-year-old schoolboy's exercise book found on the battlefield, and Mickey Mouse toothpaste, and the story of two young lads shot by their officers for some silly misdemeanour.

Argentine link-up still in abeyance

By David Hands, Rugby Correspondent

Despite reports from Argentina concerning the possibility of resuming relationships with the four home unions, there has been no official contact.

The only home country due to have had playing contact with Argentina since the 1982 Falklands War has been Ireland, but a projected tour to South America two years ago was called off because the safety of all-Irish players could not be guaranteed.

Carlos Tozzi, the Argentine Federation's president, was among the visitors to the International Rugby Football Board's centenary congress last year and, last week, Argentina were among the first six countries granted associate membership of the board.

Moreover, Argentina were among the participating countries at the Hong Kong Bank/Cathay Pacific sevens last weekend, when Air Commodore Bob Weighill, the Board secretary, was also present.

But, for the time being, the situation regarding playing contact with Argentina at senior level remains unchanged.

Several Argentine club sides have visited England and Ireland, and Dudley Wood, the Rugby Football Union secretary, yesterday expressed the hope that normal playing contact could resume "as soon as possible".

Minister is replaced in union deal

From Jeremy Morgan
in Buenos Aires

PRESIDENT Raul Alfonsín has replaced his Labour Minister in favour of a political pact with union leaders allied to the rightwing opposition Peronist mass movement.

The outgoing minister, Mr Hugo Barrionuevo, resigned a week ago amid growing speculation of an imminent change in tough economic policies.

He was the third labour minister to go since the elected government took over from the military regime late in 1983. Although he was drawn from the union ranks two years ago, he was a strong supporter of the government's austere anti-inflation policy, Plan Austral.

As minister, he faced half a dozen national strikes by the Confederación General del Trabajo, Argentina's biggest labour organisation and a power-base of Peronist working-class support.

The new minister, who officials say will be sworn in today, is Mr Carlos Alderete, the electricity workers' leader. Unlike Mr Barrionuevo, he is clearly identified with the Peronist labour machine.

Mr Alderete is also said to have strong ties with the Catholic Church in Argentina, and this is thought to have been an important factor in his decision to accept the job.

The church has long been a mediator between organised labour and both military and civilian governments in Argentina, but today, the sympathies of leading bishops seem to lie with the CGT.

Liverpool cashes in on Falklands factor

By Martyn Halsall
Northern Correspondent

The equipment that built the Falkland Islands airport will be auctioned at Liverpool on April 7, providing a paradise for lovers of stonecrushers and secondhand land-rovers and fans of mechanical spectacles.

Seven times as many spectators as buyers are expected at the 10 acre display and sale in the Liverpool Freeport. A thousand serious buyers from three continents are being provided with airline, hotel, car

reservation and parking directions for the two day sale.

North America's biggest auctioneers, Ritchie Brothers, are importing a team of 20 specialists to handle around 1,500 lots at the rate of one a minute.

The first successful bid was by the Port of Liverpool, which won the auction against continental rivals. The Liverpool pitch included the tax advantages of using the Freeport for equipment stored up to nine months before the sale; much of it bound for re-export.

THE Argentine assault on Britain's South Atlantic possessions began not, as history has it, on the Falklands on April 2, 1982, but two weeks earlier on South Georgia. Most of Britain just roared with laughter.

On March 17, officers from an Argentine naval support ship, the Bahia Buen Suceso, went ashore at the deserted whaling station of Leith and raised their national flag. Their cover was that they were "protecting" 41 employees (mostly Chilean) of a scrap metal merchant, Constantino Davidoff. A British survey patrol spotted them two days later and reported back to London. The news was greeted with derision in the press and parliament.

The Davidoff affair would serve little more than a footnote in history if it did not illustrate the ease with which trivial diplomatic incidents can escalate into war. Britain's crisis management did not respond to a trigger to conflict in the South Atlantic predicted by its own intelligence service. Instead, it fell for an elementary ruse.

As early as July 1981, a paper prepared for the Joint Intelligence Committee (JIC) had warned that, should Argentina lose confidence in Britain's good faith in Falklands talks, there was a "distinct possibility that Argentina might occupy one of the uninhabited dependencies (as in 1976 on Southern Thule) . . . and a risk that it might establish a military presence on the Falkland Islands themselves".

In the event, the Argentine navy's South Georgia occupation went badly wrong. The original plan had laid down that nothing should arouse British suspicions until the Antarctic survey ship, HMS Endurance, had left the south Atlantic for good at the end of March. A second Argentine ship, the Bahia Paraiso, would then covertly land marines on the island and leave them there through the (southern) winter. This plan was supposed to have been cancelled in January lest it jeopardise a grander project — under the commander of the fleet, Vice-admiral Juan Lombardo — to seize the Falklands later in the year.

Not only was it not cancelled, it was botched. The flagrant flouting of British sovereignty at Leith on March 17 was the sort of ill-considered bravado that dogged Argentine tactics throughout the war. It blew the "scrap merchant" cover, and with Endurance still just three days sailing time away at Port Stanley, it invited Britain to reassert its authority while it still had the means to hand.

BRITAIN'S PEARL HARBOUR

PART 2

● A fog of misunderstandings led to the Falklands invasion five years ago this week. SIMON JENKINS, concluding his survey of the new evidence, explains how Whitehall had a vested interest in misinterpreting the chain of events that culminated in war

LONDON was nonetheless mystified by the Davidoff affair. The British embassy in Buenos Aires regarded him as sincere, this despite his illegal



Richard Luce: gloomy review

landing on South Georgia the previous December in a ship captained by the commander of the Argentine Antarctic squadron, Cesar Trombetta. Nobody at the embassy thought to check the Buen Suceso's departure, which took place at midnight on March 11 after being boarded by armed marines. The fact that it sailed in radio silence and arrived without lights — monitored by HMS Endurance — was put down to adventurism.

All intelligence tends to be read subjectively. Whitehall at this time wanted reassurance from the south Atlantic, not bad news. In New York, British negotiators thought they had "bought time" in talks with Argentina. These ended first in an agreement to further talks, then in a fierce denunciation from Buenos Aires.

On March 5, Lord Carrington, the foreign secretary, gloomily reviewed the position with his junior minister, Richard Luce. Officials again tried to bring ministers' minds to bear on their obsession: either negotiate with Argentina on sovereignty or defend the islands. One of them, John Ure, even asked his permanent secretary's permission to tell Carrington what his Labour predecessor, David Owen, had done in 1977 in similar circumstances. Owen, he said, had sent a submarine.

The parallel between November 1977 and March 1982 was indeed strong. Both saw rising tension between Britain and Argentina. Both saw the Ministry of Defence determined to "sink" HMS Endurance and opposed to sending submarines. Although it is accepted that the Argentines never knew of the 1977 deployment, Argentine navy sources point out that British nuclear submarines featured in all their "war games".

Carrington concluded, according to one of his officials, that "he simply did not have enough evidence to get a submarine out of the MoD". He was not told that Owen had overruled such deficiency by going straight

to the prime minister. Ironically, Mrs Thatcher had read the night before a telegram from the Buenos Aires embassy, noting a newspaper prediction of an early Falklands invasion. She had written against it, "We must make contingencies." The only action on this note was an interdepartmental letter from her secretary four days later. Nothing happened.

There were other straws in the wind. That same day, a report from the British defence attaché in Argentina, Colonel Stephen Love, arrived at the defence intelligence office of the MoD. It drew attention to the rising threat of invasion, pointed out landing beaches and key targets and suggested precautionary measures. Since this ran counter to MoD policy of withdrawal, it was "buried" at desk officer level. (Love had a furious row over the matter after the war.)

The difference between 1977 and 1982 is that in the latter case, random indications of concern were never cohered into action. Everyone assumed that a meeting of the cabinet's overseas and defence committee would discuss it. Yet under Mrs Thatcher (pre-Falklands), this committee met rarely; its agendas either irritated or bored her. The cabinet function of bringing together like political minds to override Whitehall departmentalism was moribund.

A submarine sent from Gibraltar after the repudiation of the New York talks would have been off the Falklands by the time South Georgia turned critical two weeks later. Such a deployment would have been adequately covered by the JIC warning of a "swift, sudden Argentine attack", should Buenos Aires lose confidence in Britain's negotiating intentions. Argentine navy sources are in no doubt: such a submarine cruising off Port Stanley would have aborted any invasion.

SATURDAY, March 20, was the day London's policy of bluffing the Argentines fell apart. By then it was clear that, for whatever reason, the scrap men on South Georgia were not going to leave voluntarily. Whitehall's vested interest in not believing in an invasion now became an interest in not precipitating one. The policy of playing for time became ever more desperate — though no one asked "time for what?"

No committee met to ponder the best course. Wisdom dictated playing cool: leave *Endurance* innocently in Port Stanley but send a covert submarine immediately as a precaution (as in 1977). The opposite was done. Against frantic protests from the embassy, London despatched *Endurance* on the 21st from Port Stanley back to South Georgia (three days sailing time) to await further orders.

Argentina promptly and predictably raised the temperature. The navy chief, Admiral Jorge Anaya, ordered the frigate *Guerrico* from Puerto Belgrano to protect his second ship, the *Bahia Paraíso*, loaded with marines and nearing Buen Suceso off Leith. The decision to move *Endurance* thus made a confrontation certain, though Whitehall had no plan to meet it.

Even after March 20, the Ruritanian quality of the South Georgia affair mesmerised Whitehall. As *Endurance* sailed to South Georgia, it intercepted and decyphered congratulatory messages from naval command to the captain of the *Buen Suceso*. These were confirmed by American VHF intercepts, now starting to flow into London via a National Security Agency listening post in Panama. None of these struck British intelligence as particularly alarming. *Buen Suceso* was still declared civilian.

At this moment, the master architect of Galtieri's

impending Falklands invasion.

Vice-admiral Lombardo, was still sunning himself in Uruguay, waiting for the signal to invade any time after mid-May. Newspaper accounts of the antics in South Georgia horrified him. Clearly the operation had not been cancelled, as promised. Lombardo's fear that a South Georgia landing would jeopardise a Falklands operation by alerting a British response now seemed all too real.

Lombardo drove straight to navy headquarters in Buenos Aires on March 22 and demanded of Anaya:

"What has happened?" Anaya merely asked him in return: "Are we yet in a position to implement the Malvinas plan?" Anaya had already taken a flattering view of London's reflexes. He assumed that the Davidoff incident would have led to a British submarine deployment. A man of action, he realised he had to take the Falklands now or never.

A shocked Lombardo said he would have to consult his planning team and report back. As it was, two of the three transports whose helicopters he needed were about to play cat and mouse with

Endurance. He would have to use warships, with troops landed from amphibious craft. These would now have to be recalled to port and provisioned.

Hercules overflights and "emergency" landings on the islands would have to collect last-minute data. The best "cover" would be the impending exercises with Uruguay, though these were not due for a month and might not fool the British. (British intelligence was totally fooled.)

Lombardo's staff told him they could sail on March 28 and land on April 1, though a

storm later changed this timing. This was approved by Anaya, the junta giving formal ratification on the 26th. London remained in a daze. Intercepts from the Americans and *Endurance* now indicated intense naval activity. Both the Foreign Office and defence intelligence in London put this down to the "Uruguayan exercises".

The prime minister and Carrington did finally order two submarines to sail south on Monday, March 29 (the day after the invasion force had actually embarked). The decision was inexcusably

leaked to calm irate backbenchers. But it was not until two days later that the JIC staff called a meeting to review the situation. Its assessment, heavily influenced by the MoD, was that the activity was a negotiating ploy; the Argentines did not want to be the first to use force. By now, British diplomats in Buenos Aires were frantically burning embassy documents.

A day later the Argentine fleet was riding out a storm off the Falklands. The cabinet at last debated the Falklands, for the first time in 14 months. By then it was

too late to do any of the things which ministers and officials subsequently wondered why they did not do.

They could only wait on events. The Royal Navy, whose offering of *Endurance* as a "defence cut" had precipitated the crisis, now stepped forward to lend its services to ministers in despair. Mrs Thatcher, almost certainly alone among her ministers, sensed that war was inevitable.

DURING the Cuban missile crisis, Robert McNamara, the American defence secretary, remarked that in the nuclear age there was "no longer any such thing as strategy, only crisis management". The worrying thing about the Falklands crisis was that two powers — both allies of America — could have so misunderstood each other as to find themselves at war.

The answer cannot lie simply in better intelligence. America, with comparatively copious resources in Argentina, knew even less than Britain about the impending invasion. As Israel found before the Yom Kippur war and America after the Korean airline incident of 1983, billions of dollars spent on surveillance are useless if politicians and service chiefs have a vested interest in misinterpretation.

British misinterpretation in 1981-2 can be put down above all to a Whitehall obsession, bordering on fanaticism, with cutting resources without regard to policy consequences. Many participants in the Falklands saga now believe that no amount of intelligence would have jolted Mrs Thatcher's cabinet into fortifying the Falklands in 1981: only the trauma of an actual invasion.

This gloomy view is certainly borne out by events. If so, the Falklands war was a costly way of forcing ministers to difficult decisions. In the nuclear age, it was also a dangerous one.

(Interviews in Argentina by Maria Laura Avignolo)

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Reality at Port Stanley: on the first day of Galtieri's invasion, Argentine assault troops search captured British marines

Falklands: a fatal cut

I CONGRATULATE Simon Jenkins and his colleagues on the first article on the Falklands War (Review front, last week). He is certainly correct in saying that this was the "avoidable conflict", and his assessment of the effects of the proposed withdrawal of HMS Endurance on the naval strategists in Buenos Aires is beyond question.

The implications were certainly understood in the Falklands and among their friends inside and outside parliament. We had motions in the Commons, debates initiated by Lord Shackleton and his friends in the Lords, and deputations to ministers with official and unofficial representations to the Foreign Office and the Ministry of Defence.

One factor which Simon Jenkins did not have space to report was the very intense pressure placed upon the then defence secretary of state, John Nott, to cut defence costs to the bone. In these days of pre-election tax cuts and a spending boom, it is easy to forget Lord White-law's "Star Chamber" to impose government spending cuts, and the personal interest Nigel Lawson was then taking in savage cost-cutting at the Department of Defence.

John Nott had to weigh the needs of our commitment to Western European defence against a possibility of Argentine aggression, the latter being a negative possibility which the Foreign Office doubted until much too late.

Had Lord Carrington demanded the retention of Endurance with any real conviction, things might have been different, but "passionate advocacy" is not a quality usually associated with any good foreign secretary.

Endurance was to be withdrawn to save £4m. That is a measure of the pressure placed on the Ministry of Defence by the chancellor and his colleagues at the Treasury. It is time they accepted some of the responsibility for the confusion which led to the Falklands War.

Eric Ogden
Chairman, Falkland
Islands Association

ARGENTINA-THE YOUNG TAKE THEIR LIBERTY

What some of the young Argentinians on these pages say would, five years ago, have got them into trouble of a kind hardly comprehensible in the settled democracies of the West. But the trauma of the Falklands changed everything; especially the psychology of the young. Report by Robert Tyrer

Under the immense boughs of a shade-spreading *ombú* tree outside the fashionable Recoleta cemetery in central Buenos Aires, the middle class of this elegant city gathers on Sundays to chatter, preen and gape. The rich are away at their weekend estates. The poor, bar a few begging children, keep to their distant *villas miserias*, while this great crowd of citizens of the proudest capital in the Southern Hemisphere – the shopkeepers, the military officers, the dentists, the insurance brokers, the taxi

drivers, the bank clerks, the computer operators, the teachers – parades in its best. The order of dress conforms to good taste and high fashion, as it always has. Yet among the ranks of Italian jeans and silk blouses there are invaders from another world: a shaven head, a knot of long male hair, an embryonic punk's cockade, a white-painted face, a group of clowns, two men on stilts.

Five years ago this was the city where non-conformists feared to tread. The slightest hint of aberrant clothing on a young Argentinian could earn a night in custody for an "identity check", because the military rulers equated conformity of behaviour with political reliability. Now

the portly, blue-uniformed police officer perspiring on lonely duty under the *ombú* tree smiles tentatively at the clowns, the would-be punk and the men on stilts. They ignore him. For in Argentina nowadays there is a new type of adolescent: the postwar generation. What Argentina has been through what amounts to a political revolution in the five years since the Falklands invasion. Democracy – reintroduced just before Christmas 1983 – is now strong and stable. But there is also another revolution under way: a change in social behaviour and attitudes. Argentinians are slowly discovering what many other societies take for granted: that

The responsibility for the transformation of Argentina lies, ironically, with its former military masters. For the Falklands war gave the generation that was to fight it an unintended bounty. The political and social upheaval that followed freed the young of Argentina from the contradictions that had racked this society for far longer than the few years the military had been in power.

For decades too many Argentinians had clung to their uniformity as the threadbare cloak of a bitterly quarrelsome society. Divided by birth and race, in a class-conscious nation of origins almost as diverse as the United States, they found their identity in being vehemently for whoever was holding the presidential palace or against him. For General Juan Perón – the ogre king of Argentinian politics – or for his enemies. For revolution or democracy. The turmoil left a legacy of mental stress that is easily measured in the number of psychologists and psychiatrists flourishing in Buenos Aires.

But the youngsters contest cheerfully that they have no such problems. The secret, perhaps, is that they have no political beliefs – to the bewilderment of generations schooled in Perónism, militarism, revolutionism and pure terror. The generation now in its thirties is perhaps the most poignantly shocked.

"We all had a very clear ideology when I was their age, and we took it very seriously," remembers Daniel Cohn, 31, writer of the book *Los Chicos de la Guerra*, which chronicles the generation that fought the Falklands war. "Youngsters now are much more relaxed. They are not afraid of authority, and they don't worry about politics. I think it's because they didn't experience military rule in the way that we did. We faced repression personally, while they didn't really know what was going on."

What the young have also been spared is the brew of nationalistic myths, lies and wanton delusion that has been forced on Argentinians for almost half a century, the poison strengthening with each successive bout of authoritarian government until the catharsis of the Falklands war.

That defeat left many older Argentinians groping among the fragments of their self-esteem. But the new generation, which lost its brothers and friends to Britain's shock troops at Mount Longdon and Goose Green, knows that Argentina is a country low down in the league of economic and military power, struggling to keep itself from sinking deeper into the dust of the Third World. So the search for

jobs and qualifications now preoccupies students in universities torn apart in the 1970s by ideological violence. Junior military officers abandon careers that in the past lured men ambitious for power.

When politicians and newspapers lapse into the language of discredited nationalism – accusing the rest of the world of conspiring to obstruct Argentina's march to glory – the young turn up the sound on their Walkmans and groan.

The unifying point of view of many

young Argentinians is a passive faith in democracy and in the man who stands at its apex, President Raúl Alfonsín. He is not hero-worshipped. But he inspires confidence and affection as a rarity – a reliable, honest and realistic figure from an older generation.

At the heart of these attitudes lie the experiences that Argentinians now in their early twenties have lived through in the past two decades.

They were born in the early 1960s into a nation torn between the opponents and supporters of General Perón, who had been forced into exile in 1955 after 10 years of dictatorship. Perón had claimed to be the champion of the common man against the "oligarchy", the landowning families that had made fortunes when Argentina was a rich agricultural exporter. He milked them of their wealth to pay for his wife Evita's social welfare programmes and the nationalisation of key industries. Perón's critics and enemies accused him of bankrupting the country to buy the loyalty of the working class, creating a monstrous political legacy that menaced the nation.

While the babies of the early 1960s were still at junior school, their elder brothers and sisters were absorbing the ideological fallout from the events of 1968 in Paris, this nation's intellectual capital. Argentina had a tough anti-Peronist government run by generals of bone-headed political instincts. A vicious circle of protest and repression gave birth to the right-wing and left-wing terrorism that ravaged Argentina in the 1970s.

The new generation was too young to participate but old enough to hear the rhetoric and the gunfire when Perón returned from exile and became president again, only to die and leave his pathetic new wife Isabelita in charge. Many schoolchildren celebrated with their parents the military coup that overthrew Mrs Perón in 1976. Others lost parents, brothers and sisters to the military snatches charged with clearing up Argentina's problems by mass murder.

apparent conformity is not a guarantee of quality, that the unfamiliar does not destroy the family, that the sudden streak of pink in their son's shoulder-length hair will disappear in time without recourse to scissors and violence.

The postwar generation has forced these changes on the country. In the wake of the conflict with Britain and the downfall of the generals who provoked it Argentina finds that it has reared a crop of laid-back youngsters, indifferent to convention, independent-minded and impatient with the myths and totems of the past in which Argentina abounds.

Some of the changes have not been accepted quietly by traditionalist Argentinians. Reformers pressing for a divorce law have run into accusations of treason and blasphemy in this constitutionally Roman Catholic country. Traditionalists also blame democracy for a crisis of authority that has opened the way to juvenile crime and violence on a scale unprecedented in Argentina. Commuters on the old British-built trains to the suburbs of the capital now travel in fear of an attack by *patotas*, gangs of thugs who have been known to throw people out of the doors after robbing them. Hooliganism at football matches sometimes surpasses even British levels of soccer violence, with pistols now in use by rival gangs. Drugs, particularly cocaine, are shocking a society traditionally dismayed even by mild drunkenness.

Throughout these childhood years they were surrounded by lies: that Perón was a saint whose utterances amounted to the national ideology of Argentina; that Argentina was gripped by a national illness that had to be bled away before the country could fulfil its glorious destiny; that the Process of National Reorganisation, as the military regime called itself, was saving an ungrateful western world from communism; that no-one was being killed by death squads; that if they were they deserved it; that the invasion of the Falkland Islands proved Argentina's maturity as a nation; that the war against Britain was being won; that defeat, when it was admitted, was the fault of everyone else. Their schools taught them that Argentina was a land founded by heroes who fought for independence from Spain; but teachers shied away from discussion of the violence and distress around them.

Few children realised to what unprecedented depths of brutality and dishonesty the country had been forced, not even those who lost parents and close relatives in the *proceso*. But the boys who were shipped under arms to the Malvinas were able at last to break the taboo on knowing something unmistakably bad about their country. They discovered together, in their thousands, just how much Argentina could lie to itself, as they fell back under British attack while listening to radio reports of Argentinian victories. They grasped the truth about the society that had nurtured them; and the army failed in its attempts to prevent them spreading the news when they returned home.

The ex-combatants now have a unique role in postwar Argentina. They brought self-respect back from the battlefield. They feel it was no dishonour to have been defeated by elite British troops, and believe that in the final account it was their suffering that delivered Argentina from the hands of its military regime. They are truculent and independent to a degree that some of their elders mistake for shellshock. Some find their experience a handicap in the search for work, particularly the thousands recruited from the darker-skinned and poorer communities of Argentina's far provinces, where the vigorous survival of Indian blood challenges another of the nation's dearest myths – that this is a white country. ➤

Swarthy, unemployed and poorly educated, the Falklands veterans describe themselves as *viejos jóvenes*, young men old and wise before their time. They also know better than anyone else, perhaps, the painful effects of the generals' economic legacy. The spending boom they engineered has left the country's finances in complete disarray. The *plata dulce*, it was called, the sweet money or the sweet river Plate – a pun now mocked by empty factories, low wages and the national burden of a \$54 billion foreign debt.

Not that the *plata* is any more *dulce* for those young Argentines who still want to make the armed forces a career. The son of one of the key military figures of the Falklands war is at present earning the equivalent of £100 a month as an army lieutenant. He moonlights in a second job selling spare parts for cars. What angers him is that his father has just had to move to a smaller flat because of the inadequacy of a general's pension, while other senior officers who had jobs in the government and state-controlled industries during the *proceso* retired rich. Money, and the lack of it, matters more to newly-commissioned officers than the question of the human rights trials of senior military figures. They believe that the armed forces are being made to suffer economically for the political and moral mistakes of old men.

The sad irony of Argentina's present economic problems is that there is a great deal of money in Argentinian hands. But much of it is held abroad, for cash poured in a torrent out of the country when the economic boom began to collapse back in 1980. There is estimated to be enough in private overseas bank accounts to repay more than half of the nation's foreign debt. It is this cash that supports the postwar phenomenon of Punta del Este.

"Punta" is where the truly rich are to be found in the fashionable summer month of January – a sweet-smelling enclave of clean beaches, pine trees and extremely expensive apartment blocks built with Argentinian money. Yet it is not in Argentina at all, but across the river Plate in Uruguay, half an hour's flight from Buenos Aires.

The planes hop back and forth throughout the season, and the score or more of international banks with branches among Punta's boutiques channel the cash in from distant deposit accounts so that gilded young Argentinians can glide their way through papa's money in a blaze of frivolity. Style here is imperative. A perfect *cola* – the much flaunted female bottom, prized above all other zones by the Argentinian male – is the symbol by which success is measured.

To be young, beautiful and wealthy – and in Punta del Este in January – is to be at the pinnacle of Argentinian society. From the new postwar generation, are these the lucky few who will wield power in the Argentina of the 21st century? ●

Additional reporting by Maria Laura Avignolo

Price of glory

Lt JAVIER DIAMANTE, 25: I joined the Navy as a trainee pilot in 1978, when it was not strange to want to join the military. Nowadays the image of the armed forces has deteriorated. I was attracted by the discipline and I was also enthused by the territorial dispute we had with Chile back in that year.

I'd have liked to have flown in the Malvinas war but I was still in my last year of training. I had friends on the Belgrano when it was sunk, but one has to accept it as a fact of war. I would not like to go to Britain as a tourist, but to the people and the military there I feel no hatred. The military on both sides did their duty. We were defeated by the superior military force of Britain, and if I feel any rancour it's only against British leaders for refusing to negotiate.

Now I'm a flying instructor. My pay is equal to \$180 a month, which isn't much. Many young officers have left because of the low salaries. They didn't want to leave, but they can earn three times as much outside. Never have salaries been so low. The country is going through a very hard time economically, but the armed forces are also paying a very high price for their loss of prestige.

This is a country with a short memory. We forget things and don't know how to get experience from what

Cola power

FABIANA SCHÄFER, 23: My father was a German sailor who came here in the 1950s. My childhood was on our *estancia* in the country and very lovely. When I was six I was brought to Buenos Aires to start school. My mother, who is Sicilian and very conservative, wanted me to improve my social circle. She sent me to schools where I met aristocratic people for the first time, and I found there that I got on with them very well. I could talk about the world.

I met Javier when I was 16; he was from a very upper-class family. We married when I was 20, after I had taken a course in flower-growing at university. I had my baby at 21, and split up from Javier soon afterwards. The priest said I could not take communion because I was separated from my husband, but he relented after a long talk.

The most important and respectable thing in Argentina is to be part of a family. The children of separated couples are discriminated against in the upper class. I'll send my son to a conservative school that will teach him to respect the family; and my husband and I will explain to the parents of his friends that although we are separated we are still a family and so our boy is no different from theirs.

I had a romance with a man of 40, but he has gone back to his wife so that the children don't suffer discrimination. They are learning at school to respect the family, so he wants to set an example. I respect that. Men say that I give them peace, serenity and distraction. But they call their wives "the mother of my children". I understand that.

The government is trying to bring in a divorce law. But it will not change my life. What difference can a piece of paper make to how I am now? I am separated and when one is separated it's difficult to educate one's son and difficult to come home and be alone in bed. I want to be a wife, but if I married someone else I would be his new wife, which is not the same because people don't accept you. I couldn't marry someone who was newly

Going down

RAMONA OJEDA, 26: I work when I can as a *domestica*, but few families can afford help now. So I take the children on the bus to near the Recoleta cemetery, where they ask people for money. Javier is best at getting money. He's eight. He puts little cards of Jesus on people's tables outside the cafes, and they give something, and then he takes the cards back. The waiters say he is a thief, but he's not. I'm very anxious to keep the children honest. The children give the money to me, and I keep what we need for food and bus fares, and then give them back their commission. Javier usually buys ice cream.

My husband left two years ago. We came from Entre Rios: we had a bigger house than I live in now, which is only one room. Water here comes from a tap along the street. We buy bottles of gas, and we have a light bulb. The electricity doesn't have to be paid for because somebody has diverted it off the cable. We don't have radio or television, or read the newspapers.

Behind us is a cemetery where they killed extremists during the dictatorship. We didn't live here then. I was scared when we first came here because of spirits, but now I'm used to it.

My main concern when I have money is to buy food. The children are fed at school, and the health service is free. And people help with clothes.

I think life was better under the dictatorship, because there was more money. I don't know why there is less now. Life for my children ought to get better, I hope. Claudia, who's ten, is clever. I would like her to be a teacher, or something like that.

Work ethic

JULIO RODRIGUEZ MORANO, 26: We're not going to accept ever again all these lies about Argentina being a great power. People are much more realistic than 20 years ago, much more open to the world. We know that past governments overspent and that we're left with monstrosities – pharaonic projects – we haven't the money to complete. Argentinians used to argue that this was the best country in the world, if only the rest of the world didn't conspire against it. Now we all realise that it's simply backward. What I'm not sure about is that society has the energy to improve things. Argentina has traditionally treated everything as an obstacle. For every solution it has found a problem.

I'm the only person I know whose ambition it is to be a millionaire, and to get there by hard work in business. This society doesn't have that kind of mentality. People think success comes by luck or dishonesty, not by work. They link getting money with corruption. To talk about money is bad taste. People who study or are ambitious in business are looked down on. And it is much harder for the young now than 20 years ago, when you could expect a career,

work, a car, a house. There are no jobs with prospects for many young people.

But I'm optimistic. We now have a new generation of highly trained people in their twenties. They've studied abroad, worked in the World Bank. The previous generation, those who came to maturity in the 1970s, were marginalised by political strife. They're more or less a lost generation. And beyond them are a lot of old ones. President Alfonsín knows what he's up against here and has brought in the young to learn on the job how to tackle this country's problems.

I've found by personal experience that it is possible to be successful here if you work hard.

Dynastic dreams

JOSÉ SANCHEZ ELÍA, 27: This *estancia* is very famous. It was settled by my great-great-grandfather in 1812, when this was still Indian territory. He obtained a legal title to the land for the Indians and lived here alongside them. But the central authorities didn't like the Indians owning land; so they arrested him, killed many Indians and confiscated the property. Eventually some of the land was returned to his wife, but he was locked up.

Another of my great-great-grandfathers was the president of the first governing *junta* in 1810.

My ambition is to be president. All my family have been in politics and I feel an enormous responsibility. I love my

country. People of my generation have seen many in the generation before us destroyed in the violent movements that divided our country. We've seen the consequences of dictatorship, and we've suffered the humiliation of being a country where the right to vote is forbidden. I think these things make us appreciate the values of democracy and stable institutions. We are more tolerant. We think more, and we don't accept the lies we accepted from previous governments.

I think there's still confusion about the dictatorship, a feeling of guilt, but also a realisation that the country was in chaos because of terrorism and bad government before the military moved in. It was a terrible disaster. A society can't admit to itself some things that happen even if deep in its darkest heart it feels they were necessary.

happened. When the armed forces started the war against subversion, they were obeying orders from the elected government and congress to annihilate the guerrillas. It was a war, and in war there are dead and disappeared. There were people who suffered. But normal people who had nothing to do with terrorists did not suffer. There may have

been some errors, but most were not exaggerated the number of disappeared. The job we were given was fulfilled, if not in a completely correct form. I don't think subversive groups of such a size will be created here again. Most Argentinians understand what happened and accept it. It's the press that wants to go back over the subject all the time, and the human rights groups

exaggerate the number of disappeared. The military government was needed when it came to power. The problem was that it extended for some time. I'm confident that the armed forces will not occupy government again. My friends in the army think so too. Argentinians have matured considerably and another military government will not be necessary.

EDUARDO FILAS

Falklands ship in mass auction

By Ian Gronback

A VAST range of equipment ranging from a 9,622 tons gross ship to a blacksmith's forge will go under the hammer in the biggest auction of its kind in Europe to be held in the Liverpool free port on Apr 7.

The ship is the *Provide* (formerly *Merchant Providence*), built in 1965 by Deutsche Werft AG, Hamburg, and used in the Falklands as a floating jetty linked to the shore.

The steel struts used to pin the vessel to the shore will be sold with the vessel and a 120 ft sectional alloy steel bailey bridge will be sold separately.

The *Provide* was one of the vessels which shipped equipment used in the construction of the

Mount Pleasant airport back to this country, and she arrived at Liverpool on Sept 25.

Other marine equipment in the sale includes a flexi-float barge system and two Pushicat tugs, pontoons, floats and anchor chain.

The auction is being conducted by Ritchie Brothers, of Richmond BC, Canada, which is disposing of the assets of the joint venture of LMA (John Laing Construction, Mowlem International and Amey Roadstone Construction).

The firm last year held 79 similar events in North America and this will be its first venture in Europe.

Plant going under the hammer includes cranes, trucks and

stonecrushers, most of it used to build the Falkland airport, and will be displayed across ten acres of dockland.

It will be sold at the rate of one sale a minute as a team of four auctioneers maintain the bidding. Thousands of buyers from all over the world are expected.

Final preparations for the sale are now taking place at North Hornby dock in the Liverpool free port. This includes an 80 ft long by 20 ft wide ramp, up which the mobile plant will be driven between rows of seated buyers under two giant marquees.

Across the dock road a car park will accommodate the transport for buyers and onlookers.

Mr Paul Clay, who is coordinating the event for Ritchie Brothers, said: "This is big business with millions of pounds changing hands."

Liverpool free port attracted the auction against fierce competition from other ports including Rotterdam. Mr Clay said: "Liverpool free port within the port of Liverpool is an excellent site for an auction of this type. It offers all the flexibility to export the machines direct, which is a big attraction to overseas buyers."

Mr Frank Robotham, free port manager, said the auction demonstrated the versatility of the zone in helping all kinds of companies involved in international trade. **A**

Five years ago, in April 1982, Argentina landed troops on the Falkland Islands. Next week, Yorkshire Television presents a major documentary that includes vivid interviews with Argentine soldiers, sailors, and airmen. Today, we print three of their stories

Voices of the vanquished

GOVERNOR'S TALE

'Not a serious incident, not a single rape'

General Mario Benjamin Menendez comes from one of Argentina's most distinguished military families. He was serving at the office of the Joint Chiefs of Staff when he was appointed Governor of the Malvinas.

I HAD had a meeting with General Galtieri on March 2 1982. It started out as a routine meeting. He was both army commander-in-chief and President of the Republic. I reported on my area of responsibility in the office of the Chiefs of Staff and, at the end of the meeting, he said he had important news for me. He told me that the junta were preparing the military occupation of the Malvinas, depending on how negotiations with Britain evolved.

This was completely unexpected, and I was deeply moved because of all that the Malvinas means as an Argentine and as a soldier. General Galtieri told me that, if the military occupation took place, I had been chosen to be military governor of the islands — not the military commander because the Government did not foresee the possibility of any major military operation. As military governor I would have the responsibility of integrating the islands into the Argentine nation and of trying to win over the local population.

My arrival on the islands at Puerto Argentino (Port Stanley) was a dream come true for the Argentines. Ever since we started going to school we learned of our



Gen. Mario Menendez

rights over the Malvinas. It is a very profound feeling and an ambition and at the same time a frustration. All this was running through my mind as the plane was about to land on the islands. As we touched down, we all shouted: "Long live the Fatherland!"

It is a great source of pride to me that during 2½ months of occupation there was not one serious incident, not one single rape or attempted rape, no assaults. There were some thefts and burglaries, but it was mostly food that was taken. There was intense patrolling by our military police, and a very strict discipline to ensure that soldiers could not move individually around Puerto Argentino.

There were courts martial that sentenced officers and soldiers who had violated these norms. Compensation was paid for anything lost or stolen. I remember that we even paid compensation for a cat which was run over by a military truck.

The British landing at San Carlos was not completely unexpected. It was one of the many places in which they could have landed. I know the British considered other sites such as Fitzroy and Barclay Sound, so we couldn't possibly cover all of them. The main target clearly was Puerto Argentino, and it was there that we had to concentrate our forces because we could not move them around.

We sent out small units to San Carlos so that we would receive an early alert, but that unit obviously could not offer any resistance. It was almost impossible to prevent

the landing by sending troops to the beach-head because our helicopters could not fly because the British dominated the air. We could only send forward patrols, who clashed with the British soldiers on many occasions. Their main mission was to observe and report on the deployment of the British forces so that we could call in air strikes against the beach-head as a way of limiting the landings.

The defence of Puerto Argentino was organised in three stages. First we set up a perimeter of 360 degrees because initially we had thought that this would be the first British target in their attack on the islands. After the San Carlos landing this all changed because we could determine which way the British troops were going to advance. We then reinforced the western sector with other units and set up new minefields, but all this was done with very limited resources. It was very difficult to move our artillery around because we didn't have enough helicopters. In spite of all this, our defences were reasonably strong. There is no doubt that the fight for Puerto Argentino was going to be the final battle of the war. We had prepared for this and had put up several ideas to the high command on the mainland, which sadly were not accepted.

We were able to follow the British advance through the reports from our patrols. We had a good idea of where they were more than likely to attack and the possible placement of their artillery and reserve units. But we could not exploit this knowledge because of our limited transport capacity. The truth is that our commandos operated well and brought in a lot of intelligence, capturing enemy equipment and codes which also helped. We could not prevent the British attacks, but we had enough information to prepare ourselves.

The British had established complete air superiority and they dominated the sea. We were completely surrounded. When the final battle started, the great British strength in firepower became more evident—they had greater skills also in night fighting. When you take all this into account it stops being a matter of courage or will to resist. We fought hard and managed to resist the enemy on the heights as long as possible. Our troops had been under intense bombardment and on the ground for a long time in harsh weather conditions. They were extremely tired.

There was a very hard fight for Mount Tumbledown involving our marines. The same with Longdon with the 7th Infantry Regiment. By the morning of June 14 Tumbledown was on the verge of being lost and we realised more and more that we had no cards left to play. Our artillery was reduced to 10 or 12 pieces. We had no direct air support and the enemy ships were off shore reinforcing their land artillery. We had lost equipment and we had many losses through combat fatigue. Everything was very disorganised. The only high ground still in our hands was Sapper Hill and the only thing at that point which could have avoided a military defeat was a military solution.

Signing the surrender was the culmination of a process of anguish and great sadness. I could not conceive of our troops being defeated because I knew they had done everything possible to defend the islands and Puerto Argentino within their possibilities and within their limitations. Perhaps more could have been done in other circumstances. So there was a feel of sadness and great tension but there was no shame.

CAPTAIN'S TALE

'The General Belgrano capsized very slowly and started sinking ...'

Captain Hector Bonzo was a career officer in the Argentine Navy. He was skipper of the cruiser General Belgrano when it was torpedoed just outside the exclusion zone around the Malvinas on May 2.

WHEN THE occupation of the Malvinas took place, the General Belgrano was in dry dock having one of its engines overhauled. We said goodbye to the ships which were going with our forces to re-take the islands. From the dock we waved to them and wished them luck. Two weeks later we sailed ourselves to consolidate their operation.

Our mission was patrolling the southern zone of the Argentine sea, that is to say south of the Malvinas. We were to go out on an east-west line and then return west. We always sailed outside the exclusion zone, never any closer than 35 or 40 miles. In the early morning of May 2 the ship was coming back from its patrol, heading west at a fair speed, following a 280 degree course, straight back to the Argentine mainland. We were 95 miles south-east of Estados Island and there was a strong headwind. At 16.01 hours we heard the first explosion.

I thought immediately that it was a torpedo, some others thought that it could have been an air attack. That first explosion was the one which caused the greatest number of deaths, either through the initial blast or through heat and flooding. The second impact came four seconds later. The torpedo hit 15 metres from the bow and those 15 metres practically disappeared under water. The two explosions wrecked all the emergency services, especially the first torpedo which hit under the engine room and destroyed the pumps, the fire-fighting system.

At 16.15 hrs the ship had a 19 degree list, but I still withheld the order to abandon ship, hoping that we could save more people. When I saw that the situation was hopeless — that there was no possibility of saving the ship, when everyone was at emergency stations — that's when I gave the order.



Capt. Hector Bonzo

It is the most tragic order that a captain can give in his life. We have all studied it, but we had never actually done it. Here a situation occurred which reveals the attitude of the crew. I thought there was no-one left on board, the ship had a 40-45 degree list, the deck was covered in oil, but the fires were being extinguished by the floods of sea water. I was still aboard trying to release a few more life rafts, although we had more than we actually needed. Then I heard the voice of an NCO behind me. I had not seen him before, and he said: "Let's go sir." I turned round. He was an artillery man who wanted to be with me up to the last moment.

I ordered him to his life raft, but he refused and he would only jump when he had made sure that I was jumping behind him. We jumped into the water and reached four life rafts that were about 15 metres away from the ship, waiting for us, refusing to leave the side of the ship, despite the danger of being dragged down when the ship sank.

But the General Belgrano was as noble in its death as it had been throughout its life, it capsized very slowly, and started sinking, showing the gaping wound on her hull but not dragging any of the life rafts with it. Forty or 45 rafts surrounded the ship, and in some of them they sang the Argentine national anthem and shouted: "Three Cheers for the General Belgrano."

At that moment all a captain can think about is his ship and the heroes who are going down with it. It is hard to explain what I felt — it was a part of my life sinking with the ship. I felt immediately much older.

On June 2 the time came for us to separate and there was a Mass. I talked to the crew for an hour and I would say that a very strong bond has remained between us. To this day we maintain our Belgrano Association, and I still visit many of the relatives of those 323 heroes who remain at the bottom of the sea.

cont. .
Guardian
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We called the British Harriers the Muerte Negra

Private Horacio Benitez from Buenos Aires was aged 19, and about to complete his year-long spell of military conscription, when he was sent to the Malvinas. He was involved in the final battle at Wireless Ridge.

We called the British Harriers the "Muerte Negra" (Black Death) because by the end of the war they would come down on us, on Two Sisters Mountain, and you could see the shadows coming towards us. They would start shooting at us with their machine guns and there was nowhere to hide. The shadow would come at you under the Harrier, and when that shadow came over you, you were a dead man, you were dead.

We attacked the British at the foot of the mountain. It was complete chaos—shouts, people coming and going. It was dark and star-shells started going off, lighting up the sky—suddenly it was daylight. We looked at each other as if to say: what do

we do now? We came under machine gun fire and we just stood there. We stood still like tin soldiers with the British throwing anti-personnel missiles at us. They looked like balls of fire which chased you all over the place.

We had never seen anything like it. It was as if they had picked one of us out and were trying to find a particular soldier. People ran away and a couple of my friends were killed. I froze. I didn't shoot, I didn't know what to do. I was desperate. I was so afraid I couldn't move, and then I started to run, but I was running up, up the mountain, along with some others, in a very disorganised way. As we climbed there were helmets, weapons, bodies, strewn all around. It was a disaster. There was smoke everywhere.

We reached the top—about 20 of us—and just ahead were the British advance patrols—red berets,

the Paras. The battle started. It was completely crazy, shouting everywhere, this was interspersed by periods of total silence when you could hear music, or people talking and even laughing. Sometimes you would see groups coming at you and you didn't know who they were, which side they were on.

It started snowing, very thin snow, that drenched us. I was behind a rock. They were shooting at me. Under the light of the star-shell I saw this guy and I shot at him. He must have been hit because I poured a whole magazine into him and he fell. But others were coming at me. I kept on shooting but they kept coming. Some who fell got up again and kept charging on, shooting at us. By this time they were all around me. They must have thought that there were thousands of

us there but we cannot have been more than 20 because the rest of the company was at the foot of the mountain. A sergeant was wounded. He shouted that he had been hit in the stomach. Another soldier was crying out for help, but you couldn't help him. A grenade fell near him and it lifted him up in the air and he fell down again.

He stood up and shouted: "I'm hit, I'm hit," and he was swearing but he was still walking. He went round several soldiers, and to one he said, "I'm leaving you my rifle," and to another "I'm leaving you my magazine," and then he started shouting, "I'm leaving, I'm leaving, I'm leaving," as if it was all over.

I had eight magazines with me but I had just run out of ammunition and had used all my grenades. I wasn't thinking straight any longer. I didn't know where I was.

The only thought in my head was to grab more ammunition and continue fighting. It seemed as that was what I had to do. Something was forcing me to do it. Perhaps deep down I was even enjoying it because that's a primal instinct. I found more ammunition but as I was loading I saw an English soldier in front of me. As I lifted my rifle I was shot in the head. I seemed to fall as in slow motion. I was left there.

The shot had been deflected by the helmet and had hit me in the neck. I couldn't move my head but I could still think. I can remember wondering whether I still had my arms, I tried to move my legs and I realised I had all my limbs. I thought: "I'm alive." I tried to crawl back. I couldn't stand. The battle was still going on, my head was swirling.

Eventually some friends found me and picked me up and dragged me down the mountain. I thought I was bleeding to death. I asked my

friends for a last cigarette. One of the guys from the trench was there who had been hit in the leg and the hand.

We talked to each other, we wondered whether we were going to die or not. Someone else said they were killing off the wounded. Finally I passed out because I lost so much blood. I couldn't move but I could still think. When we reached the command post they thought I was dead. They told the captain: "Here's Benitez—he's dead."

They wrapped me up in a blanket and put me on top of a pile of corpses. A sergeant came along. He was writing down the names of the dead. He was crying. I must have blinked or moved or something, because he realised I was still alive.

The Falklands War: The Untold Story, produced by Michael Bilton and Peter Kosminsky, will be shown on ITV on Wednesday, April 1, from 8-10pm.

How Britain was caught on the hop

JUST before Christmas 1981, Argentina appeared fated to be ignored, as it had been for most of its history, by international opinion. The fact that on 22 December an Argentine President called General Robert Viola had been toppled in a "palace coup" by his army chief, General Galtieri, hardly drew a mention. In Britain, Fleet Street had geared down for its "silly season," and Parliament was in recess. At the time the British Ambassador to Buenos Aires, Anthony Williams, reported that the Argentine navy, traditionally the hardest of the services on the Falklands issue, was playing a "decisive role in the change of Government, which it was likely to maintain in the new junta." His immediate superiors at the Foreign and Commonwealth Office took the view that the Argentine Government could be expected to take a more forceful line of action on the Falklands issue. And yet no one on the British side appears to have considered that an outbreak of hostilities was imminent.

Planned and executed by General Galtieri, the downfall of Viola would not have been possible without the active support of Admiral Jorge Isaac Anaya, the navy chief, who had a personal grudge against Viola. The two men had first crossed swords in the months leading up to the 1976 coup when senior officers from the three branches of the armed forces had laid the initial plans for the toppling of Isabelita Perón. Viola had wanted immediate action; Anaya had urged a tactical delay, arguing that a few more months of Perónist misrule would make it that much easier for the military to appropriate for itself the destiny of the nation. In 1978 the two men were again at loggerheads, with Anaya sharing the navy's deep distrust for Viola's flirtation with the political parties and his insistence that the army should dictate the terms of any future transition to democracy. In a stormy meeting, at which other officers were present, Viola not only mocked Anaya's political judgment but also made a fleeting reference to the navy man's dark skin and his Bolivian background. Anaya never forgot the racist jibe, and spent the next three years looking at ways of restoring his self-respect. By Christmas 1981, Anaya had rediscovered Leopoldo Fortunato Galtieri.

The two men had first known each other at the age of 15 when they had gone together to military school. They had maintained an easy-going although not particularly profound acquaintance since then. Anaya was content simply to find in Galtieri everything that Viola wasn't. Galtieri was an anti-intellectual, preferring action to words. Without any fixed ideological position of his own he was permeable to other people's influence, all the more so if a particular recommendation coincided with his own ambition to reach the top of the army hierarchy and to go down in history as the most populist President since Perón.

On December 9, 1981, Galtieri and

Five years after
the Falklands war,

Jimmy Burns

reveals the way

Argentina's junta

plotted the invasion

Anaya met for lunch with their respective wives in the main army barracks of Campo de Mayo. The lunch was taken up with earnest discussion about the latest political situation. The main source of concern for both men was the damage being wrought to the prestige of the armed forces by General Viola's mishandling of the economy.

The lunch appears to have ended with both men sufficiently convinced of the gravity of the situation to toast a change of government within the regime. Galtieri confirmed that, as commander of the army, he had the power of the tanks to thwart any resistance by Viola, although both men seemed convinced that the President would resign without resort to arms. It was to be a palace coup like so many others tested and tried during 50 years of military power. Anaya offered the full political and military support of the navy on the understanding that the navy would be allowed to expand its plans for the occupation not just of South Georgia but also of the Falklands.

Even at this early stage, Galtieri appears to have calculated that the poli-

**'The operation would focus
on a surprise amphibious
landing by 3,000 troops'**

tical risk implied by his handing the initiative on the Malvinas to the navy was worth taking. Properly managed, public opinion would accept a successful occupation of the islands as an act not just of the navy but of the military as a whole. Anaya would take the initial kudos, but Galtieri, as President, would reap the ultimate glory. With a bit of luck, Galtieri hoped to stay in power for at least ten years. Both he and Anaya considered the opinions of the air force only belatedly, thus carrying on a military tradition that had relegated the airmen to a secondary role inside the political system. It was not until 29 December that Brigadier Basilio Lami

Dozo was informed of the decision to recover the islands before the end of the year. The junta was convinced that the raising of Argentina's blue and white flag in Port Stanley on the 150th anniversary of Britain's "illegal usurpation" of "Las Malvinas" would stir nationalist sentiment as much as General San Martín's epic crossing of the Andes in the 19th century.

The detailed planning stage for the invasion of the Falklands began in early January 1982. A very restricted "task group" headed by the commander of the Argentine fleet, Rear-Admiral Juan José Lombardo, and including Brigadier Sigfrido Plessel, one of Lami Dozo's senior advisers, and General Osvaldo García, the commander of the Fifth Army Corps, set up an improvised "war room" in an annexe of the Navy Club in Buenos Aires—an imposing *fin de siècle* building on the corner of the capital's busiest shopping arcade, the Calle Florida. The setting was soon judged too exposed and the task group moved to the southern port of Puerto Belgrano—a naval reserve where few civilians dared tread.



Codenamed Operation Azul, Lombardo's plan drew heavily on the scenarios developed as part of basic military training ever since 1942, and which had been refined by Anaya himself soon after returning from a posting as naval attaché to London in 1977. The operation would focus on a surprise amphibious landing of not more than 3,000 troops, capable of subduing with a minimum of bloodshed the token contingent of Royal Marines on the islands. Speed would be of the essence, with the Argentines moving quickly to place under arrest the island administration, control the more virulently anti-Argentine among the islanders, and dominate Port Stanley and outlying farms to such an efficient degree as to make protracted armed resistance impossible. Within 48 hours, the bulk of the invasion force would withdraw to the Argentine mainland, leaving a military Governor and a token presence of about 500 men to make a symbolic assertion of Argentine sovereignty and await Britain's diplomatic surrender as a *fait accompli*.

The only major modification to Anaya's draft plan appears to have involved the islanders. Lombardo's task force drew up a plan of financial compensation to be offered to those kelpers who wished to emigrate once an Argentine administration had been installed. But this was devised as an option rather than a compulsory final solution. The navy had originally planned to remove the entire island population by force so as to leave the islands free for Argentine settlers. Lombardo believed that this would outrage international opinion, and preferred a more flexible arrangement by which a mixed island community would evolve and in which kelpers and Argentines would enjoy equal rights.

From the outset, Lombardo's task



group incorporated detailed assessments of the nature of Britain's defence of the islands, the attitudes of individual islanders (a black list of the most anti-Argentine was drawn up), and the diplomatic context in which the invasion would take place.

Early advice came from Vice-Commodore Hector Gilibert, an air force officer who had used his position as chief representative in Port Stanley of the State airline Líneas Aéreas del Estado (LADE) and his excellent English as a cover for four years of persistent intelligence gathering. Gilibert was far from being the perfect spy and does not seem to have been trained as one. He was simply an astute officer who had found little difficulty in absorbing the reality of a small, simple and extremely transparent island community. The marine barracks at Moody Brook on the outskirts of Port Stanley, for example, was throughout his posting run virtually with the openness of a pub, Argentine female teachers were among those who regularly attended the camp's drunken social occasions, when a generous amount of indiscreet information about training and schedules was passed around as freely as beer. As one islander confessed:

"If Gilibert or any other Argentine officer wanted to, all he had to do was

run up in his car on a Sunday afternoon, photograph the premises, study the layout through a pair of binoculars and send it all back to Buenos Aires. The barracks were always open to the public at the weekends so there was no one to prevent this from happening."

Additional information on the islands was provided by Captain Capaglio, skipper on the naval transport ship *Isla de los Estados*. Since 1980 the ship had carried out a series of commercial trips to the islands, transporting food to and from the mainland. Capaglio is believed to have gathered detailed intelli-

'The US Administration saw in the Argentine military a useful ally'

gence on the layout of some strategically placed farms, the loyalties of their owners, and of the lack of a military presence on the majority of the beaches and jetties that dotted the islands.

As for British diplomatic intentions, one of the early advisers of the task group appears to have been Rear-

Admiral Walter Allara. A former head of Argentina's navy intelligence (SIN), Allara had recently returned from a two-year posting as naval attaché to London. The navy officer had had the good fortune to find virtually the same degree of transparency in Britain as his colleagues had found on the islands. In the English summer of 1981, for instance, Allara had been pleasantly surprised to be invited on board *HMS Invincible*. A few weeks later he returned the compliment by inviting Admiral Sir Henry Leach, the First Sea Lord, to cocktails on board the Argentine naval training ship *Libertad*, which had docked in London. As a result of his regular conversations with British naval personnel, Allara had returned to Argentina convinced that neither the Foreign Office nor Leach regarded the Falklands as a priority issue. Nor did he think that the British suspected an invasion in the near future. On the contrary the recently elected Thatcher Government seemed to be somewhat embarrassed by the anti-junta campaign of the human rights groups and anxious to deepen the traditional links between the Royal Navy and Argentina, which in recent years had led to the supply of a generous assortment of equipment and training facilities, including destroyers, communications equipment and helicopters.

Some sectors of British industry and of the military establishment could not forgive the Labour Government for its refusal in 1978 to receive officially the then navy chief Admiral Massera—a move considered to have been behind Argentina's decision to ditch a planned purchase of British frigates and turn to West Germany instead. During Allara's posting, which coincided with the first years of Mrs Thatcher's premiership, activity seems to have returned to normal at the Argentine navy's "naval commission"—a group of Argentine naval officers who co-ordinated arms purchases from an office in Vauxhall Bridge Road on the same street—irony of ironies—as one of the offices belonging to M15. Given such complacency it is hardly surprising that the renewal of military training facilities under the Thatcher Government was extended to include junior Argentine naval officers enlisted by SIN.



As important in forging the junta's views on how the world saw Argentina, and therefore in completing the essential diplomatic context motivating the decision to invade the Falklands, were the dealings senior officers had had with the United States.

After the Carter years, the junta moved to encounter the open collaboration of Reagan. Since 1977 the Argentine military had given open support to anti-Marxist forces in Central America, providing Somoza with arms in Nicaragua and training death squads in El Salvador, Guatemala and Honduras. They had willingly filled the vacuum left by Carter, gaining a reputation as gallant crusaders once Reagan came to power. The US Administration saw in the Argentine military a useful ally which would help them to do the work the American military could not at the time do openly without provoking a national outcry over a second Vietnam.

US officials have always denied that at any stage the Reagan Administration hinted that it would remain neutral in the event of an Argentine invasion of the Falklands as a tacit exchange for Galtieri's generous backing in Central America. What is certain, however, is that the junta and its "Malvinas" task group convinced themselves that Wash-

How Argentina caught Britain out

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ington would not allow itself to become militarily involved in the Falklands. The belief that the US was capable of allying itself with Argentina against its oldest Nato ally showed the extent to which the militarisation of Argentine society had isolated it from reality. The diplomatic miscalculation, so instrumental in pushing the country towards war, was the product of the military's inflated sense of its own importance.

Against this diplomatic background, in mid-February, Lombardo and his team fixed May 15 as a provisional date for the invasion. The fact that the junta had calculated a minimum international outcry and little if no military response from Britain or the US meant that Lombardo could ignore detailed logistics: in June the navy was due to receive a delivery of 14 Super Etendards and their accompanying Exocet missiles. Nor did it matter that the Argentine air force was also only half-way through its re-equipment programme with many of its bombs timed for land as opposed to naval targets. An officer later commented on this period:

"The fact was that the subject of the recovery of the Malvinas was old hat, discussed on countless occasions in the military academies and in the chiefs of staff headquarters. So that, as far as our spirits were concerned, this one more operation that was destined to end up in an archive... very few of us believed that it would ever really take place."

But higher up the military hierarchy a great deal of importance was attached to Allara's perception of British diplomatic indifference over the Falklands. Although the junta, largely on the insistence of Brigadier Lami Dozo, had in principle agreed that any final decision on the invasion should await the outcome of the latest round of Anglo-Argentine talks scheduled in New York, the navy planners had already begun to look upon Operation Azul with a sense of inevitability.

The New York talks took place on February 26 and 27. The Argentine

delegation was headed by Enrique Ros, a career diplomat with long experience of the Falklands issue. Through a mixture of dedication and opportunism he had managed to suppress in public his dislike for what he regarded as an unnecessary intrusion into foreign policy by his military peers. In private he had gone out of his way to impress on the few people he could trust that he was not a soldier in civilian uniform. But while this might have satisfied Ros's political conscience, it kept him ostracised from the inner circle of decision-makers around which the junta's power revolved. He had gone to New York unaware that the junta had planned Operation Azul and set a provisional date for the invasion. On the contrary, Ros intended to focus the talks on fixing a timetable for further talks, and the setting up of a commission to streamline contacts between Argentina and Britain. He did not wish to press the British to accept Argentina's territorial claims—detailed discussion of sovereignty would be left for another round of talks.

Ros seriously underestimated the mood of the junta. He emerged from the meeting fully satisfied that he had achieved a great deal more than any of his predecessors, and quite willing to accede to the British delegation's request for public restraint. The delegation had argued that such restraint was needed if it was to have any chance of winning support for the commission from MPs and island opinion. It too had emerged in an optimistic frame of mind, believing that it had "bought three to six months." Both sides had seriously miscalculated military feelings back in Buenos Aires.



On 2 March General Mario Benjamín Menéndez, an officer attached to the Chiefs of Staff, was informed by General Galtieri of his appointment as the future Governor of Las Islas Malvinas. Menéndez later recalled how he was struck dumb at the end of the regular Tuesday briefing at the army headquarters, chaired by Galtieri. It was there that he was informed that a decision had been taken to recover the islands by

force. Scarcely pausing for breath, Galtieri then went on to insist that the plan should be kept secret. Until further notice, Menéndez was to discuss his appointment only with his Chief of Staff, General José Antonio Vazquez. Galtieri gave Menéndez no further details of Operation Azul. The future Governor was simply told that he would be flown to the islands and take charge of a military detachment of not more than 500 troops.

"Five hundred only?" Menéndez interjected for the first time. "What about the air force and the navy...?"

"Oh, you should look upon the troops as playing the role of military policemen," Galtieri said, "and there will be some people from the air force and the navy, maybe a couple of Pucarás, one or two patrol boats... just enough to assert our control over judicial waters."

It was not until the following week, during a further routine briefing at army headquarters, that Menéndez managed to summon up enough courage to express some real doubts about the viability of such an operation. "Look, my General, it's not that I don't want to carry out my mission. It's a responsibility and a very great honour and I have no intention of resigning. But I just want to ask you one question: what is going to be the international reaction to this at a point in time when Argentina and Britain are still officially negotiating the future of the islands?"

Galtieri paused momentarily, then stiffened, cleared his throat, and in a voice that cut their air of the room like a sharp knife said, "Menéndez, that is none of your business... it's the junta's problem and no one else's. I just want you to think about being a military Governor."

● Jimmy Burns was the Financial Times correspondent in Buenos Aires from 1981 to 1986. This extract is taken from his book, "The Land That Lost its Heroes: the Falklands, the Post-War and Alfonsín", to be published next Thursday, April 2, by Bloomsbury Publishing Company at £12.95.

Argentina to get a new capital similar to Bonn

By Cristina Bonasegna in Buenos Aires

A BILL to move the capital of Argentina from Buenos Aires to the small cities of Viedma and Carmen de Patagones, 600 miles away on the fringes of sparsely populated Patagonia, has been approved in the Argentina Senate.



The controversial Bill was approved on Wednesday night by 24 votes to 18, after a five-day debate. It was supported by eight Opposition senators.

The Bill will now go to the Lower House, where President Raul Alfonsin's Radical party has a majority that should ensure it passing. No date has yet been set for the debate.

The plan is for a new capital modelled on the West German example of Bonn, thus decentralising power concentrated in Buenos Aires since Argentina became independent from Spain in the early 19th century.

About one third of Argentina's population of 30 million now live in Buenos Aires and its outskirts.

Buenos Aires, home of the melancholic tango, has often been accused of being an octopus smothering the rest of the country.

The people of Buenos Aires, the porteños, have a reputation of looking down on those living in the provinces.

Now Buenos Aires looks set to become a province itself, along with 22 others.

The Bill is also aimed at boosting growth of Patagonia, a huge area dotted with sheep farms and oil derricks.

International loans

Vieoma and Carmen de Patagones are on the Negro river, which divides the lush pampa grasslands of the north from the vast Patagonian brush lands of the south.

The Government estimates the cost of the transfer at around £2,800 million, 60 per cent of which is to be financed with international loans.

But estimates elsewhere suggest the eventual cost, including some ambitious related projects, could exceed £6,000 million, and some officials at the Public Works Ministry are said also to believe this.

President Alfonsin defends his plan by insisting that what he has in mind is a "new Bonn" rather than a "new Brasilia" modelled on the ambitious new capital of Argentina's neighbour, Brazil.

He says he will move his own offices down to the new capital by 1989, when his six-year term ends, so that he can hand over power to his elected successor there.

Argentina votes to move its capital

From Jeremy Morgan
in Buenos Aires

THE Argentine senate has approved President Raúl Alfonsín's proposal to move Argentina's capital 600 miles south to the city of Viedma in an effort to open up the country's vast interior.

The proposal was carried by 24 votes to 17 after a five-day debate.

With the Government holding an absolute majority in the Chamber of Deputies, the lower House of Congress, the bill looks set to become law later this year. However, the arguments are not necessarily over. The Government first estimated the cost of the move at \$1 billion to \$2 billion, but now admits it will be about \$4.5 billion. Critics claim the eventual figure could be twice that much.

Officials hope to cover 60 per cent of the cost with over-

seas loans. A Peronist Senator pointed out the government's own estimate equalled eight per cent of Argentina's foreign debt of about \$50 billion.

By relocating the centre of political power to the cities on the northern borders of Patagonia, President Alfonsín hopes to boost development of Argentina's far-flung and isolated southern region, long ignored and overlooked by governments in Buenos Aires. Opponents say the funds would be better spent directly on individual projects.

With President Alfonsín's critics claiming that he is out of touch with reality, and accusing him of gimmickry to distract public attention, the biggest hurdle is probably psychological.

When he first launched his plan almost a year ago, he also appealed to the public to break "mental frontiers."

Argentina joins nuclear power market

IN the beginning there was Peron. An army colonel who came to power in 1945 and the father of Argentine nationalism, Juan Peron laid the foundations of his country's nuclear industry.

Greatly impressed by the strategic implications of Hiroshima and Nagasaki, and the succession of nuclear tests in the Pacific Ocean and the Soviet tundra, he established the Argentinian Atomic Energy Commission (CNEA) in 1950 to develop Argentina's nuclear industry.

Progress was slow but Peron lived just long enough to see Argentina's first nuclear power reactor to come into operation in 1974, built by Kraftwerk Union (KWU) of West Germany.

However, a major step forward was made earlier this month when Enace, a 75 per cent state-controlled company (the other 25 per cent is owned by KWU) unveiled the first Argentinian nuclear power station design, the Argos PHWR 380, aimed at the domestic and international market.

Also, Argentina joined an international consortium to bid for the completion of Iran's 1,000 MW Bushehr I nuclear power station, which if successful will be the first major international contract for Argentina's nuclear industry. (Argentina has sold one small research reactor to Peru).

After 37 years of often secret development work, Argentina is therefore presenting itself for the first time as a serious competitor in the international market place for advanced nuclear technology.

The concern and likely controversy that will surround this move is the country refuses to sign the Nuclear Non-Proliferation Treaty (NPT).

Mr Abel Gonzalez, the presi-



Juan Peron: laid the foundations.

for 1997 and 2000. Thereafter, a further plant would be completed approximately every six or seven years according to Mr Alberto Constantini, president of CNEA.

The choice of a medium-sized 380 MW reactor in the Argos design was made because of its lower capital cost, more rapid construction time and to target a potential export market said Mr Constantini. Third World countries, especially in Latin America, are considered to be the most promising customers.

However, the key to breaking into the world market depends on Argentina being able to master all the stages of the nuclear fuel cycle, and this it will shortly be able to do by opting for the heavy water reactor (HWR) design for its home-grown product.

Argentina already mines uranium ore, processes this to yellow cake and then converts

this into pellets of natural uranium to charge its existing and planned nuclear power stations. All are heavy water reactors.

The first, Atucha I of 350 MW capacity, the second of Canadian design being a 600 MW Candu reactor which came into operation in 1983, and the third—Atucha II—of 750 MW capacity, like Atucha I is being built with KWU assistance but with a higher proportion of Argentine built parts which will come on-line in 1992.

Heavy water reactors can be run on natural uranium without the need for the nuclear programme to embark on the heavy expense of fuel enrichment.

A heavy water plant is under construction in Argentina by Sulzer Brothers of Switzerland, and will come into operation in 1988. The Zircalloy tubes which house the nuclear fuel elements and together form the heart of the reactor, are also being manufactured in a pilot plant in Argentina, with full scale production expected by 1990.

Together with the experience gained in nuclear plant construction and operation, Argentina will therefore shortly be self-sufficient both in technology and the fuel cycle, for the production, operation and export of heavy water reactors utilising natural uranium.

However, it is going two steps further. First, a gas-diffusion process uranium enrichment plant is to be completed this year. The justification for enriched uranium manufacture is that the addition of small quantities of enriched uranium in the HWR reactors greatly increases their efficiency and extends the life of Argentina's uranium resources.

Second, a fuel reprocessing facility being constructed near the capital will come into full operation in 1989, enabling the spent fuel elements to be re-

cycled and thereby giving Argentina complete control of the nuclear fuel cycle. Both these controversial plants have been developed by Argentina itself. The concern surrounding them is that they can produce the key elements necessary for either of the two pathways to the production of nuclear weapons, namely enriched uranium and plutonium.

Despite the insistent denials that Argentina may produce nuclear weapons, ambiguities and concerns persist. An additional reason besides the commercial one, for not ratifying the NPT and published in a report produced by Argentina's advisory council on nuclear policy in 1984 is that the NPT "does not contain any guarantee to protect non-nuclear countries from possible threats or attacks with atomic weapons by the nuclear powers."

The clear implication is that by not ratifying the NPT, Argentina reserves the right to produce nuclear weapons should such a threat become evident.

President Alfonsin has inherited a pre-existing nuclear programme conceived and developed by more nationalist and militarist leaders. However, his international standing is high and his consistent stance on nuclear disarmament have given greater plausibility to his government's claims that Argentina is seeking to develop nuclear technology only for peaceful purposes, both for Argentina's development and for the export market.

Politicians, lawyers and scientists involved in the nuclear programme in Argentina are upset and offended at the suggestion that they might be producing nuclear weapons. Perhaps it is the inevitable price they have to pay and will continue to pay for wishing to step into the international nuclear arena and take on the giants

Darts find target

The man pinging contra blow-darts off the Iron Lady, George Foulkes MP, is a genial officer in Westminster's Rentaque Brigade. "You can be driving across the Nevada Desert, tuned into some obscure radio station," says one observer, "and you'll suddenly hear the words: 'A British MP has called for...' and it'll be George."

Past battle honours in his eight years at Westminster include Princess Diana's jeans (he wanted her to get married in a pair made in his south Ayrshire constituency), and space invader machines, which he regarded as a menace in need of local authority control.

Describing youthful addicts in the Commons (he has three teenagers himself), he warned: "They become crazed, with eyes glazed and oblivious to everything around them." There could be no better description of the fate awaiting a terminally rentaque MP.

But George, who is 45 and a Labour front bench spokesman on foreign affairs, is not heading that way. Self-publicity was not the only inheritance of his total absorption in student affairs at Edinburgh University.

The student presidency, and a place on the university council, built on the dominies' work at Keith Grammar School and the rigour of Haberdashers' Aske's, a direct-grant of the type he attacked when an Edinburgh councillor in the early seventies. All three academies taught him to master briefs; and he knows a great deal about his special responsibility, central and south America.

This lifts his contra Blowpipes allegation out of the space invader bracket; and Mrs Thatcher also knows that he worries away at his chosen bones. His views on the Falklands have been as consistent as hers, though in entirely the opposite direction. If they stick pins into things at the Upland Goose, the effigy is bound to be a tiny Foulkes.

The Falklands, and a mis-reported tale of a row with local worthies in 1985, led to his memorable quote: "No water jug was involved"—the sort of thing which could make a good competition for the New Statesman (150 words, please, inventing a context). But if Labour wins, the islanders will probably get to know him very well. Junior foreign minister is his likely billet.

If the Tories get back, his recent rumblings about a "Scottish Doomsday" will increase, especially if Labour does well north of the Border. Although a Shropshire lad, born in Oswestry and only schooled at Keith because his father worked there as an auctioneer, he is a mighty devolutionist. And his fortress in Keir Hardie-land, with a majority of 11,370 over the Tories in a fourway fight, looks immune to any electoral Blowpipe yet devised.

Alfonsin sacks Labour Minister

By Tim Coone

ARGENTINA'S Labour Minister Mr Hugo Barrionuevo has been sacked in an apparent attempt by the Government to forge a peace agreement with the trade unions in an electoral year and to divide the Peronist opposition.

The Government's most favoured candidate to replace him, Mr Jose Rodriguez, the leader of the powerful car workers' union, yesterday turned down the offer of the post.

The choice of a union leader as a new Labour Minister comes as a result of intense discussions between the ruling Radical Party and the powerful trade union tuition, known as the Group of 15, which is opposed to the present leadership of the Argentine Trade Union Confederation, the CGT.

By placing a union leader at the head of the Labour Ministry, the Radical Party clearly hopes to head off labour confrontations and to divide the trade union movement.

Leaked army document raises Argentine tensions

BY TIM COONE IN BUENOS AIRES

THE CLIMATE of tension between the Argentine Government and the armed forces was heightened yesterday by the publication of fragments of a discussion paper being circulated amongst the army high command which criticises human rights trials.

The high command began a two-day meeting on Tuesday to discuss the trials which implicate some 300 military officers in human rights abuses during the "dirty war" of the 1970s and during which some 9,000 persons disappeared.

The discussion paper, which was leaked to the local press, defends the armed forces' repressive campaign during the military regime of 1976 to 1983. It states: "The army does not renounce, and will never renounce the objectives which guided the action of the institution in the war against subver-

sion, neither will it forget the heroic action of its men." The document says that the army will give all its support possible "within the legal framework" for those that have been put on trial.

The paper also refers to earlier statements of Gen Hector Rios Erenu, Commander in Chief of the army, in which he said that "our war was totally just and legitimate" and that a political solution is necessary to overcome the conflict between the Government and armed forces.

It is the army's sharpest criticism yet of the Government's human rights policy and amounts to direct defiance of President Raul Alfonsin who, in a speech on Monday, attacked sectors of the armed forces for trying to justify the "dirty war" and the brutal and totalitarian methods they used.

CITY LIMITS
26 March - 2 April

HARD LESSON

T V

On the eve of the fifth anniversary of the Falklands a two hour TV special looks at the war through the eyes of people fighting it on both sides. NICK CAISTOR reports.

For Britain, the Falklands affair was our Vietnam only in the sense that it was our first TV war, with (albeit delayed) apocalypse in every front room.

We cheered as each Argie Mirage was downed, shuddered as the bombs whistled

round our boys, hid under the coffee table as heat-seeking missiles hit one of our ships. Then in good numbers the true Brits celebrated their victory, and got back to the sidelines of soccer violence and cowboy films.

To most Argentines, it was far more a Vietnam in the US sense—a military defeat that entered the national psyche and forced a painful re-appraisal of myth and reality. Argentine troops moved into the Falklands on 2 April 1982, without killing anyone, and began to run the islands with a respect they had not shown for the 10,000 of their own countrymen they had liquidated in the name of political stability.

As the interviews in Yorkshire TV's 'The Untold Story' show, it was again towards their own compatriots—the mostly 18-19 year old conscripts who had to go out and do the dirty work—that the Argentine officers behaved the worst. Time and again the draftees speak of betrayal by their officers who denied them food, proper clothing, ammunition, or any sense of being led. The lesson of this was taken back to Argentina, where it helped to show that the myth of the invincibility of the Argentine armed forces was based solely on the fact that they had never fought.

Meanwhile, the Task Force sailed on, and

whether from lack of political imagination or the need to seek a little diversion in a foreign war, was allowed to land and let its cargo of professional soldiers go about their business. Again, as the interviews in this programme show, the realities of actual combat proved very different from NATO manoeuvres or Northern Ireland patrols: the anguish of seeing colleagues die or get maimed, and the shitting oneself with fear, was shared by all those involved in the fighting.

Made by Peter Kosminsky, with the fine 'Homeless in New York' and 'Death Row' among his credits, 'The Untold Story' focuses on this intensity of individual emotion. One which contrasts starkly with official political or military versions of events. The problem, as has been seen recently with 'Platoon', is whether that intensity makes battle glamorous—despite the soiled underpants. ●

'The Untold Story' is shown on ITV at 8.00 on Wednesday. See Network TV Selections for details.

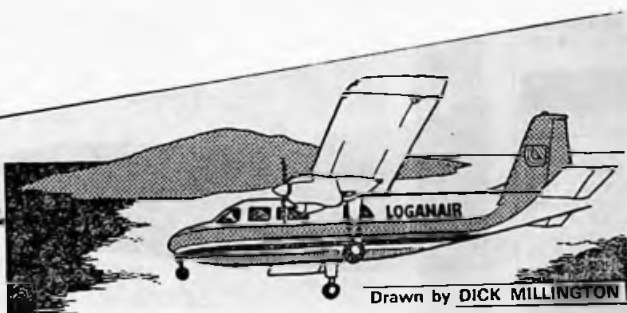


The Falklands and 'The Untold Story': when the cheering stopped.

DAILY MAIL
26.3.87

Factfile FROM THE GUINNESS BOOK OF RECORDS

THE
SHORTEST
SCHEDULED FLIGHT IN
THE WORLD IS THAT BY LOGANAIR
BETWEEN THE ORKNEY ISLANDS
OF WESTRAY AND PAPA WESTRAY,
FLOWN BY BRITTEN-NORMAN
ISLANDER 10 SEAT TRANSPORTS.
ALTHOUGH SCHEDULED FOR 2
MIN. IN FAVOURABLE WIND
CONDITIONS CAPT ANDREW ALSOP
HAS MADE THE TRIP IN 58 SEC.



Falklands haven for yachtsman

BRITISH-BORN yachtsman John Hughes yesterday completed the third leg of his round the world voyage, when with a little help from the Royal Navy, he reached the Falkland Islands.

His yacht, the Joseph Young, lost its mast 40 days and 4,000 miles ago, and he had to negotiate the sea off Cape Horn without it. After being towed for the final two miles by HMS Dunbarton Castle, John and his yacht were welcomed on the quay by the commander of British forces on the Falklands, Rear Admiral Christopher Layman.

Veterans of dirty war die hard in Argentina

PRESIDENT Raul Alfonsín has launched his strongest attack yet on members of the armed forces who are resisting the courts' efforts to prosecute cases of human rights abuses. In a televised address to the nation on Monday, President Alfonsín attacked what he called "eternal Nazis", and those who "call themselves fighters against subversion and at the same time plant bombs and threaten citizens".

The President's defence of his government's human rights and military policies came at the end of the most tension-ridden ten days since the speed-up in armed forces human rights trials began. On Saturday an anonymous phone call tipped off the Federal Appeals Court, Judge José Andres D'Alessio and led police to a powerful bomb which had been placed in the judge's home. Judge D'Alessio is head of the court that tried and sentenced the former junta commanders and is now trying the Naval Mechanics School case in which the notorious Lieutenant Alfredo Astiz, among others, stands accused.

From Judith Evans in Buenos Aires

Other events in the last ten days have confirmed the rising tensions among die-hard defenders of armed forces activities during the "dirty war", the 1976-1982 anti-guerrilla campaign. Pamphlets attacking the civilian judicial process were thrown over the grounds at the Belgrano Naval Base, and an estimated 3,000 people attended a mass held by an organisation called Relatives and Friends of the Victims of Subversion, where the former President General Jorge Rafael Videla and a rostrum of accused officers were loudly cheered. Members of the Military Circle, an élite club of army officers, announced that they would confer honorary membership on any convicted colleagues and last Friday's newspapers were filled with advertisements taken out by the former military government's sympathisers attacking the government and defending the armed forces' actions during the "dirty war".

This barrage has been variously interpreted. Two high-ranking government officials, Justice Secretary Ideler Tonelli and Carlos Becerra, Secretary to the President, have said that these are the most difficult moments in the trial process.

On the other hand, many political observers are convinced that the desperation and isolation of the extremists in the armed forces is now on view and argue that this is the swan song of the vestiges of the military regime is called.

When the military have to resort to putting ads in the paper to plead for support, that is a sign that no one is knocking on the barracks doors to give it to them, said a lawyer who preferred, nonetheless, to remain unnamed.

This continued crisis in military/government relations is the result of the administration-sponsored "Final Stop" bill, approved by congress at the end

of December. The legislation placed a time limit on the processing of cases against military personnel and led to a rush of approximately 400 court summonses, far more than the government expected.

In the process, the Argentine judicial system, initially attacked by human rights organizations as the servant of the military regime, has surprised many, disappointed many and, without question, come to play a central and controversial role.

Government sources admit that while they publicly proclaimed their desire for an independent judiciary, court authorities have exceeded their expectations — a fact that they view with less than whole-hearted enthusiasm. Officials agree that in some ways the Final Stop law backfired: "The combination of the enormous responsibility and exposure, and the short deadline caused a lot of judges to indict everyone who had been on the lists for the military courts without any review whatsoever. It was a kind of 'we'll show you' attitude," explained one government adviser.

Argentine military restive over trials

From Eduardo Cué
Buenos Aires

More than 200 Argentine military officers have been ordered to testify in human rights cases since the passing in December of a controversial law limiting such trials. The summonses have raised discontent within the military to its highest level since the return to democracy three years ago.

When the law — popularly known as "The Final Point" and setting a 60-day deadline for bringing new cases before the courts — was approved, government officials expected

it would lead to the indictment of about 70 officers.

Instead, with several of the federal courts working during the summer recess, the number of officers called to testify and subject to criminal indictment this week reached 229, and may go higher before the deadline, which has been extended in some cases owing to procedural problems.

While human rights groups are challenging the constitutionality of the law, many observers have been surprised by the independence shown by the courts.

Nevertheless, hundreds of middle-ranking officers who

kidnapped and tortured suspected terrorists during the 1976-1983 military regime are now beyond the reach of the law. "The Final Point focused the attention of the courts on the most important cases," one observer said.

In late February, as the 60-day deadline approached, the military showed signs of increasing resentment at the prospect of large numbers of their colleagues being brought to trial. There were even rumours that officers would refuse to appear before the courts. To date, however, no officer has refused to appear before the civilian judges.

Of the 229 officers called to testify, 20 per cent are on the active duty roster, according to the Defence Ministry. While the military appears ready to accept the indictment of retired officers, it is especially upset about possible legal action against those still in active service.

Among the retired officers who have been called to testify is General Luciano Benjamin Menéndez, the former commander of the Third Army Corps, who is suspected of having signed an order in 1976 that led to the execution of 30 political prisoners then being held in Córdoba province.



Regimental adjutant Capt Ian Stafford, the Argylls' only veteran of the Falklands war, briefs Dumbarton-based TA soldiers Pte Brian McMurtrie, Pte Duncan McPhall, 2nd Lt David McNeil and Sgt Stan Poole on the danger posed by mines on the islands. Capt Stafford was serving on an exchange posting with 42 Commando Royal Marines during the war and was wounded at the battle for Mount Harriet

Scots volunteers on duty in Falklands

TEN Dumbarton-based part-time soldiers have become the first Scots Territorials to spend annual camp in the Falkland Islands.

All members of D Company, 3/51 Highland Volunteers from Latta Street, they served for a fortnight with their affiliated Regular Army regiment, 1st Battalion Argyll and Sutherland Highlanders, which has had a four months' spell of garrison duties in the South Atlantic islands.

The TA Jocks, led by engineering student 2nd Lt David McNeil and plumber Sgt Stan Poole, spent most of their time at Fox Bay on mountainous

West Falkland, a hundred miles by helicopter from the islands' capital, Port Stanley.

While based there they carried out the same training as the Regulars.

On their last evening in the Falklands the Dumbarton Territorials met for a social get-together with their counterparts from the 70-strong Falkland Islands Defence Force.

Confirmed the Argylls' second-in-command Maj Donald Ross, who next year takes over for a 2½-year spell as commanding officer of the TA battalion: "They did very well and on duty they were indistinguishable from the regular Jock."

Falklands fund life extended

THE South Atlantic Fund is to be kept open until July 1988. The trustees have decided to extend its life by a year and will be reviewing the situation during 1987.

Eventually the assets of the fund will be given to the Army Benevolent Fund, the Royal Air Force Benevolent Fund and the King George's Fund for Sailors, which already administer a complicated mass of trust funds set up to help the victims of previous wars.

The three Service charities have assured the trustees of the South Atlantic Fund that residual assets will be used specifically for the benefit of Falklands war victims and their families.

More than £15 million was donated to the South Atlantic Fund and £13 million has been disbursed in grants.

South Atlantic Fund secretary Cdr Ken Stevens RN told SOLDIER: "Claims may still be coming in 60 years from now, certainly for a great many years."

"The 1982 deed of trust laid down that residual assets would be transferred to the three Service benevolent funds on closure of the South Atlantic Fund, which was seen in 1982 to be no later than 1987."

"We still get new cases of deafness and mental illness and these are likely to go on emerging for years. Quite a number of wounded are still in the process of reassessment."

"And there is still the matter of trench foot to be resolved. The initial assessment was that there would be no payments because of the complex difficulties in assessing its onset on a number of Servicemen."

"Some Royal Marines and Army personnel who had been serving in Norway had shown trench foot symptoms before the Falklands war," said Cdr Steven.

About 80 Servicemen sustained trench foot damage during the 1982 conflict.

Mail on Sunday
22 March 1987

Demob of Argie barges

GIANT floating barracks used by troops in the Falklands may soon be towed back to the Thames as lodgings for building workers on dockland sites.

Two huge barges, with cabins for 1,000 people each, were taken to Port Stanley four years ago. Now the Army does not need them, and owners Bibby Line are looking for new customers.

Spokesman Mr William Warren said of the Auf Wiedersehen Pet-style lodgings: 'They would be ideal for construction workers. They have got individual rooms, video lounges, a gym, squash courts and swimming pool.'

Mr Warren has approached building companies with dockland contracts and asked the London boroughs of Tower Hamlets and Newham if they are interested.

Spy sub in secret Falkland sortie

by Maria Laura Avignolo
Buenos Aires

TOP-RANKING naval sources in Buenos Aires have revealed that in October 1966 — at a time of tension between Britain and Argentina — a submarine of the Argentinian Navy put ashore reconnaissance patrols in the Falklands Islands to collect information about landing conditions for an invasion.

Its second in command was Lieutenant Juan José Lombardo, who as a vice-admiral 16 years later was chief of operations for the Falklands invasion.

But the operation was kept so secret that even the navy commander, Admiral Jorge Anaya, was unaware of it when he began drawing up plans for the 1982 invasion. Details were revealed to The Sunday Times by two veterans of the clandestine voyage.

The submarine involved was the American-made Santiago del Estero, which headed for the Falklands after detaching itself secretly from a naval task force on exercise off Patagonia.

After surfacing at dusk near the coast 25 miles north of Port Stanley, the submarine dispatched two patrols. But their kayaks were swept away by strong currents and they drifted until dawn when the submarine found them and hurriedly re-submerged.

The next night, the patrols managed to get ashore, where they concluded that the beach was suitable for a full-scale disembarkation.

At dawn near-disaster struck. Sleepy and surprised, a kelper "of about 40" approached the beach and saw the armed and uniformed Argentinians.

The Argentinians seized the man and forced the contents of a bottle of whisky into his mouth. He was left in a drunken sleep while the patrols hurried back to the submarine.

The operation took place at a time of unusually high tension in relations between Britain and Argentina, because of an incident a month earlier: a group of Argentinian nationalists had hijacked a small aeroplane and had flown to the Falklands in a symbolic gesture of sovereignty.

But the Santiago del Estero veterans deny that there was any link between the two incidents or that they were the vanguard of an invasion planned by the navy.

The Argentinian invasion forces in 1982 opted for beaches closer to Port Stanley, which had been reconnoitred secretly by a specially-equipped Argentinian air force plane, making a mock emergency landing at the islands' airport only days before the invasion.

Britain's Pearl Harbour, p45

THE FALKLANDS WAR BRITAIN'S PEARL HARBOUR

● The Falklands war began five years ago this month. It was not the result of a sudden act of aggression. The Argentine invasion was planned long in advance and was a major failure in British and American intelligence. SIMON JENKINS examines new evidence on a war that should never have happened. (Interviews in Buenos Aires by Maria Laura Avignolo)

TWENTY-FOUR hours before an Argentine fleet staged the first assault on British territory since the second world war, a senior official in the Cabinet Office angrily telephoned across Downing Street to the office of the junior Foreign Office minister, Richard Luce.

He reached Luce's private secretary, a young diplomat named Jeremy Cresswell, and told him that he could see nothing in intelligence reports to justify Luce's constant pestering of Mrs Thatcher about a Falklands invasion. It was about time Cresswell got his minister under control: "Get him off our backs," he demanded.

As they were speaking, radio operators aboard Her Majesty's survey ship, *Endurance*, 8,000 miles away in the South Atlantic, were sending frantic signals back by satellite to Fleet headquarters in Northwood, Middlesex. These showed a large Argentine battle group moving into position off the Falklands.

This tallied with intelligence from the British embassy in Buenos Aires and from an American listening post in Panama, routed via the National Security Agency in Virginia, outside Washington.

For reasons that continue to mystify participants in the subsequent drama, none of these signals had made any impact on Downing Street. Despite two weeks of rising tension, Cabinet Office officials seemed mesmerised by an intelligence syndrome known as "cognitive dissonance." Their assessments told them an Argentine invasion was not supposed to happen like this and no amount of contrary evidence could shift them.

THE FALKLANDS conflict arose from a failure of deterrence to avert aggression. It has suited the British government, then and since, to present this aggression as a "bolt from the blue".

The 1983 Franks report explained that the Argentine

invasion was so sudden that "it could not have been foreseen." As a result, it said: "We would not be justified in attaching any criticism or blame to the present government."

The causes of war cannot be swept so elegantly under the carpet. The only basis for this exoneration — admitted privately by some Franks committee members — was an understandable desire not to reopen political wounds at a time of rejoicing.

Yet the fact is that an armed invasion of British territory was being planned at least six months before its proposed execution and the central cause was a series of miscalculations which, in the course of 1981, emanated from Whitehall.

The first miscalculation came on June 30, 1981, when an obscure British peer, Lord Trefgarne, rose in a deserted House of Lords and announced that the 25-year-old HMS *Endurance* would be decommissioned at the end of her forthcoming Antarctic tour in March. The decision passed unnoticed by the public and the press, but not in the offices of Argentina's naval commission to Europe, located in London's Vauxhall Bridge Road.

The Argentine naval attaché, vice-admiral Gualter Allara, saw the removal of this last Royal Navy presence in the South Atlantic, taken with the decision to close the British survey base at Grytviken on South Georgia, as the signal that his country had long been awaiting.

Allara considered himself his country's Falklands expert. He had personally conducted negotiations with the British in the 1970s and had made a special study of Britain's declining naval power.

The summer of 1981 had presented him with a flurry of British "messages". That year's naval review by defence secretary John Nott had put a range of British warships on the market, including vessels that might have been crucial to any British operations in the South Atlantic. By a supreme irony, Allara had even been invited to view the carrier, HMS *Invincible*, perhaps as a possible buyer.

Furthermore, the Falkland islanders had been denied full British citizenship. The island runway was not being upgraded. It seemed that a clear last post was being sounded over another corner of the British empire.

An analysis of Trefgarne's decision was flashed back to Buenos Aires, where it landed on the desk of Admiral Juan Lombardo, commander-in-chief of the Argentine fleet. Lombardo was an old-fash-

ioned Argentine sailor. He believed his place was on the bridge of a ship, not wielding electrodes with the navy's young bloods in the torture chambers of Buenos Aires.

He and the head of the navy, Admiral Jorge Anaya, had long debated ways in which their service might cleanse its brutal reputation in the anti-guerrilla "dirty war". Their answer was emphatic: the navy should take the lead in resolving territorial disputes with Chile in Tierra del Fuego and with Britain over the "Malvinas."

Already in 1976, the two men had tweaked the British tail by taking possession of Southern Thule in the South Sandwich Islands. The then prime minister, James Callaghan, had done no more than mildly protest.

For five years, Argentine troops had occupied territory claimed by Britain without challenge. Now, in July 1981, Lombardo sought out Anaya and told him that the New Year would be the moment for "another Thule on the Georgias". Britain was about to leave the island of South Georgia for ever and had as good as said: "It's yours."

Lombardo's concept was for a simple repeat of the 1976 Thule operation. A ship would be detached from the Antarctic squadron the following March, after *Endurance* had finally sailed for home, and land a small party of navy "scientists" on the island.

The men would stay through the (southern) winter, when Britain could not conceivably remove them. Argentine sovereignty would be asserted by broadcasting weather and navigation reports as of April. The plan was agreed and delegated to the head of naval transport, vice-admiral Antonio Otero, to carry out.

"OPERATION Georgias" was the spark that kindled in Anaya the fire of a wilder ambition. He was a tough, clever, albeit rather sullen officer. During a lonely period as naval attaché in London in the 1970s, he had developed a dislike of Britain unusual in a post much-coveted by Argentine officers. He pondered the tactics of a Falklands seizure with a hostility that some associates feared had clouded his judgment of British military competence.

In December 1981, Argentine politics were fast moving Anaya's way. His lifelong friend, General Leopoldo Galtieri, had just returned from Washington, jubilant at the attention given him by soldiers and staff at President Reagan's National Security Council. He was clearly regarded as the continent's new star.

At a private dinner with their wives in Galtieri's Campo de Mayo residence on December 9, Anaya offered the navy's support to Galtieri in a swift coup against the ageing president, General Viola. In return, he asked for one thing: Galtieri's agreement to a Falklands seizure the following year. He got it.

Anaya did not waste time. Six days later, on December 15, he summoned Lombardo from his southern headquarters in Puerto Belgrano and gave him news that overshadowed the South Georgia plan of the previous July. Anaya told Lombardo: "We are going to occupy the Malvinas."

Lombardo admits he was stunned to be told it was not "just an intellectual exercise" — of the sort naval staff college had often discussed — but was for real. He was ordered to prepare a plan in secrecy, with a team of no more than four, and returned to Puerto Belgrano to begin work.

IT WAS the British Foreign Office that took most departmental blame for the initial Falklands debacle. Yet by the middle of 1981 it was acutely aware that the policy it was being expected to pursue in the South Atlantic was dangerously askew.

Since she took office, Mrs Thatcher had refused either to permit negotiating concessions to be made to Argentina over the heads of the islanders, or accept what the Foreign Office saw as the only alternative, a costly defence against sudden attack — "Fortress Falklands." On the rare occasions the matter arose, she and her foreign secretary, Lord Carrington, thought they could bluff Buenos Aires into a constant round of largely meaningless negotiations.

Already in May of 1981, the head of the South America department of the Foreign

Office, Robin Fearn, had asked the Ministry of Defence for a "short politico-military assessment of the UK's ability to respond militarily to a range of possible Argentine actions." The ministry could hardly have been less interested. Its reply took five months to prepare.

The paper — the only British planning document written prior to the invasion — remarked that "to deter a full-scale invasion a large, balanced force would be required," including aircraft carriers, submarines, destroyers and support craft. If the Argentines took the islands in the meantime, any response would have "formidable" logistical implications. The paper made no mention of tripwire forces or minimal deterrence. It concluded, in effect, that if the Argentines really decided to take the islands, Britain might as well give up.

This gloomy scenario meandered round Whitehall for months, only surfacing before the chiefs of staff committee for approval in September. It was never sent to the cabinet's overseas and defence (OD) committee and was only thrust before ministers the morning after the invasion occurred — after the task force, against which it implicitly advised, had been told to sail. The cabinet secretary, Sir Robert Armstrong, was told to destroy it as demoralising.

BY JUNE of 1981, the Foreign Office was convinced it simply could not hold its finger in the

negotiating dyke much longer. Its junior minister, Nicholas Ridley, was covered in political bruises from trying to persuade his prime minister, cabinet and parliament that concessions had to be made to Buenos Aires if the costs of Fortress Falklands were to be avoided.

All he got from Mrs Thatcher was a regular "Tell the Argentines that the views of the islanders are paramount." It was like the Chicago editor who ordered his reporter: "You go tell Mr Capone I won't be pushed around!"

Such was the Foreign Office's concern that it called a special conference in the foreign secretary's official residence in Carlton Gardens (in his absence) on June 30, with the ambassador, Anthony Williams, summoned back from Buenos Aires. It viewed the impending withdrawal of *Endurance* as a disaster.

Ridley was beseeched by his officials to bring matters to a head within Whitehall and campaign to induce the islanders and parliament to see that a deal, possibly a "leaseback", was in the islands' interest. Ridley minuted Lord Carrington asking for support at cabinet level. The alternative, he said prophetically, was "Argentine retaliatory action... early in 1982."

The Foreign Office next mobilised support from the Cabinet Office's Joint Intelligence Committee (JIC). Sole conduit for intelligence analysis to ministers, the JIC made one

Continued over the page

THE FALKLANDS WAR

BRITAIN'S PEARL HARBOUR

Continued from previous page

is periodic updates of the Falklands scene on July 9 in its top secret "red book" to OD committee members.

It warned them that if Buenos Aires began to think Britain was no longer serious about negotiating a transfer of sovereignty, there was a "high risk of it resorting to more forcible measures... swiftly and without warning." It omitted to mention that Her Majesty's government was already "not serious". In intelligence, political seasoning is for politicians to add.

This bad news landed on Carrington's desk in September. The Franks committee's subsequent leniency towards the foreign secretary reflected his honourable resignation after the Argentine invasion. Yet his poor relations with Mrs Thatcher showed what can happen when regular cabinet committees are supplanted by prime ministerial government. At no point before the invasion did Carrington feel able to confront his colleagues with the high risk of his Falklands policy.

Carrington discussed Ridley's minute with him on September 7 and rejected both his request to go to cabinet and the JIC's implied warning. He preferred a third option: play for time, carry on negotiating. Officials leaving the meeting recall a sense of despair. The unhappy Ridley at least could escape. Mrs Thatcher promptly moved him to a new job in the Treasury.

Robin Fearn, the Foreign Office desk man, duly wrote to Anthony Williams in Buenos Aires telling him of Ridley's failure to get Carrington to act. Williams reacted with undiplomatic anger. "No strategy at all beyond a general

Micawberism," he called it in a letter on October 2.

His advice was unequivocal. If ministers were not serious about negotiating with Argentina, he said, it would be better to say so and "face the consequences." Yet once the foreign secretary had spoken — on an issue he was said to regard as "trivial beyond belief" — there was little his department could do. There was to be no OD committee discussion for the time being.

Not only was the government now following a policy which intelligence was telling it might induce an enemy to invade. It was taking no defensive precautions and was not even prepared to discuss the matter with itself.

THE ONLY thing that might have jolted Whitehall at this time was new, raw intelligence of what was really in the minds of the Argentine navy. Of this there was none. British intelligence resources in Argentina were unimpressive: Williams' political staff; a naval and a defence attaché (both normally involved in the ironic activity of selling British weapons to the Argentine forces); and a Secret Intelligence Service (MI6) station chief, Mark Heathcote, who covered all of Latin America single-handed.

Signals intelligence from government communications at

4 Lombardo's invasion proposal was based on simplicity, surprise and no bloodshed. He did not want casualties

Cheltenham came from the American National Security Agency (NSA) with a VHF radio listening post in Panama. There was also eavesdropping on London embassy "traffic" and intercepts from HMS Endurance, when on its tours of duty. The CIA's KH-11 electronic spy satellites had trajectories over the South Atlantic at the time but Washington sources assert they were not directed to gather signals until after the crisis broke.

None of these noted the full significance of General Galtieri's November, 1981, visit to Washington, whence he returned with two important achievements. The first was the covert endorsement of National Security Council (NSC) officials for his, and Anaya's, imminent coup against General

Viola. The second was the warmth of his embrace as an ally in central America by the CIA's director, William Casey.

Casey knew that ever since the Sandinista victory in Nicaragua in 1979, Argentinian agents had been pursuing leftist exiles in central America. On November 16 he secretly presented the NSC with a \$19m plan to "buy in to an existing program" of a foreign government [Argentina]. The Buenos Aires agents were to form the core of Casey's Contra training operation in Honduras and El Salvador.

To the Sandinistas, these men were crude mercenaries of torture. To Casey, they were ideal allies: battle-hardened, Spanish-speaking, cheap and offering commitment with "no American hand on the gun". To Galtieri, army chief of a "polecat" state, Casey's red-carpet treatment was sweet indeed. He realised he held the key to Reagan's first foreign policy success.

None of those who met Galtieri on both his 1981 Washington visits can recall the words Falklands ever being mentioned. It appeared in no NSC position papers, nor did CIA station reports refer to the issue other than in passing. But then, even in November, Galtieri was still not privy to Anaya's plan.

He received flattery and the promise of help in lifting the arms embargo imposed under President Carter. That appears to have been enough to convince him later that Reagan would support his forthcoming adventures.

MEANWHILE, Lombardo's team were hard at work, in total secrecy, in the navy base at Puerto Belgrano. On December 23, after just one week's planning, Lombardo felt he had enough detail to present to Anaya in Buenos Aires.

His proposal was based on simplicity, surprise and no bloodshed. It would be what theorists term "coercive diplomacy" not military invasion. No warships would be involved, only helicopters from three naval transports loaned from the Antarctic squadron. A light touch was crucial. Any casualties might affect British and international reaction and destroy the central premise: that Britain would not react militarily.

On January 1, 1982, Lombardo and Anaya joined Galtieri in Buenos Aires to toast the invasion plan (still

without a name). Twelve days later, it went to the full junta for outline approval. Senior army and air force officers were duly added to the planning team to ensure its joint-service character. From now on, glory was to be shared.

Franks' assumption that the Argentines could simply take an invasion plan off the shelf a few days in advance was wholly naive. Commanders had to be appointed, beaches reconnoitred, ships and aeroplanes deployed, men trained. Intelligence was gathered from recent visitors, including the head of the Falklands air service, vice-commodore Hector Gilobert, and the captain of a cattle ship.

As January progressed, the newly-enlarged planning team was not without its doubts. Concern over the status of its orders led it to draft a 15-page

4 In Buenos Aires in January, secrecy had become the enemy of prudence

memorandum asking for a formal government (not just junta) directive. It proposed work on various measures to calm British and islander fears after the seizure: concessions on oil and fishing, protection for the Falkland Islands company, and guarantees on the preservation of language, employment, currency, migration and legal rights. There was to be minimal disruption, just an Argentine governor in place of a British one.

The team also requested a paper from the foreign ministry on international reaction and post-seizure diplomacy. It assumed (wrongly) that the junta had asked other officials to work on this. The junta's only reply was Anaya's refrain: "All in good time. The junta has thought of that." In Buenos Aires that month, secrecy had become the enemy of prudence.

AN INCIDENT now occurred which was to sow the seeds of Lombardo's destruction. In mid-January he realised that Operation Georgias was still in being. The landing party had already left for the Antarctic aboard the transport ship, Bahia Paraíso, its orders sealed in the care of the Antarctic squadron's buccaneering commander, Captain Caesar Trombetta.

The previous December,

Georgia in the ice-breaker, Irizar, to scout a landing site under cover of helping a local scrap merchant, Constantino Davidoff. He had tested British responses by failing to get passport clearance and observing radio silence throughout. As over Thule, British protests were gratifyingly mild.

The navy was to send Davidoff's workers back to South Georgia after Endurance had left in March. They would be aboard another transport, the Bahia Buen Suceso, which would rendezvous with Bahia Paraíso at the end of the month. If the British did decide to react, Argentina would say the landing party was defending civilians on Argentine soil.

Lombardo realised that all this would take place well before a Falklands invasion — planned for mid-May at the earliest. Should anything go wrong on South Georgia and British suspicions be aroused, submarines and troops might be sent south and pre-empt the more important operation. The lesser of Anaya's ambitions could thus jeopardise the greater.

For this reason Lombardo sent a message to Anaya on January 15, suggesting they cancel South Georgia. Anaya's reply was emphatic. He told Lombardo not to worry: "Operation Georgias has been cancelled." It was an astonishing double-cross. The landing was not cancelled and was later to go wrong in precisely the way Lombardo had feared.

The only conceivable reason for Anaya's deception of his subordinate was over-confidence. Throughout the Falklands saga, the Argentine admiral believed he would win each goal with room to spare. In addition, the South Georgia operation was in the hands of Admiral Otero's naval intelligence, the section most implicated in the dirty war. Cancellation would be most unpopular in an important quarter.

For the time being, British actions played into Anaya's hands. The British Embassy treated Davidoff as wholly innocent. It did not investigate his him and was unaware of his association with Rear-admiral Gerling, head of naval intelligence and co-planner of the South Georgia operation.

It is believed the two men met at least 18 times at navy headquarters. Gerling's offer of the Irizar, of Captain Trombetta and of the 3,000-ton Bahia Buen Suceso — all at a bargain price of \$40,000 — must have been suspicious to

Trombetta had visited South the simplest scrap merchant. (Davidoff still protests his innocence.)

Oblivious of all this, Lombardo's Puerto Belgrano team sent their final invasion proposal to the junta on February 15. The assault would be three-pronged: one unit heading for the British marine barracks and another for the town and radio station. A third, under Vice-commodore Gilobert, would earlier have staged an emergency landing with a group of airforce staff and have calmly checked into the Upland Goose hotel.

On D-day, they would make their way to the airport and greet troops landing later by Hercules transport. Most of the invasion force would be removed in a matter of hours, with the army providing a small garrison pending negotiations with the British.

The plan suggested a D-day of July 9, Argentina's independence day, to the delight of the anniversary-minded junta. May 15 was the earliest offered, giving the three transports a month for rest and reconditioning after their tour ended in April. Either way, the invasion force would require 15 days' notice to go.

The plan contained one caveat entered by the navy: if a

4 While the Argentine navy plotted and waited, London's optimists frantically played for time

security leak led to a British submarine response, the fleet would have only a "limited" role in any subsequent engagement. It had no anti-submarine defence and could not undertake sea operations against British nuclear submarines. (After the sinking of the Belgrano, this withdrawal was carried out).

With his plan approved by the junta, Lombardo took his family on holiday to Uruguay, innocent of Anaya's duplicity.

WHILE THE Argentine navy plotted and waited, London was frantically playing for time. Yet another round of negotiations was planned for the end of February, 1982, in New York. The Foreign Office's dwindling band of optimists thought this might yield one more chance before the JIC's

crisis scenario became operational "in the second half of the year." Yet still no one had any hard intelligence to underpin this prediction.

The JIC at the time was chaired, as always, by a Foreign Office man, Sir Patrick Wright (now head of the diplomatic service). The staff regarded him as a skilled custodian of the Foreign Office "view", but less creative as an intelligence analyst.

The Falklands came under the committee's six-man western hemisphere department, with Brigadier Adam Gurdon as its chief. Gurdon had arrived at the cabinet office in January and immediately reviewed the previous July's Falklands assessment with his South America desk officer, Captain Jonathan Tod.

They took the view that, despite a change in regime in Buenos Aires, the old assessment remained sound, especially as its scenarios covered both a "slow build-up of tension" and a "swift, without warning" attack. It was the most dangerous sort of intelligence. It gave its client departments a choice from which they could choose whatever view suited their current interest.

Lord Carrington's officials thus had an interest in believing that Buenos Aires would continue to think them sincere negotiators. The Ministry of Defence had an interest in avoiding any option that might involve expenditure.

The Cabinet Office in Downing Street had an interest in postponing a defence committee, knowing Mrs Thatcher's lack of enthusiasm for its agendas. It was a classic recipe for the "dissonance" detected by students of the Pearl Harbour and the Yom Kippur intelligence failures: a failure due as much to political wish-fulfilment as to lack of intelligence on the ground. Everyone was "covered" so no one could be blamed.

British territory lay vulnerable to not one but two planned assaults. Both Anaya and Lombardo, lying in the Uruguayan sun, could reflect with confidence on their forthcoming triumph.

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NEXT WEEK:
The double-cross comes apart



FALKLANDS SPIRIT

Falklands Islands governor Gordon Jewkes said a formal 'thank you' to nurses from London's Westminster Hospital recently for their work in the islands' health service after Port Stanley's hospital burnt down three years ago. The Westminster has sent 13 staff to the Falklands. Pictured left to right with Mr Jewkes are: Chris Batchelor, Mary Jane Liddle, Caroline Forster, former Falklands chief nurse Joan Plows, Mandy Harrod and Celia Pascal.



Falkland Islands Government

A unique opportunity exists for EN(G)s to work in an interesting and challenging environment.

A new joint civilian/military Hospital is due to open in Stanley in June of this year. Comprising of 26 general and two maternity beds, the Hospital will cater for the needs of the Falkland Islanders, contractors and foreign seamen.

Salary would be in the scale: £5,532 to £6,372 per annum.

The successful candidates would be expected to undertake general nursing duties within the Hospital and the community.

**For job description and application form contact:
The Falkland Islands Government Office, 29 Tufton
Street, London SW1P 3QL. Tel: 01-222 2542.**

Closing date: April 1, 1987.

(789)L

Seaman's death

**By Our Port Stanley
Correspondent**

Falklands police are investigating the death of David Smith, 19, from Haverhill, Suffolk, a seaman in the Royal Fleet Auxiliary tanker Green Rover, whose body was discovered floating 30 miles off Stanley. Police said foul play had not been ruled out.

SPECTRUM

Who will slice the ice?



FIVE YEARS ON

Part 3: The battle for Antarctica

the mineral riches of Antarctica. Alan Franks unravels the conservation arguments over the last great frontier and finds there is a dispute about the continent's actual resources

There are many who believe the fate of the Falkland islanders has become a sideshow compared with the main event, which involves a battle for

Five years after the Falklands conflict, the question of Britain's interest in the supposed riches of the huge Antarctic continent has all but upstaged the immediate plight of the 2,000 islanders. This is true not only in London, but also in the islands' capital, Port Stanley, where the residents, traditionally paranoid about UK Government intentions, fear that they have become pawns in a far wider geopolitical game.

The reason is simple, if unproven: Britain, runs the argument, is more concerned about retaining its South Atlantic possessions as a "gateway" to the last, vast unexploited wilderness on earth, than in guaranteeing the sovereign rights of the Falklanders. A glance at the map reinforces their apprehension. A few hundred miles to their south west lies this immense tract, an endless white skull-cap straddling the southern dome of the globe, with the peninsular tassel of Graham Land running tantalizingly up towards the South Orkney Islands.

And yet the continent itself could yet turn out to be a red herring, or rather a great white whale, for there is still little hard evidence to support the hopes of a rich cache of minerals beneath the forbidding mile-thick crust of polar ice.

In four years, the terms of the 34-nation Antarctic Treaty, now 26 years old, will come under review; it is not only for this reason, but also because of the dispute over those slices of the icy cake claimed by Argentina and her two late adversaries, Chile and the UK, that the Falklands are watching the deliberations of the international community with mounting interest. Dr Peter Beck, reader in international history at Kingston Polytechnic, Surrey, and a leading expert on the region, considers the "gateway" theory in the following terms: "I suppose that if you are spending millions of pounds on a territory like the Falkland Islands, it is likely that you will find all manner of reasons to justify that expenditure."

"Yet I remember that when I gave evidence to the Commons Foreign Affairs Committee on Antarctica, Richard Laws, the director of the British Antarctic Survey, said that they (the Falklands) might be useful, but certainly not vital."

The treaty's existing freeze on mineral exploration, and its ban on military uses and nuclear dumping, is cited by the majority of member nations as a rare, if modest triumph

for international cooperation. But there are gloomier prognoses: this, for example, from natural historian and conservationist David Attenborough: "You must bear in mind that the treaty has not really been tested yet. One of the sad things about humans is that they are always very happy to say that everything in the environment will be saved and protected. But in reality it often doesn't turn out quite like that."

To be specific, if it were to be demonstrated that there were huge deposits of valuable uranium down there under the ice-cap, then for certain there would be someone to stand up and explain why, for the general good, it should be mined. Once this happens, then the floodgates open. The virginity is lost. Virginity is something you only have once.

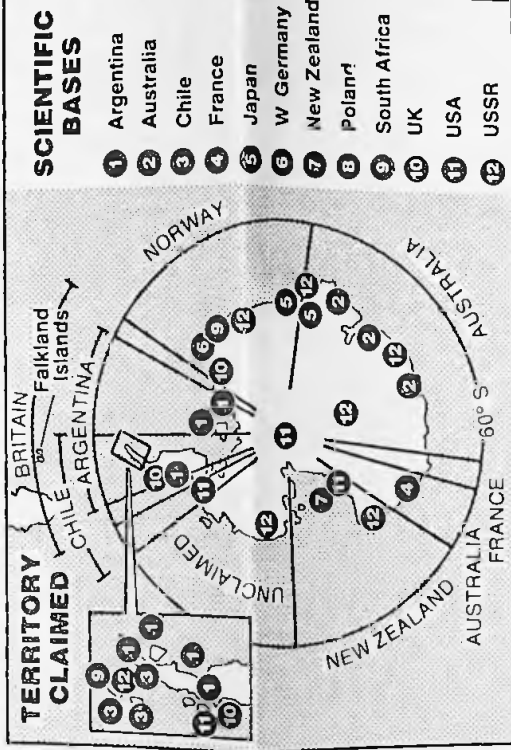
That theme of environmental purity is one frequently echoed by the Falklanders, many of whom came, like their predecessors, in search of the pristine peace which only remoteness can bring. To settlers like Ian Strang, a former Special Air Service man and passionate ornithologist, the notion of any commercial or industrial development in the region is a prospect quite as hideous as would be the return of the Argentine navy. There is a near-religious fervour in his wish for the whole huge place to be left alone. He goes a good way beyond Attenborough.

Strange stands proudly at his slide-projector in the house which he built himself in Stanley, lovingly feeding in images of the South Atlantic wildlife he has captured on film over the years. "There is hardly anything left on this planet that remains in the condition in which it was intended to be," he says, in tones that smack of advanced depression. "Man ruins things. I don't know why; it seems to be his nature. There have to be voices prepared to cry out against his destructive ways."

However premature the hopes of the claimant nations might be for a latterday Klondyke at the South Pole, there are several compelling reasons why they want to hang on to their slices. The first is the evidence of various geological surveys of the Antarctic — notably the one carried out by an American team in 1974, which estimated that there could be as much as 45 billion barrels of oil there, as well as 115 trillion cubic feet of natural gas.



Stand by your flag: Captain Scott (centre) staking the British claim



Amundsen: he got there first islanders since their experiences of 1982. Unpopulated areas, he argues, are commonly viewed as being full of riches for those with the guts to go and get them, adding that if you were to ask an Australian about the value of the outback, you would probably get an inflated estimate. The Antarctic Treaty, which was signed in December 1959 by its 12 original member nations, came into force two years later. The main aims were to:

- Ensure the region was used solely for peaceful purposes.
- Promote international scientific cooperation there.
- Set aside disputes over sovereignty.
- Establish Antarctica as a nuclear-free zone, and safeguard the environment.

It has been a long and harmonious honeymoon, but it has yet to harden into a stable marriage. The next decade will tell, for one of the provisions included in the treaty is that after it has run for 30 years, a review of the terms can be asked for by any of the signatories.

Within the next 12 months the likelihood is that the long freeze on mineral exploitation will be thawed out by the member nations. One of the most important matters still to be thrashed out is whether resources found in the continent are to be shared equally between the countries, or whether they are to be the sole prerogative of the countries laying claim to the slice in which those resources are found.

For the moment, the treaty remains an effective, if fragile instrument of accord in a disputed region. "But would we actually go to war to prevent exploitation that was not within the terms of the treaty?" asks David Attenborough. "If we suddenly discovered that a large and wealthy nation was, say, mining uranium, what would we do? What would we do?"

"I accept that the place is so huge that, even if you started mining, the penguins and the seals and the rest of the wild life would not all disappear at a stroke. But I am not thinking of that alone. I am thinking of the more profound and philosophical implications of such an action — the very kind of thing for which people do not actually tend to go to war."

The second reason concerns the so-called "Condowana Land hypothesis". This refers to the present Antarctic land mass which was until 160 million years ago, linked to what are now Australia, South Africa, and South America. Geologists believe that if the frozen continent has subterranean strata of a comparable character, then it follows that it will contain a similar wealth of minerals.

The third reason is simply that unless and until it is proven that there are no valuable resources here, no country with a recognized stake in the area would wish to exclude itself from the reckoning. Since victory in the Falklands conflict, Britain has become more bullish in its claims. One highly-influential figure in Whitehall fears that in the highly-contentious top left-hand corner of the cake, any attempt by one of the three nations to have excluded from the treaty the claims of the other two could easily lead to renewed and serious tensions in the South Atlantic, a prospect abhorred by the Falkland

THE HISTORY OF A CONTINENT

- | | |
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| <p>1819-21: Antarctica discovered, either by Edward Bransfield (British), Fabian von Bellingshausen (Russian), or Nathaniel Palmer (American).</p> <p>1840s: Expedition by Britain's James Clarke Ross and Joseph Hooker. Hooker travels to Falkland Islands to refit boat, starts botanical research.</p> <p>1895: International Geographical Congress meets. London, establishes Antarctica as study and conservation area.</p> <p>1900-04: First Scott expedition reaches 77 degrees south.</p> <p>1907-09: Shackleton gets within 97 miles of South Pole.</p> <p>1908: Britain declares claim over Falkland dependencies.</p> <p>1911: Amundsen expedition reaches Pole, December 14.</p> <p>1912: Scott arrives, January 17.</p> <p>1917: Britain redefines territorial claims as lying between 20</p> | <p>degrees west and 80 degrees west.</p> <p>1919-20: Britain resolves to work towards control of whole continent.</p> <p>1943: Operation Tabarin, Britain establishes permanent scientific presence.</p> <p>1945: Operation Tabarin renamed Falkland Islands Dependencies Survey.</p> <p>1959: Antarctic Treaty, with 12 initial signatories: (UK, US, South Africa, Belgium, Japan, Norway, France, New Zealand, Soviet Union, Argentina, Australia, Chile.)</p> <p>1960: Rechristened British Antarctic Survey.</p> <p>1972: Convention of seals.</p> <p>1980: Convention for the Conservation of Antarctic Living Marine Resources.</p> <p>1982: Treaty members open negotiations on terms of mineral exploitation.</p> |
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Fishing wealth forces Falkland Islanders to end their backwater days

DAVID TAYLOR, acting governor of the Falkland Islands, gestured to a long table heaped with official documents. "An island," he said, "is a piece of land surrounded by advice." The Falklands have had more advice than most, but the problem of economic development remains controversial.

Standing in the empty cathedral of what will be a half-acre of covered hydroponic market garden in Port Stanley, Peter Henderson talks with ill-disguised impatience of his experiences over the last 18 months. The problems this driving young New Zealander has faced seem to symbolise the difficulties of pioneering development in the Falklands.

The project clearly makes sense. The local community has had no commercial supply of fruit and vegetables since 1982. There is now the further market of the fishing fleet and the British armed forces, who currently air-freight five to six tons of fruit and vegetables from Britain every week.

But the market garden, originally planned for completion last year, has still not produced a single green leaf. "Building on the Falkland Islands is like building on the other side of the moon," said Mr Henderson. "I knew from the moment I brought the first bulldozer down here it would be mad to make a schedule. We had to do everything here, from putting the road in to getting the power and water supplies, to importing everything we needed, including most of the labour."

"Even the contract workers you bring in seem to get touched by the local attitudes," he complains. "Labour is very slow here. There really is no need for people to drive themselves because there is no competition."

Once in production, Mr Henderson hopes to produce 20 tons of cucumbers, 25 tons of tomatoes and 30,000 lettuces a season. With a clear need for the product, the market garden is likely to be a success.

But such tailor-made projects are rare in the Falklands. Once established, the market garden will not need

large imports or a big labour force and its market is on the doorstep.

Other schemes, and hundreds have been suggested since the 1982 conflict, are bedevilled by the peculiar difficulties of developing industry 8,000 miles from the market place in a community which has no spare labour and no housing for imported labour, no known mineral reserves, a desperately poor infrastructure, a tiny internal market and a community which is ambivalent on the subject of development.

Local ambivalence is a combination of suspicion of both outsiders and of government, nostalgia for a peaceful existence rudely shattered in 1982, and long experience of brave projects which came to nothing, only slightly tempered by a desire for the benefits which development promises.

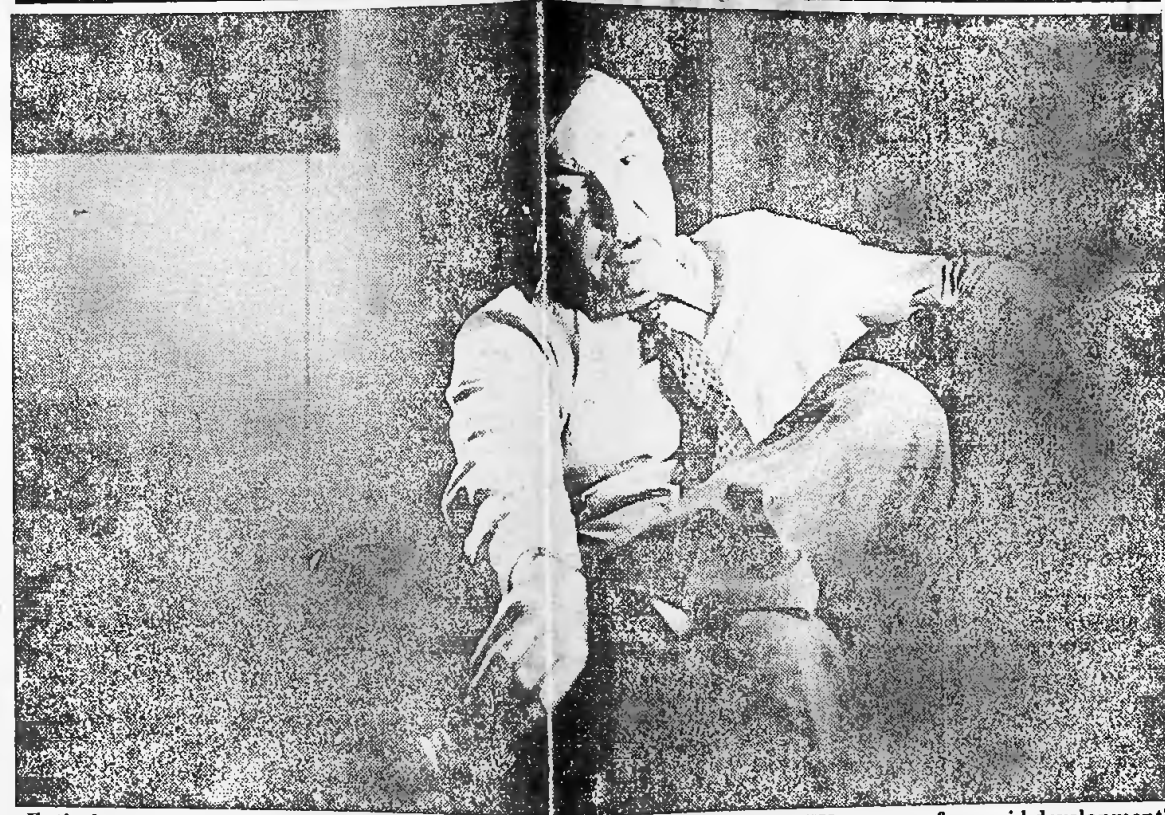
If the islanders long to remain undisturbed, why is development desirable at all? At one level the case is self-evident: everybody wants better roads in Port Stanley, an island-wide telephone system, better health and education facilities and some sort of network of all-weather tracks in the camp.

More ambitious development is a matter of choice for some, a matter of survival for others. In the 1970s it seemed that, without drastic action, the community might wither away, drained by poor wool prices and the steady emigration of the young and ambitious. The effects of that emigration are still visible in the marked shortage of people aged 35 to 45.

To that case was added the political pressure which arose from the 1982 war when the backwardness of the Falklands came to wide public notice. "A climate has been created," says one government report, "in which the Falklands can no longer be a pleasant, peaceful backwater if it is to be politically credible."

"When I first came, in 1983," said Mr Taylor, "I was very conscious of the political pressure in the UK for rapid development." Since then, most officials agree that the islands have experienced 10 years of change in two, and

Isabel Hilton looks at the problems of developing industry in the Falklands, a community rich in fishery resources but with no spare labour, poor infrastructure and mixed emotions about how to catch up with a market place some 8,000 miles away.



Entirely surrounded by advice — acting governor David Taylor, 'conscious of UK pressure for rapid development'.

the stresses that go with it.

Those stresses occasionally erupt in public shows of resentment. In a recent public meeting, visiting reporters, and some islanders, were shocked by local anger over a government decision to give a measure of housing priority to immigrants and no longer to promise universal housing provision for the islanders. Although most islanders insist that they welcome immigration, many complain that no immigration is feasible or desirable until the existing popu-

lation has been properly housed.

"It's a chicken and egg problem," said one councillor. "We cannot build more houses because there is nobody to build them and we cannot import the labour because there is nowhere for them to live."

Many officials feel the housing row is a symptom of a deeper unease at the pace of change rather than the reality of the housing problem. Since the war, the government has actually built 80 houses, as compared to 25 in the 25

years before the war.

Local anxiety finds expression in a resentment of imported experts who are paid at higher than local rates, of expatriate officials who are seen as unresponsive and who are suspected, implausibly, of coming to the Falklands to make personal fortunes. It gives rise to complaints that government is high-handed and that key decisions are made over the heads of local people.

From the other side of the fence, officials listen to such remarks with weary

disbelief. "I bend over backwards to involve people," said Simon Armstrong, an expatriate and general manager of the Falkland Islands Development Corporation, "and many of the decisions they complain about were actually taken by the councillors themselves."

From Mr Taylor's point of view, government officials are all too accessible. "In a place this size, things rise to the top all the time — there is an expectation of accessibility. I once spent half an hour trying to sort out where the lady from the bakery should go to the lavatory. It's all very personal and because they know the people who suffer from the decisions they make, officials tend to refer things upwards."

There is also, Mr Taylor argues, the dependency factor. "There has been a dependency on the big house in the camp and the big house in Stanley with the Union Jack outside it. People still look to government to solve their problems."

Mr Armstrong remains optimistic about the islands' potential and defends the record of the last three years. The FIDC, set up in 1983 with British government funds, has been instrumental in promoting land reform, has set up an agricultural co-operative which reduces the farmers' dependency on the Falkland Islands Company, financed the market garden and pioneered an experiment in crab fishing which is about to begin commercial operations. In the process, he has earned the nickname, "Simon Headstrong".

"There is suspicion of people like Simon Armstrong," admitted Stuart Wallace, an islander who works for Cable and Wireless. "But then he is a vehicle for enormous change here. We're expected to be super-people — we have been subject to an invasion, a war and occupation by British troops, thousands of soldiers, hundreds of contractors — and if we quarrel amongst ourselves we immediately get slated."

"We have very few resources and we are living under a political microscope. It's not surprising that after a while

people don't want to know."

Mr Armstrong argues passionately that it is imperative that the islanders do understand and take the crucial decisions about the islands' future before the dramatic impact of what he sees as the most important development in the history of the islands overwhelms them.

The 150-mile fisheries protection zone around the islands promises a licence revenue with the potential to transform the Falklands. Mr Armstrong believes that the changes the fishing revenues could bring are potentially explosive.

Local officials are cautious in estimating the true value of the fishing revenue, but in its first year it will at least double the government's current revenue of £4m. Future revenue will depend on how the fish stocks hold up, but could reach £16m per annum in direct-licence revenue. There are further potentially large gains from processing by joint ventures formed by the FIDC and fishing companies.

"If you have one of the world's most important natural resources on your doorstep," says Mr Armstrong, "which is what these fishing grounds represent, you can't just pretend it isn't happening. But I don't think anybody has the remotest idea of what the potential impact on the islands is and almost nobody is planning for it."

"There are fundamental questions here," Mr Armstrong argues. "Economically the islands are self-sufficient, but socially and politically they have to be bigger to be viewed as a nation. Is that what people want? How many people does it need... is it 3,000? 5,000? 8,000? Will it be like the Gulf States, with imported contract labour doing the work or will we allow enough immigration? These questions must be addressed now, before it is too late to shape the future."

Mr Wallace agrees. "Whoever comes here, now is the time for the islanders to start swimming or they are going to sink... Will we end up at the top of the heap or will we be the clerks and labourers for the carpet baggers?"

SPECTRUM 1

Pawns in the battle for peace

Graham Wood



FIVE YEARS ON
Part 2: Deadlock and emotional diplomacy

sovereignty of the islands. Alan Franks on the survival options and settlement hopes

Although the comparison may seem far-fetched, the Falkland Islands have become, five years after the conflict of spring 1982, a problem no less intractable than that of Northern Ireland — with the kelpers playing the role of Loyalists to Buenos Aires' Dublin.

What then is the way forward? Argentina, under the democratic government of Senor Raoul Alfonsín, continues to press its claims for the sovereignty of "Las Malvinas", while Britain's Conservative government argues not only that the islands are a British dependency, but also that if a territory was worth the sacrifice of 258 lives, it cannot now be given to the aggressor.

The deadlock seems absolute, if absurd. As we reported yesterday, the 1,919 islanders are bitterly opposed to a deal with Argentina involving sovereignty. Yet the now democratic government in Buenos Aires believes the time is ripe for negotiation, citing the sympathetic stance of 116 member states of the United Nations.

Since the ousting of General Galtieri's military regime the Argentinian government, still clinging to its territorial claims, believes — against all available evidence on the islands — that Britain could benefit by taking advantage of this break in successive juntas.

More positively, it is arguing that despite the continued severance of diplomatic relations, some accommodation over the islands is vital for trade between the two countries. It is a view that increasingly dominates Britain's South Atlantic Council, a multi-party organization monitoring progress in the region.

One of the few islanders who would consider the possibility of

Falkland islanders remain the victims of a political tug-of-war between Argentina and Britain over who should have

living with the Argentinians is Kevin Kilmartin, who now farms 30,000 acres in Bluff Cove. "As long as they let us get on with our work here, I don't think I would object to their presence."

By comparison with the sabre-rattling rhetoric of 1982, the noises now emanating from Buenos Aires are emollient, and can be paraphrased as follows: Argentina does not now wish to threaten the islanders' way of life by plumping the community with immigrants from the mainland; if and when a transfer of sovereignty is agreed, the inhabitants would be offered rights of representation in the Buenos Aires government.

The difficulty here is that while Argentine diplomats and politicians in the capital view their country very differently from five years ago, the islanders themselves have yet to be persuaded.

Take Des King, landlord of Port Stanley's Upland Goose Hotel: "If the Argentinians wanted to come back here, our message would be very clear — 'You can stuff it.'"

Buenos Aires government officials insist there will be no repetition of the hot-headed errors of 1982. The more enlightened among them even argue that this small parcel of land, far from representing a stumbling block between the two countries, should be a stepping-stone to rapprochement.

All the while, interested parties in Britain such as the Falkland Islands Committee and Falkland Islands Association are studying practical ways of helping the British community. The committee was formed in 1968, in response to the fear that George Brown, then Foreign Secretary,



Smiling through: Kevin Kilmartin and his daughter Clare at Bluff Cove: "I wouldn't object as long as they let us get on with our work"

was about to hand over the islands to Argentina. This fear has beset the islanders since 1910; and it was not allayed by a 1983 report to the Commons' Foreign Affairs Committee giving some credence to Argentine claims.

For those Britons who wish to retain the territory, an increase in the population holds the key — as Lord Shackleton has consistently suggested. But here again we run into ugly contradictions. There is no doubt that both in Port Stanley and its outback, there is space to increase the number of inhabitants. The trouble is that if immigrants are encouraged, there will not necessarily be sufficient jobs nor houses to accommodate them.

For a start, there is an acute lack of building materials on the islands; second, the dominant industry of sheep farming can absorb no sizeable increase in the labour force. If the population is to be built up, the only likely way will be through establishing a local infrastructure for the newly expanded fishing industry.

Eric Ogden, former MP and chairman of the Falkland Islands Association, concedes that an upping of the population is a vital measure towards justifying our retention of this remote terrain. Already there are signs of such an increase; since the conflict 50 residents who departed in its wake have now returned, while another

50 have migrated from the UK. Tiny statistics admittedly, but not without their significance in a community of under 2,000.

Some estimates have put the Falklands' capacity for absorbing a new populace at 10,000. In such a large area of empty land they could no doubt drift in virtually unnoticed. But what do they do



Under occupation: Port Stanley during the Argentinian invasion

COST OF VIGILANCE

● Past and projected expenditure on island defence.

1983-84	£624 million
1984-85	£684 million
1985-86	£552 million
1986-87	£442 million
1987-88	£292 million
1988-89	£140 million

● The steady decrease in the annual figures after 1984-85 is explained by the capital expenditure on the new airport and garrison at Mount Pleasant in the years immediately after the war.

Alfonsín on an open agenda; while the Alliance, against a direct transfer of sovereignty, is not averse to a solution involving UN trusteeship.

But for the moment Britain and Argentina remain embarked on their own divergent courses, with the islanders ever more feeling like pawns in a contest for access to Antarctica.

The Argentinians are outraged at Britain's declaration last November of the 200-mile fishing zone, claiming it contravenes the Law of the Sea Convention. Their politicians now seem like men struggling desperately to keep their anger in check.

One Argentinian intellectual summarizes the present, seemingly insoluble position, in these terms: Britain and Argentina have all the conditions for becoming friends and partners once more; it is "grotesque" to assume that our relations can return to normal while the islands' future remains excluded from the agenda; to enlist the deaths of soldiers as an obstacle to negotiation is wrong.

There is a pointed joke doing the rounds in the Argentine capital at the moment — admittedly one with considerably pre-Thatcher origins: what is the difference between a diplomat and a lady? When a diplomat says yes, he means maybe; when he says maybe, he means no; if he says no, he is not a diplomat. When a lady says no, she means maybe; when she says maybe, she means yes; if she says yes, she is not a lady.

TOMORROW

Antarctica: rich wilderness or a white elephant?

For this latter view many reasons are advanced — notably that Argentina is peculiarly obsessed with its claims to land. Even the most chauvinistic of its politicians would not claim that the Malvinas are needed for its economy or *Lebensraum*: there are millions of vacant acres in Patagonia alone.

In Britain, the only party at present committed unequivocally to the Fortress Falklands policy is the Conservative. Labour, for its part, is prepared to negotiate with

Mit der „Falkland Desire“ auf Patrouille im Südatlantik

Sicherung der Fischerei bei den Falklands / Von Hildegard Stausberg

PORT STANLEY, 16. März. Über dem Meer südlich der Beuchène Inseln hängt ein penetranter Gestank von Fischmehl. Mehr als 40 polnische Trawler ziehen langsam durch die ruhige See. Sie sind schmutzig und rostig, viele tuckern in einem Abstand von nur 100 Metern nebeneinander her. Hin und wieder sieht man auch kleinere, hellblau oder grau gestrichene Schiffe; die meisten davon kommen aus Spanien. Aus den geöffneten Heckklappen der Trawler hängen die grauschwarz schimmernden Netze. Da, wo diese noch nicht ganz ins Wasser gesunken sind, sitzen Schwärme von Möwen auf den Wogen und streiten sich um die Reste vom letzten Fang, die noch daran hängen.

Die „Falkland Desire“ kommt schneller voran als die anderen Schiffe. Sie kreuzt in den Gewässern südlich der Falkland-Inseln nicht, um Fische zu fangen, sondern fährt Patrouille. Seit dem 1. Februar gilt die im Oktober letzten Jahres von London erklärte Fischereizone FICZ (Falkland Islands interim Conservation and Management Zone) in einem Radius von 150 Meilen um die Inseln. Sie wird von einem Büro in Port Stanley verwaltet und untersteht dem dort angesiedelten „Falkland Island Fishery Department“. Zwar stellt das britische Landwirtschaftsministerium die meisten Beamten, aber die Einkünfte fließen der Regierung der Falkland-Inseln zu.

Umstrittene Fischereirechte

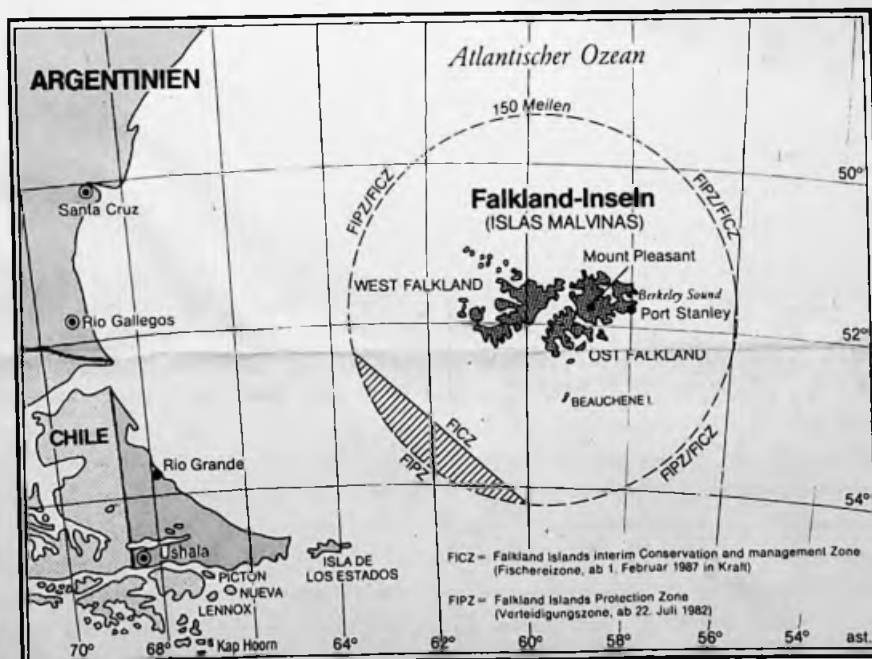
Die Fischereirechte im Südatlantik sind umstritten. Zwischen London und Buenos Aires gibt es keinen Friedensvertrag, da Argentinien bisher jede vertragliche Regelung ablehnt, die die Souveränitätsfrage ausklammert. So fischen immer mehr Schiffe in diesen Gewässern, einem der letzten unkontrollierten Fischgründe überhaupt. Schon 1984, zwei Jahre nach dem Falkland-Krieg, waren es zweihundert; im letzten Jahr waren es dann mehr als sechshundert. Über die Hälfte dieser Schiffe kamen aus der Sowjetunion, ein großer Anteil auch aus Polen, Bulgarien

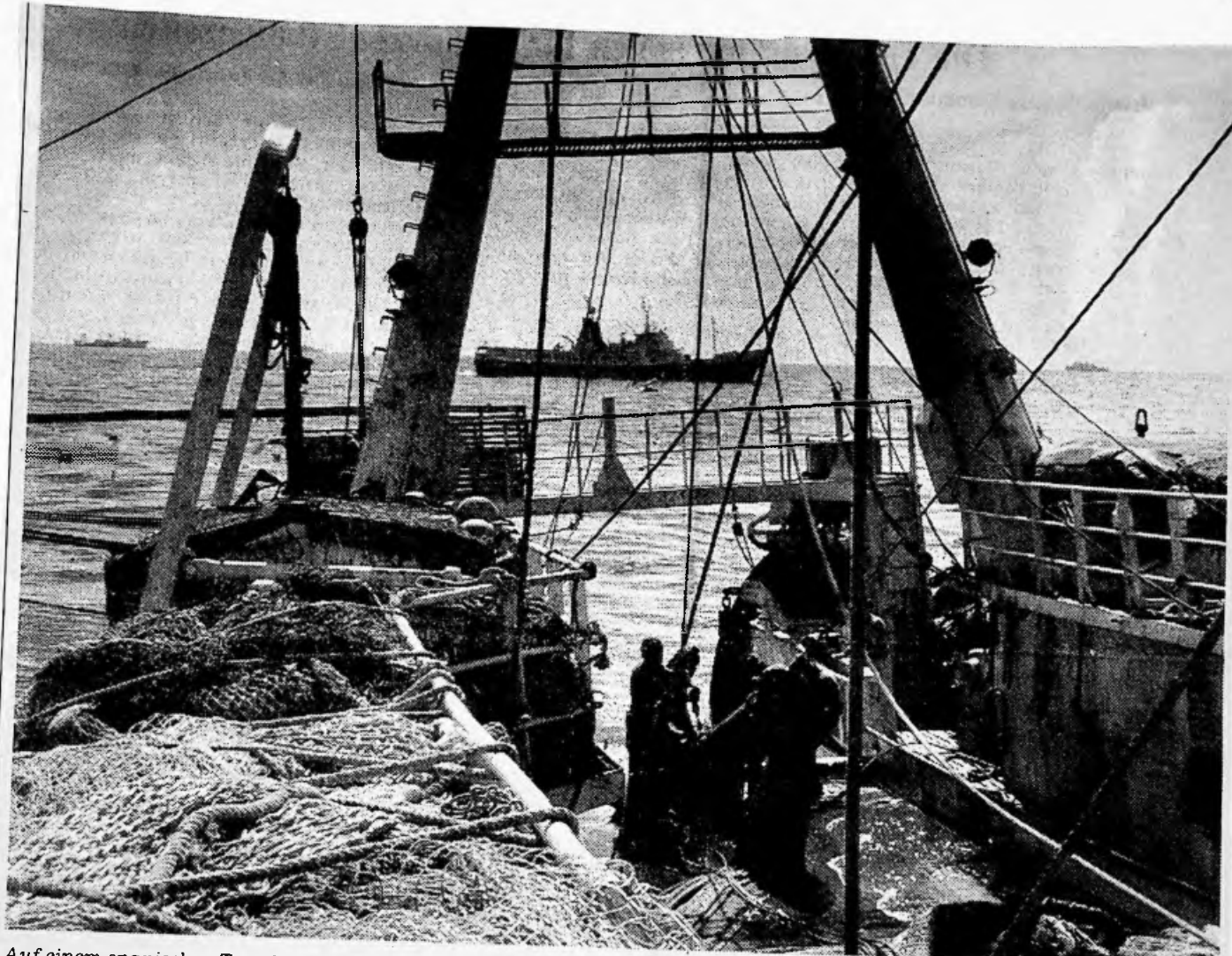
und der DDR. Wegen der drohenden Gefahr einer Überfischung schaltete London die Ernährungs- und Landwirtschaftsorganisation der Vereinten Nationen FAO ein. Diese zeichnete in einer Studie ein düsteres Bild über die Lage und warnte vor einer baldigen Vernichtung der Fischbestände, wenn es nicht zu einer multilateralen Vereinbarung kommen sollte. Verhandlungen über eine gemeinsame Verwaltung der Gewässer unter Hinzuziehung der FAO scheiterten aber an Buenos Aires. Die Argentinier schlossen im Juli 1986 mit der Sowjetunion ein Fischereiabkommen ab, ohne Rücksprache genommen zu haben mit der FAO oder mit London. Daraufhin erklärten die Engländer interimistisch eine Fischereizone um die Falkland-Inseln. Sie ist fast gleich groß mit der im Juli 1982 definierten Verteidigungszone. Allerdings ist ein kleiner Zipfel im südwestlichen Bereich ausgenommen, um Überschneidungen mit der von Argentinien beanspruchten 200-Meilen-Zone zu vermeiden.

„Wir brauchen eine Kontrolle“

Auf der Brücke der „Falkland Desire“ steht der Kapitän und notiert die Namen der Schiffe. Da schwimmt die „Eduardo Viera“ aus Vigo, dicht gefolgt von der „Lacarte“, deren Heimathafen Danzig deutlich zu lesen ist: „Gdynia“. Der Kapitän nimmt Funkkontakt mit ihr auf. Die Antwort kommt prompt und in gutem Englisch: „Wir erwarten Ihren Besuch.“ Zufriedenes Lächeln auf englischer Seite und die beiläufige Bemerkung, daß man sich mit den Polen schon immer gut verstanden habe. Eines der beiden kleinen Schlauchboote wird mit einem Kran zu Wasser gelassen, und Mike Woodhead, Inspektor der Fischereibehörde, fährt in Begleitung von drei Seeleuten zur „Lacarte“. In Anwesenheit der Engländer wird das riesige Netz langsam an den Hecktoren vorbei ins Innere des Schiffes eingeholt.

Eine halbe Stunde später steht fest, daß die Polen in weniger als zwei Stunden 40 Tonnen Calamares gefischt haben. Jetzt werden sie fast 24 Stunden





Auf einem spanischen Trawler in den Gewässern südlich der Falkland-Inseln.

Foto Hildegard Stausberg

brauchen bis zum nächsten Fang, denn die Fische müssen erst einmal an Bord verarbeitet und eingefroren werden. Aus den Abfällen machen die Polen Fischmehl. Was dann noch übrig bleibt, wird ins Meer geschüttet. Tausende von Möwen und Riesensturmvögeln streiten sich kreischend um diese Reste. Wenn die Kühlräume voll sind, dampft die „Lacarte“ nach Norden bis in den nordöstlich von Port Stanley liegenden Berkeley Sound. Dort ankern riesige Kühlschiffe, in denen der Fang gestapelt wird. Zwei bis dreimal im Jahr fahren die Kühlschiffe nach Europa oder Japan, wo ihre Fracht auf den Großmärkten der Hafenstädte zum Kauf angeboten wird.

Ein paar Stunden später kontrolliert Woodhead die „Maria Eugenia G“, ein spanisches Schiff aus Vigo. Es wurde 1980 gebaut, ist viel kleiner und sauberer als das polnische Schiff und hat nicht wie die Polen 95, sondern nur 24 Mann Besatzung. Seit Anfang des Jahres sind sie unterwegs; die Polen verließen ihre Heimat schon Ende November. Der Kapitän, ein Mann Mitte Vierzig, unterhält sich freimütig und ungezwungen. „Wir haben hier schon im letzten Jahr gefischt; da kam noch fast jedes zweite Schiff aus der Sowjetunion.“ Ob er mit der Fischereizone einverstanden sei? „Wenn die Engländer sie jetzt nicht erklärt hätten, gäbe es hier in ein oder zwei Jahren keine Fische mehr.“ Haben die Fischer Angst vor den Argentinern? Schließlich haben diese im letzten Jahr einen taiwanesischen Trawler aufgebracht, zwei Besatzungsmitglieder kamen ums Leben. Nein, Angst habe man eigentlich nicht, aber man wisse, daß die Argentinier den Fang beschlagnahmen

würden, näherte man sich den von ihnen beanspruchten Gewässern. Daß in der spanischen Heimat die Regierung auf der Seite der Argentinier steht, weiß man. Aber der Erste Offizier sagt trocken: „Die Engländer schikanieren uns nicht, sondern überwachen die Fischerei; wir begrüßen das, denn ohne Kontrolle würden wir hier alle leer ausgehen.“ Dann zeigt er die Unterlagen. Der letzte Fang betrug 20 Tonnen Calamares, „Loligo Patagónico“ vermerkt das Logbuch. Der Kapitän lächelt verschmitzt: „Sie haben wohl geglaubt, daß die Calamares, die Sie bei uns in Spanien essen, noch aus dem Mittelmeer stammen?“

Am späten Nachmittag hat das Patrouillenboot drei Schiffe kontrolliert. In der Nacht geht es zurück nach Port Stanley. Unterwegs tauscht man über Funk Erfahrungen aus mit dem anderen Patrouillenschiff, der „Falkland Right“. Sie kontrolliert die Schiffe im nördlichen Teil der Fischereizone. Ein Dornier-Flugzeug vervollständigt die Ausrüstung der Fischereibehörde, die in mobilen Containerbüros am Kai von Port Stanley untergebracht ist.

Fangmenge über Funk mitteilen

Die Schiffe, die in der Zone fischen wollen, müssen hier eine Genehmigung einholen. Die Gebühren berechnen sich nach der Größe des Schiffes und seiner geschätzten Fangmenge. „Da tappen wir allerdings etwas im Dunkeln, wir wissen noch nicht genau, wieviel in der Zone gefischt werden kann“, gibt Woodhead zu. Auch deshalb lasse man täglich die Fangmengen der Schiffe über Funk

durchgeben. Sollte man den Eindruck gewinnen, daß eine Gefahr von Überfischung bestünde, würde man eine Einstellung der Fischerei anordnen. „In Zusammenarbeit mit britischen Wissenschaftlern werden wir uns bald ein genaues Bild von den Beständen und dem Zug der Fischschwärme machen können.“ Der wissenschaftliche Berater, Beddington, ist ein Mitarbeiter der FAO und leitet am Imperial College in London ein Büro zur Erforschung maritimer Ressourcen (Marine Resources Assessment Group).

Bisher sind schon weit über hundert Genehmigungen erteilt worden, weitere sollen noch vergeben werden. Wieviel wird dies pro Fischfangsaison einbringen? Die Schätzungen darüber gehen auseinander. „Zwischen 7 und 10 Millionen Pfund mindestens“, schätzt Woodhead.

In Port Stanley geht am nächsten Morgen eine Gruppe von Schulkindern an Bord. Bei strahlendem Sonnenschein fährt man mit ihnen zum Berkeley Sound, um dort an Ort und Stelle zu erklären, was es mit der Fischereizone auf sich habe. Außerdem kommen drei junge Männer an Bord, die auf den Inseln geboren sind, „Kelpers“ also. Die meisten der 1991 Falkländer sind Farmer. Eine Tradition, zur See zu fahren, gibt es bei ihnen nicht. Der Kapitän der „Falkland Desire“ sagt, daß man die Menschen auf den Inseln vertraut machen müsse mit den Entwicklungsprogrammen aus London. Deshalb auch wolle man Kelpers zu Seeleuten ausbilden. „Schließlich sind wir hier nicht zu unserem Vergnügen, sondern zu ihrem Schutz“, bekräftigt Woodhead.

Falklands landing

Port Stanley (Reuter) — Despite initial protests by Argentina, a US civilian aircraft has landed at the Mount Pleasant military air base on the Falkland Islands.

More than 100 employees of an American-led group carrying out scientific research drilling from a vessel in the Weddell Sea, between the islands and Antarctica, flew in on board the Boeing 747, belonging to Tower Air Inc.

It is feared that the decision to allow the plane to land will complicate the search for a settlement between Britain and Argentina.

Battlefield tours go to the Falklands

The fifth anniversary of the Argentine invasion of the Falklands is less than three weeks away. In the islands the memories remain as vivid as the red of the poppy wreaths which decorate the memorials and graves all year around.

But the horrors and heroism of 1982 have been carefully consigned to the history books, and life has resumed with new impetus.

The fledgling and delicate tourist industry, upon which the islands' development corporation pins many hopes, is

pragmatically welcoming battlefield tourists.

A Royal Engineers bomb disposal expert, holding up examples of deadly mines and ordnance, will impress on holidaymakers that not all reminders of 1982 are as benign as stone memorials.

The holidays are organized by Major and Mrs Holt's Battle Field Tours, of Sandwich, Kent. Lieutenant-Colonel Mike Martin, one of the company's senior leaders, emphasizes that the Falklands project is the most ambitious of his company's tours, most of

which involve coach trips to Europe's battlefields.

"With all our tours we show the greatest respect but, in the case of the Falklands, memories are still strong and emotions raw", the colonel said.

Local opinion appears to approve of the enterprise, even if it believes that battlefield tourism is on the unconventional fringe of the economic development effort.

Mr Desmond King, the owner and manager of the Upland Goose Hotel, said: "I

don't think there is anything wrong with it at all. The more people who get to know the Falklands, the better. And of course we need the business."

Mr David Morgan, a Welshman who recently became the first manager of the local tourist board, understands the satisfaction that such visits can bring.

"I have visited Fitzroy and Sapper Hill, for example", Mr Morgan said, "and the memorials there have been tastefully built. As a Welshman, it is especially moving."

Spectrum, page 10

To the victims, the spoils of war



FIVE YEARS ON

Part 1: Invaded by the 20th century

Alan Franks reports on how the Falklands conflict changed the islands — and islanders

The south London constituency of Mitcham and Morden is a far cry from the Falkland Islands, 8,000 miles, to be precise. Yet five years ago this month, when the Argentinian scrap metal merchants landed on the desolate British possession of South Georgia in the South Atlantic, the destiny of these two disparate locations became peculiarly intertwined.

At that time the south London seat was held for Labour by Bruce Douglas-Mann. During the spring of 1982, when Douglas-Mann decided to resign his seat and re-stand as the SDP candidate, all seemed safe; opinion polls had the SDP ahead of Labour, with the Conservatives trailing in third place.

By polling day in June of that year, everything had changed. The Conservatives' Angela Rumbold sailed into the Commons with 42.7 per cent of the votes, ahead of Labour's David Nicholas (28.8 per cent), and Douglas-Mann, with 27.4 per cent.

The story of this reverse is worth recalling in such local detail for the simple reason that it was the Falklands War — or rather Mrs Thatcher's role in its prosecution — which, more than any other single factor, altered the electoral course, not only of Mitcham and Morden, but of the entire country at the following year's general election.

Yet now, five years later, the islands have all but reverted to their old obscurity. They remain the same remote, sheep-dependent community they always were. The capital, Port Stanley, which houses the bulk of the population, still resembles a slightly neglected fishing settlement. Many of the corrugated iron

In 1982, a group of windblown islands in the South Atlantic sprang from obscurity into the world's headlines. In the first of a three-part series,

houses look sadly in want of paint, and in the outback (or Camp, from the Spanish *campo* — "field") the farmers continue their old self-sufficient and private way of life, many eschewing the "metropolis" of Stanley for years on end.

Yet beneath the surface lie alterations so far-reaching as to suggest that the lives of the 1,919 Falklanders will never be quite the same again. Shortly before the conflict, when Nicholas Ridley, then Minister of State at the Foreign and Commonwealth Office, travelled to the islands to discuss their future with the inhabitants, it was estimated that as many as 25 per cent, while intensely pro-British, would not be entirely opposed to some form of long-term accommodation with Buenos Aires.

Quite what the terms of such an arrangement would be was never precisely declared, but one possibility was that it would entail a "leaseback" to Argentina, over a period of anything between 20 and 100 years. Since the conflict (the islanders still tend to skirt around the word "war"), all that has changed, and perhaps irrevocably. It is now impossible to find a single Falklander who will countenance any solution which entails Argentine involvement.

According to members of a Stanley-based association of islanders, the reason for this new hard line is the enduring sense of shock and outrage at General Galtieri's invasion. "We were appalled and disgusted," says one third-generation islander. "They told us that there would be no threat to our way of life. But what did they do when they arrived? They changed the names of the settlements and told us we must drive on the right. How are they to be trusted?"

The rubble of war still litters the

place. Out in the Camp the minefields remain, cordoned off behind barbed wire fences, while in Stanley itself the military presence has only now finally moved to the garrison at Mount Pleasant, 30 miles away.

Yet there have been tangible benefits: in the wake of the war, the Government made a development grant to the islands of £31 million over five years. The result has been a vast improvement in drainage, roads and communications. In three years' time it is expected that the existing telephone system — a radio link in which everyone can hear everyone else's conversations — will be replaced by a modern cellular system. Add to that the arrival of the new hospital in Stanley, and the imminent invasion of television and there is almost enough evidence to conclude that the islands are being pulled, and not unwillingly, into the latter part of the 20th century.

There are two other recent — and vital — factors in this evolution: first, the carving up of many of the large old farming estates — the "subdivision" advocated by the prescient Lord Shackleton in his two reports on the islands' economy in 1976 and 1982. Secondly, there is the potential doubling of the islands' present £4 million income through the granting of 217 licences to foreign vessels to fish in the 200-mile zone established by the British Government at the end of last year.

Subdivision has had an important social, as well as economic, impact, for it has meant that sheep farmers, for generations employed on the land of absentee owners (in particular the Falkland Islands Company, a subsidiary of Coalite) are now being offered the rights of purchase through the Falkland Islands Development Corporation.

In July 1986, a survey published by the Overseas Development Administration demonstrated not only that many farms bought since the implementation of subdivision six years ago showed an improvement in productivity of up to 50 per cent, but also that the creation of 36 new farm units accounted for a redistribution of more than a sixth of the land farmed.

Simon Armstrong, head of the FIDC, says, "There was a time when an islander, possibly a descendant of three generations, could have left the place, after a lifetime's farming, with no more money or possessions than his great grandfather had had a century before him. He could have fitted everything he owned in a suitcase.

"This is no longer the case. Today it is possible, and becoming more so all the time, for the farmers to have a genuine stake in their community."

But it is the granting of fishing rights, even more than subdivision, which seems set to alter the face of the economy. That estimate of £4 million profit is a catholic one, and takes into account the heavy cost of policing the zone with a light aircraft and two converted trawlers.

Yet throughout these prospects of change, many of the islanders seem strangely apologetic, even guilty, about the continuing expenditure they are causing the British taxpayer. There is also a degree of "ostrichism" about what might happen if a government of a stripe other than Mrs Thatcher's comes to power.

While she remains in the eyes of the Argentines the unmoveable, non-negotiating *Senora No*, she has become almost canonized by

the Falklanders, few of whom bother to contemplate the possibility that it might have been her Government's actions — notably the diminution of British citizenship rights and the withdrawal of the patrol vessel HMS Endurance — which signalled to Galtieri that the Malvinas were at last there for the taking.

That sense of guilt, of being an unpopular drain on British resources, is roundly refuted by Alastair Cameron, the Falkland Islands' representative in London. He is a young, impassioned and highly articulate "kelper" (native of the islands) whose grandfather emigrated to the islands late in the last century. "People in this country keep talking about the huge costs of the islands," he says. "I think it is time we started to look at them in comparison with our other defence commitments, Belize for example. The figure for defending the Falklands is down to £140 million for the year 1988-89. I don't think many people appreciate the fact that this is less than one per cent — 0.6 in fact — of Britain's total defence budget."

Tomorrow:
Breaking the deadlock: can Britain and Argentina declare lasting peace?

'I counted them out and I counted them back'



Lord Carrington
Foreign Secretary, accepted blame for Britain's failure to foresee invasion and resigned; now Secretary-General of Nato.



Sir John Nott
Secretary of State for Defence during the war. Retired from politics in 1983, now chairman and chief executive of Lazard Brothers.



Tam Dalyell
Labour MP for Linlithgow, sacked from the Opposition's front bench team for opposing the shadow cabinet's support of the task force.



Lieut-General Leopoldo Galtieri
President of Argentina when the islands were seized; convicted last spring for conduct of the campaign.



Dr Costa Mendez
Head of Argentinian delegations to the United Nations during the war. Now in semi-retirement in Argentina.



Sir Rex Hunt
As Governor, announced the surrender of the islands after the invasion; in retirement since 1985 and leading pro-Falklands campaigner.



Vice-Admiral Sir John 'Sandy' Woodward
Senior Task Group Commander during the campaign; now Deputy Chief of Defence Staff.



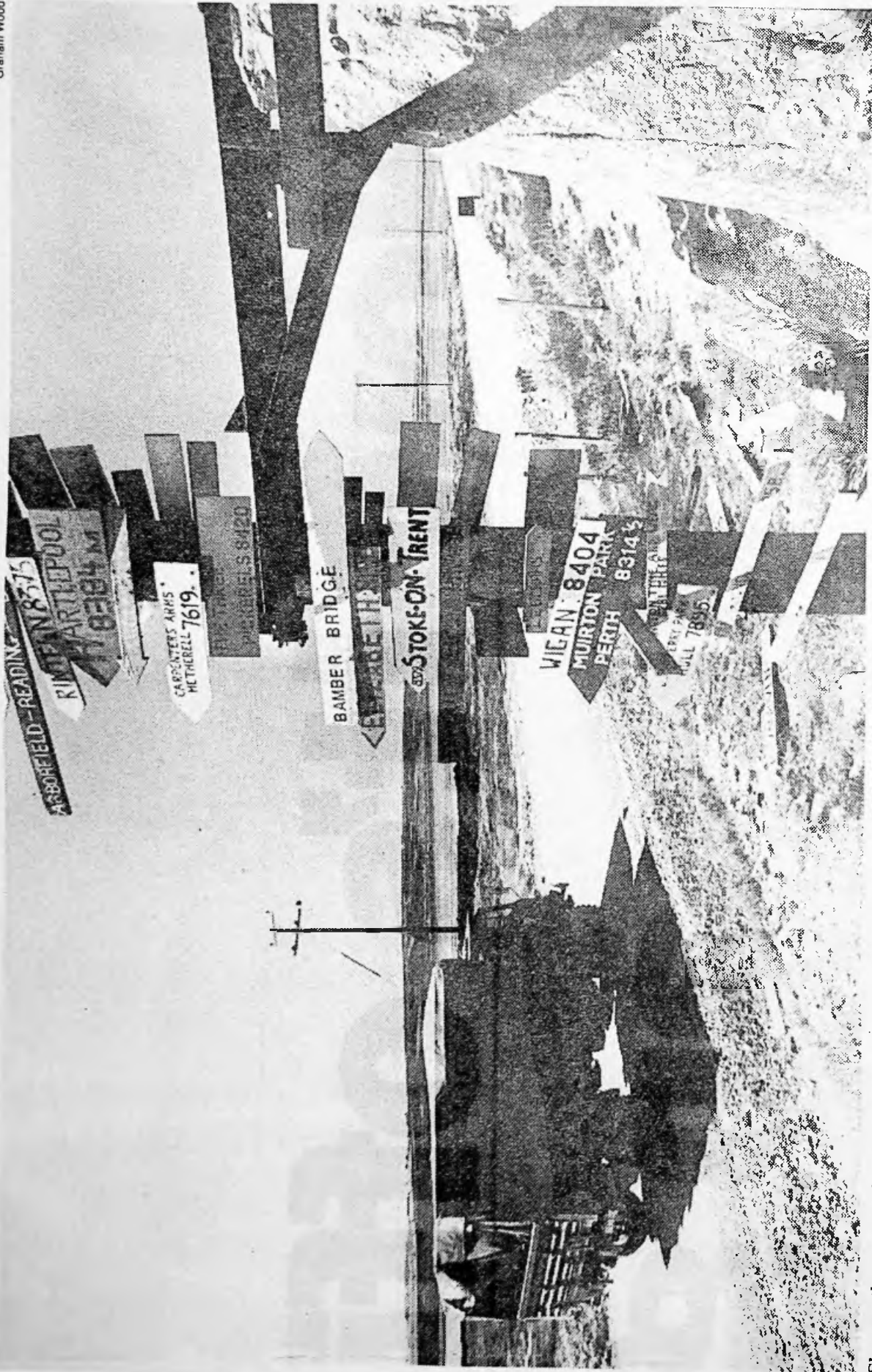
Major-General Sir Jeremy Moore
Put in charge of all land forces after the British landing on the islands; retired from the MoD in 1983.



Brian Hanrahan
BBC reporter whose phrase "I counted them all out and I counted them all back" caught public imagination; now the BBC's man in Moscow.



Ian Macdonald
Spokesman for the Ministry of Defence whose bulletins became a feature of the evening news during the war; still an MoD administrator.



Show me the way to go home: on the outskirts of Port Stanley, capital of the Falklands, a signpost to remind soldiers of the British Task Force just how far they had travelled

Fishing News
13 March 1987

Joint venture on Falklands crab

WITTE Boyd Holdings Ltd. of Hull is to embark on a joint venture with Stanley Fisheries Ltd. to finance and oversee the continuing development of a crab fishery in the coastal waters of the Falkland Islands.

The two companies have formed SWB Fisheries Ltd. to carry out the project, which will continue the research into the fishery undertaken by the Grimsby-based company Fortoser during the last two years, for the Falkland Islands government.

Witte Boyd Holdings is a joint venture between Boyd Line and Witte UK to develop trawling in the Falklands (*Fishing News*, February 20).

The Falkland Islands Development Corporation (FIDC), which advises the Falkland Islands government on economic development, commissioned Fortoser in 1984 to survey the Falkland Islands' coastline, mapping the distribution of crab and other potentially profitable fish. By the end of the research

project the team was working up to 150 pots a day, yielding around 1,000 of the *Paralomis granulosa* crabs of acceptable size.

The FIDC is confident that the processed crab meat compares favourably with other better known species.

SWB Fisheries Ltd's first

task in developing the fishery will be to obtain two purpose-built West Country type crab vessels and ship them to the islands. *Coastal Pioneer*, the former Grimsby seiner which has been working on the crab fishery, is on her way home (*Fishing News*, March 6).

Falklanders thrive on flotsam of war

ON THE WALL of what used to be the manager's living room at the settlement of Port Howard, now the lounge of a tourist lodge, hang a weighted lasso and home made harness, relics of a gaucho tradition and a way of farming which is already vanishing. The herding is now done by shepherds riding motor bikes and the horses are mainly used for recreation.

Like so many changes in the Falklands, the arrival of the motor bike was a direct consequence of the 1982 war. "The first two bikes were Argentine," Robin Lee, former manager of Port Howard, explained. "One had a burned out clutch and another had water in it and had been abandoned. We picked them up and hid them when the Brits came collecting the Argentine equipment after the war."

The scrap metal of the war litters the landscape, the most dramatic fragments the wreckage of an Argentine Mirage jet strewn across a nearby hill. "We had 1,000 Argie soldiers here. After the surrender that was a 1,000 guns, a 1,000 helmets, hundreds of assorted weapons and bits of ammunition," said Mr Lee. When the British came to collect it, the Lees kept some samples and mounted a small museum in one of the farm's outbuildings — an 81mm mortar, an Argentine parachute, an Argentine helmet with the name of Guillermo Dondile written on it, a collection of hand guns, and a small memorial to the SAS captain John Hamilton who died nearby.

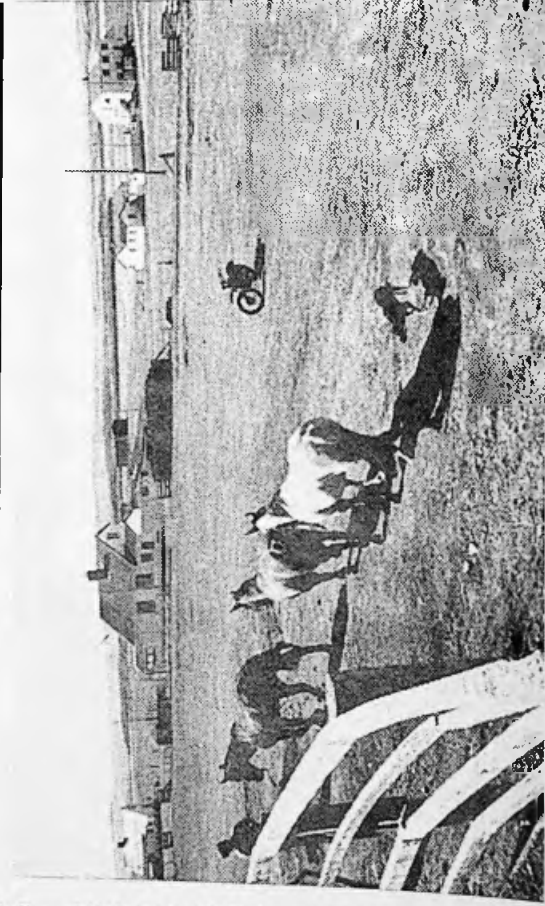
Other souvenirs have brought practical benefits. A long tradition of salvage and a talent for improvisation has thrived on the bonanza of useful items that the war and the subsequent occupation by the British created. Almost everyone in camp wears an

'Stock is ferried to outlying islands by ex-military landing craft and one farmer has constructed a raft out of fuel tanks'

item of military clothing. "We adopted the Argentine stuff, then when the Brits came along most people switched because it was better quality," said Robin Lee.

Before the war, everything from a truck to a bag of nails had to be ordered and brought in, expensively, by boat. To ship a vehicle costs up to £5,000 to East Falkland and a further £500 to the West. Now it is not uncommon to find, parked outside a camp house, two or three ex-military landrovers, bought up and renovated by the islanders. Stock is ferried to outlying islands by ex-military landing craft and one enterprising farmer has constructed a raft out of fuel tanks from a downed Pucara aircraft. In Port Stanley, you can watch Argentine television on sets abandoned by the

In her second report on land reform in the Falklands, Isabel Hilton writes on the effects of an economic bonanza brought by the spoils of wars.



Military cast-offs, like motorbikes, are changing the old ways of the islanders.

Argentine forces and buy an unwanted Portacabin for £5.

In the camp, sections of extremely expensive runway netting are dotted along the rough tracks. The netting, used by both the Argentines and the British to create temporary landing sites, was an item the British forces were anxious to track down and recoup. It involved a great deal of poking around in chicken houses and hard bargaining with the islanders to get it back.

In spite of the increased availability of goods, camp life remains rugged. Like her neighbours, Norma Edwards, who now owns a section at Fox Bay West, gets up at six each morning to milk her cows. If she has time, she will separate the cream and make her own butter. She makes her own bread in the peat-burning Raeburn range, universal in the camp. Stores arrive every six months on the Falkland Islands Company boat which calls into the small harbour. In between, the choice is to fly something up from Port Stanley on the government run light aircraft, paying high freight rates, shop in the small Fox Bay East store or do without.

The family kills a sheep a week for food for themselves and their dogs and, if they want a change, go fishing or shoot one of the thousands of upland geese. They grow their own vegetables in a small sheltered garden and, until the wind carried it away in a sudden storm this summer, grew tomatoes and other more tender plants in a polythene greenhouse.

Life is a disconcerting blend of the nine-

would roam around the houses, drinking and talking until the lights went out.

Video sets now provide packaged entertainment, but the real social life remains the constant contact with the neighbours and visitors. It is a contact which the break up of the settlements may reduce dramatically.

Two weekends ago, West Falkland farmers began the long cross-country trek which would bring them to Port Stephens, a Falkland Islands Company settlement in the south east of West Falkland where the annual camp sports, highlight of the camp social calendar were held. Traditionally each settlement has taken it in turn to host the sports — a week of dog trials, sheep shearing contests, horse racing, dancing, drinking and talking, in most cases the only opportunity for these isolated islanders to meet in large numbers.

For most of the West Falklanders, the journey takes at least a day. For some it takes two or three, staging at settlements en route. One group arrives on horseback, leading more horses for the races. Another shepherd, from Pebble Island in the north, flew to Fox Bay with his sheepdog, then continued overland with his dog by motorbike, a seven-hour journey.

The host farm, Port Stephens, is still owned by the FIC. It spreads, manager Peter Robinson thinks, over 238,000 acres, has 45,000 sheep and 1,000 miles of coastline and its own airstrip. It employs seven single men, including the schoolteacher, two land girls, both British, and seven married couples who between them have four children. For the sports, Port Stephens played host to some 200 people bedding down in sleeping bags.

'Video sets now provide packaged entertainment, but the real social life remains the contact with neighbours and visitors.'

West Falklanders are proud of their sports traditions. Each house sets up a bar and the drinking begins before breakfast and ends in the small hours of the morning. Each night there is dancing in the community hall and the days are assigned to dog trials, horse racing, sheep shearing and gymkhana events.

But nobody knows where the sports will be hosted in the future. As the settlements are broken up, there are fewer farms capable of staging sports week and there is talk of this highlight of the Falklands way of life dying out altogether. In the post-war Falkland islands, the biggest threat to the Falklands way of life may prove to be the pressure for social change rather than Argentina.

teenth and twentieth centuries. "If you want something done here," said Norma Edwards, "you do it yourself, from fixing the plumbing to repairing the roof." The hearth is swept with a brush made from a goosewing. Each day the peat has to be cut, or rickled (turned over to dry) or stacked. Yet the kitchen boasts a microwave oven and a well-stocked deep freeze sits in the outhouse. There is no telephone, but a battery of radio equipment chatters continually in the living room. A large receiver, transmitter connects the house to the Stanley based radio telephone system and a two metre fm set serves as a local — and communal — phone.

The 1982 war accelerated the changes, but the grand scale of the traditional settlements had already begun to decline. In the 1950s, Fox Bay West, a Falkland Islands Company settlement, employed up to 30 people, from carpenters to shearers to shepherds living in "outside houses" who, in some cases, would only visit the settlement every six months. Now roving shearing gangs have replaced the permanent shearers and the land employs a fraction of its former labour.

"In the old days, the boss was the boss and the worker the worker and the two classes just didn't mix," said Norma Howard. But the large settlements did offer a social life. Many showed films at weekends — a practice discontinued after the film library in Stanley was burned during the war. People would ride for hours to go to a dance and every weekend neighbours

Argentines at ease

Buenos Aires (Reuter) — The Argentine Army will soon start discharging most conscripts, five months after it suspended demobilizations after Britain's declaration of a fishing limit around the Falklands, an Army spokesman said.

The current intake of conscripts was scheduled to be discharged in November 1986. But the Army suspended all discharges on October 29, when Britain announced a 150-mile "fisheries conservation area" around the islands to counter over-fishing.

Falklanders begin life without the company

THE houses in the settlement at Fox Bay West glisten crisply white in the clear air. Perched on the hillside, facing out to the deep blue waters of Falkland Sound, each house red-roofed with its little collection of outhouses and its peat-stack, and the dog kennels and stock corrals further up the hill, the little settlement seems a perfect unchanging Falklands scene.

Yet within a year, all but two of the six families who live here will have gone. Not only will the people themselves have gone, their houses, sheds and peatstacks will have vanished too, physically dismantled and removed, or even lifted onto sleds and towed several miles across the wild landscape to their new sites.

Fox Bay West is part of a quiet revolution in the Falkland Islands. After more than a century of large landholding, dominated by the Falkland Islands Company, large sheep farms are being broken up into sections and sold to those who have worked the land, in some cases for generations, for absentee landlords.

Norma Edwards, a fifth-generation islander who with her English husband Roger is one of the two families assigned land close to the existing settlement, will continue to live there. On the other side of the settlement live Leon and Sharon Marsh and their four-year-old daughter who will also stay.

Leon's brother Gavin, his wife and two children, currently Norma Edwards' neighbours, will tow their house out to live on their land, 40 minutes drive by Land-Rover from the settlement. That the islanders will undertake to tow an entire house overland is explained by the sheer cost of building in the Falklands where every house has to be imported in sections and the smallest new house can cost £50,000 to build.

Fox Bay West belonged, until February last year, to the Falkland Islands Company. On it, the company ran a store, a small school, a community hall and at one point employed up to 26 people. The store is now closed and the building belongs to one of the new occupiers. It too, will eventually vanish. Now the nearest store is across the inlet at Fox Bay East, an hour away on horseback or half an hour by Land-Rover. For those moving out, it could be up to three hours away.

The end of settlements like these is the beginning of the end of a certain way of life in the Falklands — a semi-feudal society in which the workers worked for the company, shopped in the company store, lived in a company house, educated their children at the company school, got their supplies on the company boat. How good or bad life was depended on the manager. "It was a sheltered life," said Norma Edwards, "but the only way out if you were ambitious was out of the islands."

While few would defend the old system, even the new pioneers admit it had advantages. It did, for instance, enable people to have a social life and send their children to school. Now, for children like Karen and James Marsh, the government

After a century of company domination, Fox Bay West's tenant families have been allowed to buy their land, Isabel Hilton reports from West Falkland.



A new deal: for many islanders, the subdivision system offers the first real opportunity to buy an own plot for their sheep.

will provide a travelling teacher who will visit them for perhaps one week in five. In between, they will receive instruction over the island radio telephone. If their parents do not choose to send them to board in Stanley when they are 10 or 11, they may never sit in a classroom.

Some islanders see the old way of life as the root of the backwardness of the islands and the much-described passivity of the islanders. Some 40 miles north of Fox Bay West lies the settlement of Port Howard, which was owned by what their former manager, Robin Lee, described as a benevolent company, J. L. Waldren. But even under liberal management, the paternalism of the system was staggering.

"Nobody dealt in money at all," said Robin Lee. "People got what they wanted from the company store and everything was deducted from their wages. Every six months, they would get a running tally. If they wanted to buy anything in Stanley, they would ask the book-keeper to write a company cheque for it and it would be taken off their wages. People wouldn't see a pound note from one year end to the next." The workers received free milk, free meat and paid only for electricity, supplied by the company in the hours the company chose — in most cases for two hours in the morn-

ing and from dusk to 11pm.

Eddy Chandler, once a shepherd and for the last six years schoolteacher and book-keeper at Port Howard, argues strongly the evils of the old system. "These poor old people would work on the land all their lives and the minute they were no further use they would be packed off into Stanley. Nobody was al-

"The end of settlements like these is the beginning of the end of a certain way of life in the Falklands — a semi-feudal society"

lowed to retire on the farm. It would break their hearts, some of them. But the landowners were God. If you didn't like it, you had to go.

"The whole system, from the education to the company store was designed to keep people passive. Even the way the store stocked only what the boss ordered and not what the people wanted was designed to limit choice because choice would encourage people to make demands. It was unheard of for anyone to start a sideline or to buy land."

Even if the land had been for sale, the people who worked it had not means to buy it. There was no commercial bank on the island until 1982. "If you wanted a loan," said Robin Lee, "your only hope was to chat up one or two of the rich people on the islands and hope they might be persuaded." Even after the Standard Chartered Bank opened an office in Port Stanley, the bank refused to provide long-term finance or mortgages.

The Shackleton report pinpointed the system of expatriate land tenure as one of the islands' chief problems, but although a few settlements were divided before 1982, until the war neither the will nor the means for large scale change of ownership existed.

Since the war, the Falkland Islands Development Board (FIDC) has spent £2.5m on subdividing land. Some 25 per cent of the mainland acreage has now been divided. Simon Armstrong, the general manager of FIDC, is convinced that subdivision works. "The earlier subdivisions have shown a 13-30 per cent increase in profitability from the land," he said, "without any evidence of overgrazing. It keeps the best and brightest people on the land."

The FIDC operates a policy of "willing buyer, willing seller." It buys the land, de-

cides how to divide it, assigns the sections to applicants and provides the finance, except for a 10 per cent deposit, in soft loans repayable over 20 years. The size of each section is calculated by the number of sheep the land can bear; the FIDC now thinks that around 5-6,000 sheep is the optimum unit, although earlier subdivisions were smaller. Such a unit costs the purchaser around £100,000.

At Fox Bay West the new section holders balloted for the cattle, the horses and the equipment. One day in September, everybody moved house, into the buildings they had been assigned. The farm was run for one season by FIDC, who took 50 per cent of the wool clip to cover their costs. From now the new owner occupiers are on their own.

Not everybody has benefited from the distribution. At Fox Bay West, the manager was popular and many of the workers did not want the settlement sold. Some who applied for sections were not chosen, others have fought shy of the responsibility or the unaccustomed burden of debt. For those people the system offered no solution but to move on. Almost none of the new owner-occupiers is in a position to offer employment.

It was partly to avoid problems like these that Robin Lee and his brother Rodney are trying a different approach. Port Howard, a 200,000 acre holding, is also being sold, but unlike Fox Bay West, Port Howard will remain a settlement, but run on modern principles.

The Lee brothers have formed a company, of which they will be directors and majority shareholders. They will continue to run the school, to generate and supply electricity for the settlement and employ the farm staff. But anyone who lives there will be encouraged to buy both shares in the company and their own houses. In order to qualify for shares, everyone, including the Lee brothers, must live at Port Howard. Settlement life, they hope, will continue, but on modern lines. "We want to encourage people to build small houses here to retire to, to have some stake in the place," said Robin Lee.

The old company store has been sold to Eddy and Anne Chandler and the Lee brothers three years ago turned the former manager's house into a small hotel to try to take advantage of the Falklands' as yet tiny tourist trade. "The hotel will generate some jobs, especially for women, which has always been a problem in the camp," said Robin Lee. "If we could get an air link to Chile, tourism would really boom here," he said.

Eddy and Anne Chandler are enthusiastic about the new opportunities. They have started a small knitwear business. Like so many recent changes, the stimulus came directly from the war. "The war shook everybody up," said Eddy. "After that we felt we couldn't go on in the old way. That we had to do something to make ourselves known, create our own industries and somehow try to make sure it wouldn't happen again."

2 R Irish prepare for the Falklands while TA

sappers notch up a 'first' in the South Atlantic

GOING... GOING...

MEN of the 2nd Battalion, The Royal Irish Rangers, just arrived in the faraway Falklands have not gone there untrained for the rigours of an impending South Atlantic winter 8,000 miles away.

Before setting off for their stint, the Rangers completed a ten-day exercise - Exercise Green Penguin - on the similar terrained Sennybridge training area. It was there that the former 5 Infantry Brigade - now Airborne - did their pre-Falklands tune-up during Exercise Welsh Falcon just weeks before the Argentinian invasion of April 1982, writes Graham Smith.

Top of the training agenda were long "yomps" totting weights of up to 100 lbs.

Lt Col Digby O'Lone, the outgoing CO of 2½ years who handed over command, said: "It takes a certain determined fitness training to achieve this type of load carrying ability."

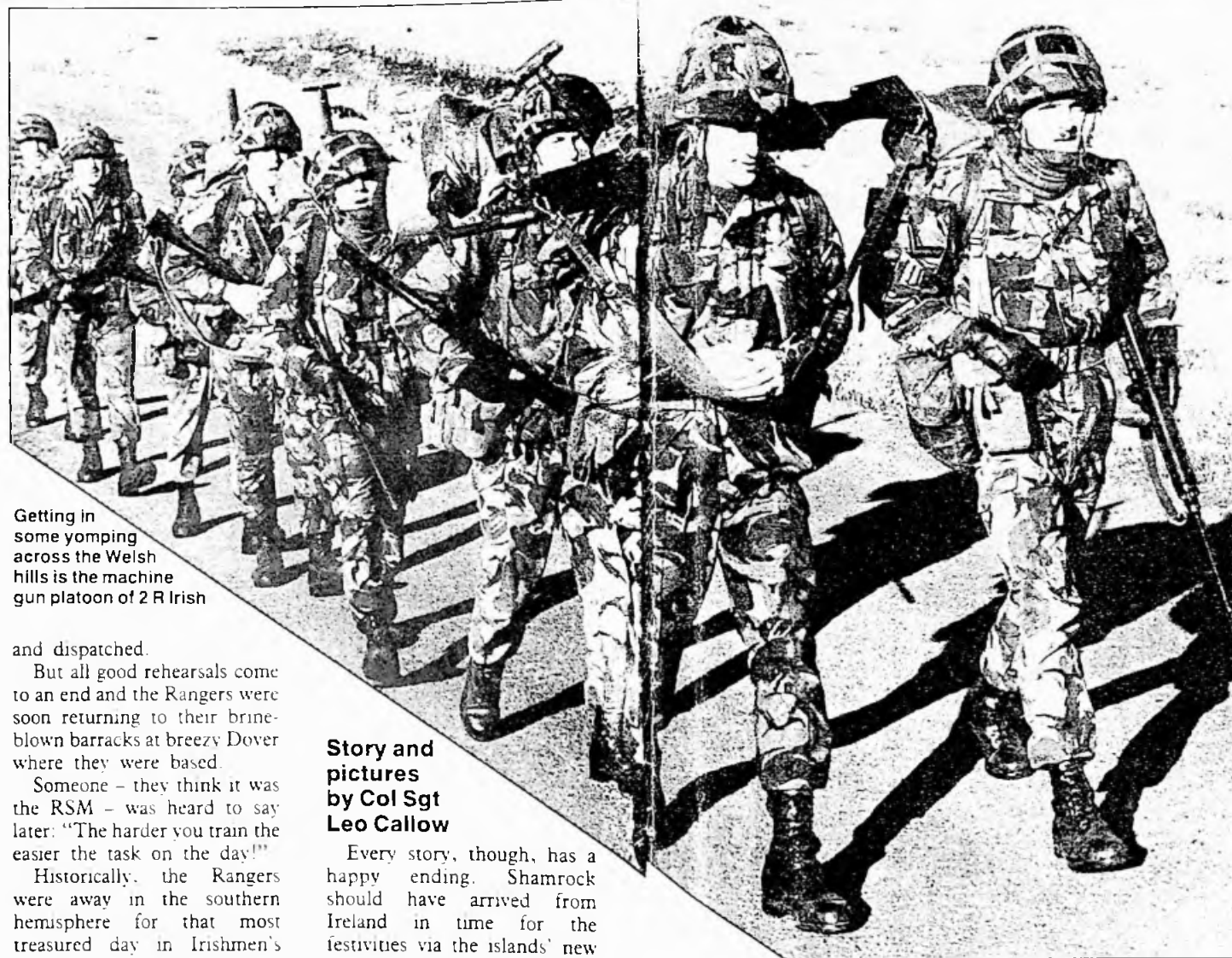
The Rangers were overhauling al fresco in temperatures dipping to minus ten.

Platoon Sgt Ken Fox of A Company said: "Looking after yourself and each other is one lesson these young lads have hoisted aboard in the past few days."

But it was not all "vomping" over the wilds of Sennybridge and enduring sub-zero temperatures for the beefed-up Rangers. Live firing was on the programme and target practice against some remotely-piloted drone aircraft.

For a finale the whole battalion got together to mount a battalion attack. Companies marched through the night - patrols will be a feature of life in the Falklands - to put in a savage dawn attack on a "volunteer" enemy force dug in on an impressive hill to the north of the famous Welsh training area.

The enemy was soon routed



Getting in some yomping across the Welsh hills is the machine gun platoon of 2 R Irish

and dispatched.

But all good rehearsals come to an end and the Rangers were soon returning to their brine-blown barracks at breezy Dover where they were based.

Someone - they think it was the RSM - was heard to say later: "The harder you train the easier the task on the day!"

Historically, the Rangers were away in the southern hemisphere for that most treasured day in Irishmen's hearts - St Patrick's Day.

Story and pictures by Col Sgt Leo Callow

Every story, though, has a happy ending. Shamrock should have arrived from Ireland in time for the festivities via the islands' new Mount Pleasant Airport.



Spr Graham Todd, originally from Cornwall but now living in Germany after eight years with the Royal Engineers, helped to dig a massive pit for Argentine war debris when his TA unit held its annual camp in the Falklands

GONE!



Sgt Gordon Bell and Spr Derek Laidlaw grew up not far from each other in Scotland but met for the first time on their annual camp in the Falkland Islands. Both now live in West Germany



Spr Dave Philpps found time to photograph wildlife in the Falklands. Originally from London he spent six years as a Regular with the Royal Engineers and now lives near Osnabrück, West Germany

IT was a TA sapper "first" - two weeks in the South Atlantic to clear away the last of the Argentine debris of war in the Falklands.

The honour went to the two dozen men of 410 (BAOR) Plant Troop Sqn, RE, who man the unit formed just seven months earlier.

The willing workers were there as part of their annual camp and are, perhaps, pioneers of TA camps in the Falklands. Others may follow the lead of the sappers.

Their tasks included reclaiming metal matting from the former RAF Stanley airfield and the removal of debris at Moody Brook.

Like other Continental TA units, 410 Plant Troop, based on Osnabrück, is recruited from Britons who have settled in Germany, usually after Service experience.

The idea of an annual camp in the Falklands was the thought of Lt Col Kevin O'Donoghue, CO of 25 Engineer Regt, the unit involved in the restoration of the area round Stanley during Operation Flogger.

By completing their Falklands stint the new part-time BAOR soldiers will qualify for their bounty.

But the work was hard. Burned by the sun and "sand-blasted" by dust on the gusting winds

Terriers from the Continent help to tidy up

offshore, the BAOR sappers had to dig a massive pit into which they piled the wrecks of Argentinian vehicles, helicopters, field kitchens and even light aircraft at Moody Brook, west of Stanley.

Brig Graham Coxon, Chief of Staff of the British Forces Falkland Islands said: "I have been extremely impressed by their determination, good humour and, not least, by their skill."

The sappers were in no doubt about the success of the venture.

Officer Cadet David Newman (35), whose parents live at Colchester, said: "It is a privilege to be able to take part in the restoration of Stanley and it is rather nice that the TA have a role. It means that the camp has been creative and constructive."

Spr Keith Livermore (29) from Scotton, Catterick, found himself doing an almost identical task to his civilian job. He was operating plant to fill in the craters left by the bombing of Stanley Airfield.

Back at Osnabrück, where he has settled with his wife Sabine and their two children, he repairs roads.

Keith, who served for six years as a Regular with the Royal Engineers, said: "I rejoined as a TA soldier because I missed the Army life. But I never imagined for a moment I would get as far as the Falklands."

by Maj Aubrey Chalmers



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Argentina takes branch line route to privatisation of its railways

BY TIM COONE IN BUENOS AIRES

ARGENTINA'S RAILWAY system, the massive loss-making Ferrocarriles Argentinas which is one of the country's sacred cows, is soon to come under the state auctioneer's hammer.

Its privatisation is an emotive issue, as indeed is the Government's whole controversial programme—launched last year—of selling off or reducing its holdings in a range of state-owned companies.

The 35,000 km (21,748 miles) network stretches the length and breadth of the republic. Constructed largely by British engineers, the system was, until 40 years ago, owned and managed by British businessmen operating rolling stock made in Glasgow, Crewe and Birmingham.

Nationalisation, however, came in 1948, when the populist leader Colonel Juan Peron swept to power, and lent his name to what is still the party of the labour movement (at present in opposition) and who began the country's industrialisation. The railways became a symbol of national prestige and virility.

However, it is worth noting a conversation that took place in 1947 between Colonel Peron, his shrewd economic adviser Miguel Miranda, and the British owners when they sat down to negotiate. The British were asked for a price. "Ten thousand million pesos," they said. In Peron's account of the conversation, Miranda laughed and replied: "I'll give you 1,000 million as we are dealing with a heap of old iron." The British finally settled for some 2,000 million and were paid in grains and meat.

Scéptics of the proposed privatisation plan have similar comments to make of the railway system today.

In fact, the proposed plan is not a classic privatisation. To calm the fears of the powerful railway unions already on a war footing because of major job losses in the industry and facing further cuts, the Government is not selling off any of the actual system, or even its rolling stock. Instead, it is putting various branch lines out to tender, to give the private sector an opportunity to operate its own passenger and cargo services with its own rolling stock, which will then pay a fee for the use of the lines. The first eight branch lines were placed on offer at the beginning of February.



Mr Pedro Trucco, the Minister for transport and public works, says that the reason for the privatisation is that the state simply lacks the resources to maintain the network and make the necessary investments to improve the system. The Government as a whole is facing severe austerity measures to cut spending and reduce inflationary pressures within the economy. Capital spending is being reserved only for bare essentials. Despite keen Soviet interest to electrify a major part of the urban routes (one contract was recently approved) Soviet officials recognise that there simply is not the money available from the Argentinian government.

A recent trade union study on the system claims that only 11,000 km of track are in an "acceptable" state, another 14,000 km are in a poor state while another 7,000 km are "unusable." The figures have not been contested by the state company. Rolling stock has fallen by almost a half since 1970, while 6,000 km of track have been abandoned or torn up.

It is a vicious circle, say those who defend the industry. As the service deteriorates through lack of government investment, customers look increasingly to the better and faster services

offered by the road network. Road transport has a powerful political lobby—the automotive, rubber, steel, cement and petroleum industries as well as the trucking and bus firms and transport unions. The only political lobby of any weight for the railways are the railway unions with 100,000 members and falling each year.

The manufacturing sector supplying capital goods for the railway has up-to-date technology, is exporting throughout the continent and is winning international tenders against developed country competitors. But it lacks orders from the local market and their annual turnover at US\$200m is minuscule compared to the US\$6,000m turnover of just the car and petroleum industries in 1985.

Geographically, Argentina like the US, suffers from being a large country and having its population concentrated in a few urban centres with the rest scattered thinly over a vast expanse. Long distance passenger transport has to compete with rapid and efficient air and road transport, and long stretches of track become expensive to maintain with little income.

The traditional cargo traffic of grain and meat is also declining as plantings fall and the herd declines due to protective agricultural policies in the European community and the US.

According to Mr Eduardo Nava, the vice president of the Railway Industries Chamber of Commerce, trains on some major trunk routes have to slow down to 30 km per hour because of the poor state of the tracks. Half a century ago, steam locomotives regularly hauled trains at 80 km per hour between the major cities, according to captions of photographs in the country's railway museum.

Fares, meanwhile, have been kept down to provide an essential social service in some rural areas and to keep living costs down in the cities.

In the days when the system was expanding, large tracts of land were handed over to the British companies to encourage them to build lines into the interior and to encourage settlement. The Argentine central railway, for example, was handed over 1.2m hectares in the last century "of the most fertile land in the country," according to one historical study. Under the later development and competition of the road transport lobby, however, many of those same lines are now expensive loss makers. Total company losses are estimated to be higher than US\$1m a day.

Mr Nava therefore welcomes the privatisation plan. "If the state does not have the capacity or money to invest in the system, then allowing the private sector in is an obvious way to improve services and give an impulse to the upstream industries," he says.

However, a long-standing scheme to privatise a total of 25,000 km of routes is not taken seriously. Mr Nava smiles and shakes his head. He thinks that only certain routes will prove attractive, where road services are poor and an unexploited potential remains for certain types of cargo transport.

The Government's aim, therefore, appears to be to concentrate its own investment effort on key urban passenger and rural cargo routes, leaving the private sector to set the pace in standards in service and efficiency with the remainder. The hope is that losses will be cut and that the network will undergo a revitalisation but the idea that a slimmed down Ferrocarriles Argentinas might even in the medium term become a profit-making, golden egg-laying goose seems about as likely that a sacred cow could ever be put to the butcher's knife.

Argentina to ease equipment import curbs

BY TIM COONE IN BUENOS AIRES

ARGENTINA is to open its domestic market to more foreign manufactured capital goods.

Border taxes on imported equipment that cannot be made in Argentina are to be eliminated until the end of 1989. The measures complement the price and wage freeze imposed by the Government late last month.

They are aimed at stimulating local industrial investment and reducing the production costs of goods destined for both the

export and domestic markets.

Mr Roberto Lavagna, the Trade and Industry Minister, said the elimination of border taxes will reduce investment costs by 12 per cent on the goods affected.

For the next 18 months Argentine purchasers of capital goods will also be able to claim exemption from import duties on capital goods which are available in Argentina, providing they can demonstrate that local manufacturers cannot meet

quality, delivery or reasonable price requirements.

Approval of such imports will be at the discretion of the Trade and Industry Ministry in consultation with local manufacturers, who will have 90 days to present their objections.

Argentina has also added a further 3,100 categories of products to its list of goods that can be imported free of duty if they are to be re-exported.

The principal exception to the new measures is for those goods

already included in preferential agreements with Brazil. Mr Lavagna is to meet Mr Dilsen Funaro, the Brazilian Finance Minister, this week to discuss wider trade agreements which would establish a temporary admission of duty-free status for practically any product designed for re-export.

The aim of the agreement would be to expand trade in all products, with the safeguard that any trade increase would have to be balanced



In den Straßen von Port Stanley sieht man fast nur Jeeps, denn auch Zivilisten fahren nur geländegängige Autos. Das Militär hat die Hauptstadt der Falkland-Inseln verlassen und Quartier um den Flughafen von Mount Pleasant bezogen. Fotos Hildegard Stausberg

Britische Soldaten auf den Falkland-Inseln Kaum Pubs und fast keine Mädchen

Vom neuen Militärstützpunkt Mount Pleasant berichtet Hildegard Stausberg

PORT STANLEY, 6. März. Engländer reden gern übers Wetter. So auch Brigadier Graham Coxon, Stabschef der britischen Truppen auf den Falkland-Inseln. Das Wetter sei im allgemeinen kühl und sehr schwankend; innerhalb von drei Stunden könne man alle vier Jahreszeiten erleben. Port Stanley, die Hauptstadt der Inseln, liege zwar fast auf dem gleichen Breitengrad wie London – allerdings dem südlichen –, was das Klima aber wesentlich von der englischen Heimat unterscheide, sei der starke Wind, der ständig über die Inseln im Südatlantik bläst.

Als die Engländer die Inseln im Juni 1982 von den Argentinern zurückeroberten, standen sie vor der Frage, ob sie den kleinen und durch die Feindseligkeiten stark in Mitleidenschaft gezogenen Flughafen bei Port Stanley wieder herichten, oder aber einen neuen Flughafen bauen wollten. Sie entschieden sich für Letzteres und verfügen heute als einziges Land des westlichen Verteidigungsbündnisses über einen Militärstützpunkt im Südatlantik: Mount Pleasant Airport. Die Landebahn ist fast 3000 Meter lang.

Der strategische Zugang ist ungefährdet, weil kein fremdes Terrain überflogen werden muß: Von England fliegt man über den Atlantischen Ozean nach Süden. Nach acht Stunden wird das Flugzeug bei einer Zwischenlandung auf den britischen Ascension Inseln aufgetankt. Der Weiterflug bis Mount Pleasant dauert nochmals acht Stunden. Die Zeiten, wo die schweren Herkules-Transportflugzeuge in der Luft aufgetankt werden mußten, gehören der Vergangenheit an. Gekostet hat der Flughafen bisher 400 Millionen Pfund, etwa 1,1 Milliarden Mark. Insgesamt haben die Engländer in den vergangenen fünf Jahren 2,6 Milliarden Pfund, rund 7,5 Milliarden Mark, für die Inseln ausgegeben.

An der Wand des Büros, in dem Lagebesprechungen stattfinden und Besucher unterrichtet werden, hängt eine große Karte, die das Gebiet absteckt, das von Mount Pleasant aus beobachtet werden soll: der südliche Atlantik im Westen bis 12 Meilen vor die argentinische Küste, im Osten bis nach Südgeorgien und die Süd-Sandwich-Inseln, im Süden bis zum 60. Breitengrad, an dem nach dem Antarktis-Abkommen von 1959 das vertraglich geregelte Einzugsgebiet des sechsten Kontinents beginnt; um die Inseln sieht man die 1982 erklärte Verteidigungszone – in einem Radius von 150 Meilen von der Mitte der Inseln aus gemessen –, die sich mit der im Oktober 1986 erklärten Fischereizone bis auf einen kleinen Ausschnitt im Südwesten fast deckt. Eine weitere Karte gibt Auskunft über die militärischen Einrichtungen der Engländer auf den Inseln. Neben beiden hängt eine britische Flagge und das im Jahr 1925 von Georg VI. gestiftete Wappen der Falkland-Inseln: ein Schaf über einem Schiff – darunter das Motto: „Desire the right“.

Coxon sagt, die Argentinier hätten die Verluste des Krieges im wesentlichen schon ausgeglichen und seit 1982 einen Teil ihrer militärischen Angriffskraft zurückgewonnen: „Sowohl die Ausstattung der argentinischen Marine als auch der Luftwaffe sind verbessert worden.“ Außerdem gingen die Argentinier noch mehr als vor dem Kriege dazu über, Waffen in eigener Regie herzustellen. Coxon erwähnt besonders drei Unterseeboote, die in einer Werft in Buenos Aires gebaut werden. Außerdem besitzt es schon ein Boot des gleichen Typs, das in der Bundesrepublik gebaut wurde. (Die Argentinier hatten in den Jahren vor dem Ausbruch des Krieges schon zwei kleinere Unterseeboote des Typs HDW-209 in Deutschland gekauft.) Die Engländer glauben, daß die Umstrukturierung der argentinischen Streitkräfte, die einer verstärkten Professionalisierung dienen soll, nicht vor 1989 abgeschlossen werden kann. Die Schwäche der argentinischen Streitkräfte liege vor allem in einer mangelnden Koordinierung zwischen den einzelnen Waffengattungen. Auch lasse die Ausbildung der Mannschaften und die Wartung des Materials zu wünschen übrig. „Nach unseren Erfahrungen des Jahres 1982 glauben wir, den Argentinern gerade auf diesem Gebiet überlegen zu sein“, bekräftigt Coxon.

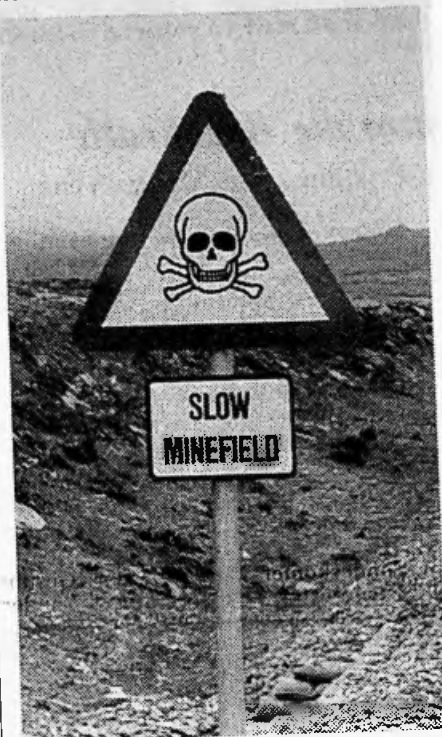
„Eine angemessene Verteidigung“

Zur Stärke und Ausrüstung der britischen Streitkräfte auf den Falkland-Inseln sagt er nur: „Wir unterhalten hier eine Truppe, die eine angemessene Verteidigung sicherstellt.“ Das Flughafengelände wird beherrscht von einem großen Hangar. Er wurde gebaut für die zweimal in der Woche vom Militärstützpunkt Brize Norton in der Nähe Oxfords aus kommenden Tristar-Flugzeuge der britischen Luftwaffe. Daneben gibt es noch viele kleinere Hangars. Zuverlässige Beobachter meinen, daß die Grundausstattung der englischen Luftwaffe auf den Inseln aus vier „Phantom“-Jagdbombern, zwei „Hercules“-Transportflugzeugen und jeweils zwei Hubschraubern des Typs „Seaking“ und „Chinook“

besteht. Auch einige „Gazelle“-Hubschrauber gehören dazu. Einer der amerikanischen Chinook-Hubschrauber ist vor wenigen Tagen abgestürzt, mußte also erneuert werden.

Vor einigen Monaten ist das gesamte Personal aus den Kasernen in der Nähe von Port Stanley nach Mount Pleasant Airport, im Militärjargon „MPA“, verlegt worden. Auch das Munitionsdepot wurde dorthin verlagert. Das Militär nutzt in Stanley nur noch drei schwimmende Unterkünfte, die nach 1982 dort am Hafenkai verankert wurden. In ihm sind die Soldaten des traditionsreichen schottischen Regiments „Argyll and Sutherland Highlanders“ untergebracht. Weitere Militärbasen gibt es noch an anderen Stellen der Inseln, die wichtigste in East Cove. Von großer Bedeutung sind auch die Radaranlagen, eine davon auf dem während des Krieges heißumkämpften Mount Kent in der Nähe von Port Stanley. Speziell mit Radar ausgerüstete Flugzeuge zur Früherkennung, wie die Awacs, haben die Briten auf den Inseln nicht. Allerdings ist die „Hercules“ mit Radargeräten ausgestattet, die eine gewisse maritime Aufklärung möglich machen. In der Nähe des Flughafens haben die Engländer den „Mare“-Hafen angelegt, in dem auch große Kriegsschiffe anlegen können. Zur Zeit liegt dort die „Minerva“, eine 21 Jahre alte Fregatte mit etwa 3000 BRT, einer Besatzung von 270 Mann und vier „Exocet“-Raketen.

Kommandeur der britischen Truppen ist seit einigen Monaten Konteradmiral Christopher Layman. Die Streitkräfte wechseln sich bei der Besetzung dieses Postens ab. Vor Layman hatte ein General der Luftwaffe dieses Amt inne, Nachfolger soll in einem halben Jahr ein Heeresgeneral werden. Layman und die höheren Offiziere bleiben ein Jahr auf



An der Straße von Mount Pleasant nach Port Stanley: überall auf den Inseln wird auf die mit Stacheldraht abgezaunten Minenfelder hingewiesen.

den Inseln. Ansonsten findet ein reger Wechsel der Truppen statt, die im Durchschnitt nur vier Monate dort verbringen: „Wir sind nicht gerade der populärste Posten für die Soldaten, schließlich gibt es hier kaum Pubs und fast keine Mädchen.“ Aber viele junge Leute hätten das Gefühl, daß ihre Anwesenheit auf den Inseln für Großbritannien wichtig sei und daß sie hier wirklich gebraucht würden. „Auch fangen die Leute hier bei uns wieder an, Briefe zu schreiben: unsere Poststelle bearbeitet täglich 1000 Briefe, die rausgehen – natürlich zu ermäßigten Gebühren.“

In den vorangegangenen Jahren habe sich außerdem herausgestellt, daß es auf den Inseln ideale militärische Übungsbedingungen gebe. Wo sonst habe man beispielsweise Schußmöglichkeiten in 360 Grad Richtung. Überlebenstraining fände in kleinen Gruppen auf unbewohnten Inseln oder in den kaum besiedelten Gegenden auf den beiden Hauptinseln, Ost- und Westfalkland, statt. Tagelang könnten die Soldaten üben, ohne einschränkende Manöverauflagen beachten zu müssen. Die britische Armee habe durch diese Trainingsmöglichkeiten ihre operativen Fähigkeiten wesentlich verbessert.

Diese Auffassung vertritt auch der stellvertretende Kommandeur des schottischen Bataillons, Major Donald Ross: „Die Falkland-Inseln sind das ideale Ausbildungsgelände für die Infanterie.“ Da ein Teil der Truppen von den Inseln nach Deutschland verlegt würde, werde auch die Kampfkraft der Rheinarmee wesentlich gestärkt. Ross glaubt, daß durch die Rotation der Truppe schon in wenigen Jahren ein nicht unerheblicher Teil der britischen Armee einmal auf den Falkland-Inseln stationiert gewesen sein wird.

Von unschätzbarem Wert sei auch, daß die Bevölkerung über die Anwesenheit der Truppen glücklich sei: „Die Falkländer freuen sich, wenn wir Manöver abhalten, weil sie genau wissen, daß dies ihrer Verteidigung dient. Insofern sind sie unsere Augen und Ohren. Im Temperament ähneln sie übrigens den Westschotten, was unserem für die Ausbildung der einheimischen Verteidigungstruppe zuständigen Regiment die Arbeit erleichtert.“ Diese „Falkland Island Defence Force“ hat allerdings nicht einmal eine Kompaniestärke, also weniger als 200 Mann. Für ihre Ausbildung zahlt die Regierung der Falkland-Inseln.

„Kein Belang der Nato“

Konteradmiral Layman weist besonders darauf hin, daß auf den Inseln eine intensive Zusammenarbeit zwischen den drei Waffengattungen stattfindet. Entschieden wies er die von Argentinien erhobenen Vorwürfe zurück, durch die britische Präsenz auf den Falkland-Inseln sei auch die Nato im Südatlantik betroffen: „Falkland ist kein Belang der Nato, sondern fällt einzig und allein in die nationale Zuständigkeit der englischen Streitkräfte.“ Allerdings verfolgt die Nato seit dem Krieg im Südatlantik die Vorgänge auf den Inseln und um sie herum mit großem Interesse. Aus den Kampfhandlungen wurden Lehren für die Ausbildung aller Nato-Truppen gezogen. Auch über ihre Truppenstärke machen die Engländer keine offiziellen Angaben. Angehörige des Militärs bekräftigen aber gern, daß diese „unter der Bevölkerungsdichte“ liege. Der letzte Zensus im Jahre 1986 weist eine Bevölkerung von 1991 Falkländern aus. Mehr als die Hälfte von ihnen wohnt in Port Stanley. Über die Truppenstärke gibt es aber auch ganz andere, höhere Schätzungen.

London beabsichtige, so Layman, in der nächsten Zeit einen Teil des nach 1982 geschaffenen Personalsockels abzubauen, weil durch den neuen Flughafen die Truppenstärke in kurzer Zeit wieder aufgestockt werden könne. Ziel aller militärischen Anstrengungen sei, Argentinien davon abzuhalten, einen neuen Angriff auf die Inseln zu versuchen: „Unsere wichtigste Funktion hier ist die Abschreckung; der Schlüssel dafür ist der Flughafen.“ Die Anzahl der Flugzeuge könne schnell und problemlos erhöht werden: „Wir können sie auf dem ganzen Weg bis zu den Inseln beschützen.“ Auf die Frage, ob die Engländer – wie die Argentinier dies stets behaupten – auch Unterseeboote im Gebiet um die Inseln stationiert hätten, sagt Layman nur: „Unterseeboote sind Teil unserer Verteidigung.“ Weiter führt er aus, daß der Flughafen über gute Möglichkeiten zu Reparaturarbeiten verfüge. Das Erdöl für den Stützpunkt komme aus Großbritannien.

Layman trifft einmal im Monat den Gouverneur der Inseln; mit dem er zusammen das „gemeinsame Verbindungskomitee“, (Joint Liaison Committee, „JLC“) bildet. Dieses widmet sich der Koordination von zivilen und militärischen Themen, wie beispielsweise Fragen der Umwelt, der Infrastruktur, des Straßenbaus und der Hafenanlagen. So haben die Streitkräfte vor geraumer Zeit schon eine „Operation Flogger“ begonnen, die dazu dient, der Bevölkerung von Port Stanley beim Säubern der Straßen und dem umliegenden Land zu helfen. Häufig sieht man in diesen Tagen Militärlastwagen, die langsam an den Straßenrändern vorbeifahren und auf die junge Soldaten Unrat und Abfälle aufladen. Die Falkländer beseitigen ihren Abfall meist noch auf recht primitive Weise: vor den Türen der meist nur einstöckigen Häuser steht eine große Tonne. In ihr wird der Abfall verbrannt.

Nach dem Auszug aus Port Stanley und dem Beziehen der neuen Quartiere in Mount Pleasant sind die Kontakte zwischen Militär und den Bewohnern der Hauptstadt geringer geworden. Die Straße, die die beiden verbindet, ist 45 Kilometer lang und nur zum Teil asphaltiert. Eine Fahrt dauert mindestens eine Stunde. Sie geht vorbei an Minenfeldern, die immer noch als Spuren des Krieges übriggeblieben sind. Es gab 1982 auf den Inseln 119 Minenfelder. Der größte Teil konnte geräumt werden. Das argentinische Heer allerdings hatte italienische Minen verwandt, die aus Plastik sind und nur schwer entdeckt werden können. (Die Sowjets verwenden in Afghanistan das gleiche Material.) Schon nach kurzer Zeit gab man die Klärung der Minenfelder auf. Mit Stacheldraht und Hinweisschildern versehen, bleiben sie eine grausige Erinnerung an den Krieg.

Um mit der Bevölkerung in Port Stanley in engem Kontakt zu bleiben, wollen die Streitkräfte in und um den Flughafen Gelegenheit zur Errichtung von Läden geben, die von privaten Besitzern betrieben werden sollen. „Aber damit stecken wir noch in der Planung“, sagt David Rose, der für Öffentlichkeitsarbeit zuständige Mitarbeiter.

Argentine heavy water plant wins new loan

By Tim Coone in Buenos Aires

A SWISS banking syndicate is to loan a further SwFr 116.5m (£48m) to Argentina to complete the construction of a turnkey heavy water production plant to supply three heavy water nuclear reactors.

The deal was signed this week between the Argentinian Atomic Energy Commission (CNEA) and the banking syndicate led by Union Bank of Switzerland. It makes a total of SwFr 534.9m for the project since construction began in 1981.

The plant is being built by Sulzer Brothers of Winterthur in Switzerland. Completion and handover to the CNEA is expected by the end of 1988, four years later than planned.

The government is unwilling to discuss its nuclear energy programme, but the construction delay is thought to have been because of financial difficulties in the CNEA and earlier debt servicing problems.

Argentina operates two heavy water nuclear reactors, a total of 1,000 MW capacity. It is building a third of 740 MW capacity due for completion by the end of 1992, five years later than planned.

The first three years' production of the new heavy water plant will be dedicated to supplying the new reactor being built with assistance from the West German company, Kraftwerk Union, and will later supply a new generation of reactors being developed by Argentina aimed both at the domestic energy programme and the export market.

Spain welcomes new controls

SOME 27 Spanish trawlers have now taken up their Falklands licences and are fishing the southern zone for *Loligo* squid, transhipping their catches in Berkeley Sound for the Spanish market.

There are 36 Spanish licences in all and the last of the vessels left for the islands last week. Despite Spain's initial protests over the implementation of an exclusive fisheries protection zone, there have been no incidents and the policing system has been declared a success by Spanish fishermen.

Enrique Lopez Veiga, managing director of the Vigo co-operative of fishing boats and Spanish trawler association chief executive, told *Fishing News* that his men have found the system simple and efficient.

His organisation has 31 of the 36 licences issued to Spain and he has described the policing measures as realistic. "There has been outstanding co-operation on both sides and my men couldn't have had better treatment," said Mr. Lopez Veiga.

"The British are there to control the fishery and we recognise that. The fact that there have been no incidents shows the system is a success. The patrol boats have been very helpful and the Spanish fishermen feel comfortable with the measures."

Mr. Lopez Veiga said they welcomed the use of civilian ships in the protection fleet as these were less of a threat than gunboats.

He went on to say the Spanish thought it "absolutely necessary to have some form of control over the fisheries" as they were concerned at the number of countries showing an interest in the grounds. "It's better that it is controlled," he said.

He added that he would like to see some formal agreement with the EEC over the Falklands protection zone but he realises this will be difficult to establish. He foresees no spectacular boom in the number of ships fishing the area and expects about the same number of Spanish vessels to apply for licences in the next season.

"We will see how it goes and, if we need more licences, we will apply for them but we can't flood the market." The bulk of the Spanish squid is sold to Spain where demand is high.

Falklands job for chief inspector



PETER DERHAM (pictured above aboard a Nimrod patrol plane) is to take early retirement from MAFF so that he can help the Falkland Islands government consolidate the work already done by his department.

After 30 years at the fisheries ministry, some of them as a chief inspector, he feels it is time for a move. "I've lived off the sea for 30 years and I now want to put something back," he told *Fishing News*.

He will return to the Falklands on April 1 and will work as a consultant for the Falklands government, assisting in the training of new staff for the fisheries department there. "I will help the governor to continue the system we've started."

He believes the UK presence around the islands will grow and says many UK firms are trying to find out more about the fishing methods there. "It's a bit of a gamble for them at the moment, but they are learning about squid jigging, and investigating potential markets."

Falklands zone trouble-free

ONE month after the introduction of an exclusive fishery protection zone around the Falkland Islands 103 out of a total 143 licences have been issued and fleets from seven countries are working the rich squid grounds.

The fisheries ministry has established control of the area and its inspectors have taken up temporary residence to oversee the smooth running of the system's first season.

Peter Derham, MAFF's chief inspector of fisheries, returned from a six-week visit to the islands last week and he spoke to *Fishing News* about the success of the new policing measures.

"When we announced plans for policing the Falklands, the critics said it would be impossible to control one of the biggest fisheries in the world, in a troubled area, with civilian ships. But we've done it," said Mr. Derham.

"It was a lonely business setting up the system and we had a lot of resistance but the patrol ships were in place and the aircraft assembled by February 1. We've had fantastic co-operation from all the foreign fleets and there have been no major problems."

There were about 39 ships fishing the southern area for *Loligo* squid at the last count, including 25 Spanish, 13 Poles and one Greek and another five Poles were fishing finfish in the northern area.

Jiggers

Most of the oriental jiggers were still 200 miles north of the 150-mile zone working the flex squid grounds and these are expected to move into the area towards the end of March.

Licences have been picked up by 42 Japanese vessels, 27 Spaniards, 23 Poles, seven Koreans, two Taiwanese, two Italians and one Greek. So far there has been no sign of the three British ships licensed to fish the area and Mr. Derham said it was "sad not to see any of our own ships."

He said the situation reminded him of the days

when distant water fleets from all over the world fished the Icelandic waters.

"We've made the measures simple and I think people appreciate this. We're used to the complexity of EEC rules but, the way we've done it here, the system doesn't make crooks out of honest men."

"Because we've been reasonable, they've been cooperative. We're not there to prosecute, but to give help and support."

When a skipper is issued with his licence he is seen by one of the three MAFF fishery inspectors and briefed on the regulations. His papers are then checked to ensure everything is in order and his boat is boarded at some point while fishing.

Ideal

Mr. Derham said every vessel currently fishing in the southern area has been boarded already as a routine measure. There have been no infringements so far — something Mr. Derham puts down to the simplicity of the system.

"There are no signs of unrest — quite the reverse in fact," he said. He praised the crews of the two protection ships, *Falklands Right* and *Falklands Desire*, saying they were an ideal choice.

Between eight and 12 reefers are berthed in Berkeley Sound for transshipping operations and many fishing boats are picking up licences on their way back from transhipping catches caught outside the zone.

MAFF's role in the protection zone ends with the first season and it will then be up to the Falkland Islands government to police the area. This is something the islanders welcome, said Mr. Derham.

"The Falklands is a classic case of how a developing nation can get economic benefit of a fishery while controlling it. The start-up and

the Falklands government will take over with new people trained to act as fisheries inspectors.

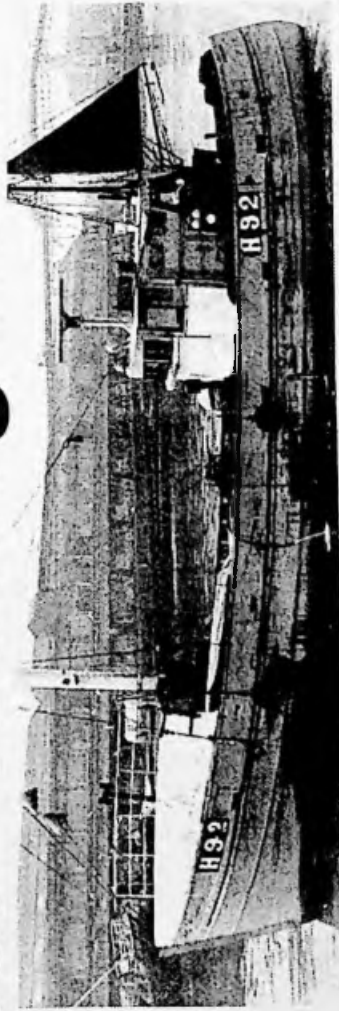
Another benefit of the new system is that it will facilitate the collection of catch data for scientists. Research by scientists from London's Imperial College into the squid stocks has already begun. "One of the main functions of the patrol ships is to help the scientists. We want to preserve stocks after all," said Mr. Derham.

running costs look like being below budget while the revenue, so far, looks like being higher than estimated."

Four Falklanders have been taken on as deckhands on one of the patrol ships and two 15-year-old trainees have been taken on as extra crew on *Falklands Desire*. "This will be an entirely Falklands operation eventually," explained Mr. Derham.

MAFF's inspectors will be brought back to Britain "where they are missed," and

'Pioneer' coming home



They will share command of the vessel on her return trip. Murdo MacInness, former chief of the Danbrit agency before he left to carry out overseas development work, had helped sail the vessel to the Falklands.

At that time only the minimum of detail about the venture was released in case she met problems while refuelling in South America so soon after the ending of hostilities in the Falklands.

David Cox, finance director of Fortoser, told *Fishing News*: "We initially went out to the Falklands to do a survey and that

With only these quantities available, the most financially effective way of harvesting the catch had to be found and this pointed to having to share overheads.

Van Smirren Seafoods had been selling the crab as South Atlantic Snow Crab (*Paralomis granulosa*) after primary processing in Port Stanley and packing at its plant at Boston in Lincolnshire.

Mr. Cox said: "The product has been very well received."

COASTAL PIONEER, the former North Sea seiner which sailed to the Falklands to survey the inshore crab fishery, is coming home.

She is due to leave the Falklands tomorrow (Saturday) after completing the crab survey on behalf of the Falkland Islands Development Corporation.

She is thought to be too large to operate on crabs commercially and so development of this fishery is due to be taken over by one of the companies involved in the offshore squid fishery. An announcement by the company is due to be made soon.

Coastal Pioneer (ex-*Taaninborg*) will resume her career fishing in the North Sea when she returns to Grimsby via Brazil, Cape Verde Islands and the Canary Islands.

The survey was the first venture by Fortoser Ltd., of Grimsby and involved men from Danbrit vessel agency.

John Williams is overseeing the project and also aboard is former distant water skipper Ray Harries.

Argentina and Iran to sign nuclear power deal

From Jeremy Morgan
in Buenos Aires

Argentina and Iran are on the verge of a deal to collaborate on nuclear power development, despite disapproval from the United States and other Western countries.

Discreet negotiations began last December for Argentina to help complete construction of the long-delayed Busher-One power station in southern Iran.

The aim of the talks is to make Argentina the third partner in a deal involving the Atomic Energy Organisation of Iran (AEOI) and the West German company, Kraftwerke Union (KWU), sources say.

KWU was contracted to build Busher-One more than 10 years ago, but the project was cancelled by the Khomeini regime when the Shah was overthrown in 1979.

By then, Busher-One was three-quarters complete. A year later, the Iranians changed their minds after serious shortages developed in the electricity supply. With the Gulf war raging KWU was reluctant to send its employees to the project.

Busher-One, a 1,293 megawatt facility, is located near the Kharg Island oil terminal, a key target of current Iraqi air attacks. The Iraqis have attacked Busher-One at least three times and claim to have hit the reactor dome with an Exocet missile.

The Iranians paid KWU in advance for a reported 35,000 tonnes of key components for the project in 1974. But the West German Government refused to renew the export licence after it expired in October, 1984, stranding 7,000 tonnes of equipment.

KWU is also involved in Argentina's nuclear programme. It built Argentina's first power station 12 years ago and is now installing another. KWU and the Argentine state nuclear board, CNEA, jointly own Enace, a nuclear engineering company in which the West German group holds a minority 25 per cent stake but controls technology transfer.

In May last year, Argentine officials denied that plans for Busher-One were under study. But Enace officials yesterday confirmed talks were taking place on that project. The drive to resurrect Busher-One is said to have regained momentum after Enace sent a top level team to Tehran in December.

Sources say the talks are "fairly close" to agreement and suggestions that cooperation could go beyond Busher-One appeared to have rung alarm bells in Washington. Diplomatic sources say that since Argentina offered to share nuclear fuel cycle know-how with Iran, US officials have warned the President, Raul Alfonsin, against dealing with the Iranian Government.

Iran signed and ratified the nuclear non-proliferation treaty in 1970 and a limited test ban treaty in 1963 but misgivings persist about the Khomeini regime, diplomats say.

US concern also focuses on Argentina since it has not ratified non-proliferation accords. Its nuclear exports are covered by International Atomic Energy Agency safeguards, but sensitive parts of the nuclear programme are not.

Argentine nuclear production sites outside the safeguards include a uranium enrichment plant and a reprocessing plant now under construction. Mr Alfonsin repeatedly stresses the nuclear plant is for peaceful purposes, but sceptics warn that both enriched uranium and plutonium, which could be extracted at the reprocessing plant, are primary materials for nuclear weapons production.

Any nuclear deal with Iran would have to be approved by the Foreign Ministry, and almost certainly by Mr Alfonsin. The ministry is thought to have been unenthusiastic in the past.

However, Iran is an increasingly important trade partner for Argentina: trade totalled an estimated \$550 million between the two countries last year.

Argentina's dilemma over human rights deepens

Tim Coone reports from Buenos Aires on the military's unease over a controversial law

THE Government of President Raul Alfonsín has received a sharp warning from the country's most senior naval commander, Admiral Ramon Arosa, over moves by the courts to prosecute members of the military in spite of the time limit for initiating such prosecutions having passed on February 22.

Admiral Arosa, who has previously supported President Alfonsín, warned that further trials could undermine military morale and compromise efforts to bring civilian and military society closer together.

The admiral's intervention is a further sign of the confused and politically sensitive situation created by President Alfonsín's *punto final* -- the

controversial law putting an end to further trials for human rights abuses under the previous military junta.

Of the 1,000 military and police that have been accused by the various human rights organisations, 650 by name, the remainder by codenames used to disguise their identity, 153 have been cited by the courts before the deadline, according to Ministry of Defence figures. Most are army officers or NCOs.

The first hearings and trials

began last week in the capital. A number of the accused are serving officers and fears remain that several may refuse to appear before the civilian court, in spite of government threats that failure to do so would result in the offenders being immediately cashiered.

The uncertainties that remain are numerous. Firstly, for a large number of cases, 594 in one province alone, the *punto final* deadline has been extended due to the inability of several federal courts to deter-

mine under whose jurisdiction the cases fall.

Only when this is agreed upon, will the countdown for the 60-day time-limit begin for the courts to cite the accused in the cases.

Furthermore, the inexplicable delays of the Ministry of Defence in passing on information required by the courts over the past two months has created much ill-feeling and a sense of injustice.

At least one state prosecutor has said publicly that the law

has to be challenged on its constitutionality. Detractors of the law argue that it violates the principle of equality before the courts of all the country's citizens, which is enshrined in the constitution. By creating a distinction for the armed forces, the constitution is violated, they say.

The most positive aspect of the entire debate over the human rights trials, however, is that it has demonstrated that Argentina's three-year-old democracy works. The conflict has arisen precisely because there is a separation of powers between the executive, the legislative and judicial bodies which function independently of each other.

Argentine threat

ARGENTINA's opposition Peronist Party urged President Alfonsín to take a tougher line on the Falklands dispute, including the confiscation of British property. *Jeremy Morgan writes.*

The proposals, outlined in a document issued by the Peronist National Council, said that Argentina was in a position to "dispose" of financial and real estate assets belonging to British citizens in Argentina, which were worth more than Argentina's possessions in Britain.

Argentina sets date for mid-term elections

By Tim Coone in Buenos Aires

ARGENTINA'S crucial mid-term elections, in which over 11,000 national, provincial and municipal posts will come up for renewal, have been set for September 6.

To maintain its political and economic programme on course the Government will be concerned to keep its share of seats in the lower house legislature, the Chamber of Deputies, in which half the 254 seats will come up for renewal, and to win as many as possible of the 23 provincial governorships.

The key governorship is that of Buenos Aires province, in which 40 per cent of the electorate is concentrated. The party which wins the governorship is considered the most likely to win the subsequent presidential and legislative elections.

President Raul Alfonsín's term expires in 1989 and there is a danger he will become a lame duck leader in his remaining two years if the elections go badly for the ruling Radical Party.

At the legislative level this would happen if the Radicals were deprived of their thin absolute majority in the Chamber of Deputies.

Admiral weighs in against rights trials

From Jeremy Morgan
in Buenos Aires

The head of the Argentine Navy said investigation of human rights crimes under the former military regime had gone beyond "advisable limits," and issued a barely disguised warning yesterday that the high command intended to protect accused officers.

Navy leaders would "not back down in their efforts to ensure that the dignity of the men is not unjustifiably stained by suspicion or the lie," Admiral Ramon Arosa said.

Admiral Arosa, who has headed the Navy since the elected government took over from the junta in 1983, stressed that it accepted the role of constitutional authorities.

But he also emphasised the Navy would neither "abandon nor disdain those who fulfilled

their duty in the difficult situations created by the anti-subversive war" after the coup d'etat in 1976.

The warning, delivered in a blunt speech at Navy headquarters before the Defence Minister, Mr Horacio Jaunarena, was taken seriously by observers here because it had come from Admiral Arosa.

In the public mind, Admiral Arosa is identified with senior military officers clearly committed to the democratic restoration.

Observers were undecided whether Admiral Arosa was voluntarily trying to defuse Navy resentment or whether he had bowed to pressure from officers. They noted that his speech included a reference to the hardliners' claim that human rights trials were being pushed forward today by the "defeated" of yesterday.

Murder charges

Buenos Aires (Reuter) — An Argentine court, backing a request for the extradition of a former Army commander held in the US, yesterday ruled that he was responsible for 43 murders and 24 kidnappings.

The Buenos Aires Federal Appeals Court also ordered police to arrest cashiered General Guillermo Suarez Mason on his return to Argentina.

Señor Suarez Mason, who is in a San Francisco jail awaiting the extradition hearing, also faces hundreds of torture charges.

Tehran — looks to Alfonsín for arms

From Jeremy Morgan
in Buenos Aires

Argentina has agreed to sell weapons to Iran in what is seen as a sharp shift in President Raul Alfonsín's stand on the Gulf war. The sale may also be in response to pressure from the armed forces.

The \$37 million deal was revealed by Mr Jorge Carnelli, director general of Fabricaciones Militares, a huge industrial conglomerate owned and operated by the armed forces.

Mr Carnelli declined to say what weapons Iran was buying other than to describe them as "bellicose elements", but he claimed Argentine letters of credit were already arranged to back up the deal.

More than two years ago, government officials said that the President had personally vetoed the sale to Iran of two ageing Argentine destroyers on "humanitarian grounds".

However, the Government has always been under pressure from the armed forces to increase weapon export sales.

It remained unclear yesterday whether the planned arms sale to Iran would now revive a longstanding proposals — supported by the Argentine air force — for Iraq to buy the Pucara, a small counter-insurgency aircraft developed and built here.

Royal Navy to sell Falklands patrol ships

By Edward Ion

THE Royal Navy is to dispose of three former support vessels which have been engaged in patrol work around the Falkland Islands.

HMS *Guardian*, HMS *Protector* and HMS *Sentinel* were acquired from the offshore fleet managed by Seaforth Maritime during 1983 when it was decided the UK required a constant patrol fleet around the islands.

All three vessels, which were called *Seaforth Champion*, *Seaforth Saga* and *Seaforth Warrior* respectively before coming into Royal Navy service, had been engaged on the same task until they were withdrawn from service in November last year.

The 6,160 bhp HMS *Guardian* and HMS *Protector* and the 7,700 bhp HMS *Sentinel* were commissioned in 1975 and were engaged in regular offshore charters, particularly in the North Sea.

A Ministry of Defence spokesman said the Navy's ability to maintain its usual strength around the islands would not be affected by the vessels' departure. He added that they would not be replaced immediately.

HMS *Guardian* and HMS *Protector* are now for sale on an "as and where lying" basis at HM Naval Base, Portsmouth. The closing date for the tenders is Mar 19. Buyers for HMS *Sentinel* are also being sought.

Chinooks 'to fly on' in Falklands

By Patrick Watts,
in Port Stanley

THE Ministry of Defence is not grounding the remaining Chinook helicopters in the Falklands after Friday's fatal accident, the second in 10 months.

While refusing to say if any passengers had actually taken off since Friday, a Ministry spokesman simply commented: "They remain available for operational sorties if required." In the latest accident seven airmen died.

A team of expert investigators has arrived in the islands to begin sifting through the wreckage but it seems they will have little material evidence to work on.

All seven on board died instantly.

'Shadow loomed'

Mr David McLeod, 32, an electronics engineer who was driving to Mount Pleasant airport at the time the Chinook went down, said it had just taken off and was "flying very low level" over his Landrover. The shadow "loomed very large alongside me."

Just 40 seconds later as he looked in his rear-view mirror he could see columns of dense black smoke rising from the wreckage a couple of miles away.

Fire engines which rushed to the scene became bogged down in the notorious Falklands peaty terrain. Helicopters including a Chinook, ferried rescue services to the area where conditions were clear and sunny.

The Chinook disaster of May, 1986, when three died appears to be much more straight forward. Then there were near white-out conditions while the aircraft moved from one mountain top to another replenishing stocks.

Chinook crash inquiry team in Falklands

An RAF investigation team was due to arrive in the Falklands last night to begin an inquiry into the Chinook helicopter crash on Friday in which seven servicemen died.

The Ministry of Defence said no decision would be taken on whether to ground the RAF's 35 remaining Chinooks until the inquiry team makes its report. The wreckage may be brought to Britain for examination.

Those killed in the accident were: Flight Lieutenant Stephen Newman, aged 28, of Stockport, Cheshire; Flight Lieutenant Anthony Moffat, 26, of London; Sergeant Andrew Johns, 30, of Alton, Hampshire; Chief Technician David Chitty, 31, of Basingstoke, Hampshire; Corporal Jeremy Marshall, 26, of Alton; Corporal Karl Minshull, 25, of Grantham, Lincolnshire; and Corporal Peter Whitwell, 25, of Kettering, Northamptonshire.

Argentine officer 'tortured baby'

BUENOS AIRES — An Argentine court yesterday accused a coast guard officer awaiting trial for human rights abuses of giving electric shocks to a 20-day-old baby to make its father talk.

The Federal Court said Juan Azik, known as "Piranha", had been recognised by Carlos Lordskipanidse as the man who gave his child several shocks during a torture session at the Navy School of Mechanics (ESMA).

The court said Mr Lordskipanidse also accused navy Lieutenant Alfredo Astiz — the man who surrendered South Georgia to Britain in 1982 — of torturing him at the notorious ESMA detention centre, which operated during the military regime that ended in 1983.

The accusations against Lt Astiz and Mr Azik were made in a list of charges against 12 officers who have been ordered detained by the court. The officers, including four retired admirals, are accused of torture and other human rights abuses during eight years of military rule.

The court accused navy commanders of "apprehending suspects, keeping them in clandestine captivity under inhuman

From Rex Gowar
of Reuters

conditions, and submitting them to torture with the purpose of obtaining information ... or physically eliminating them".

ESMA detainees were among more than 9,000 people who disappeared during the "dirty war" against leftist subversion in the 1970s and early 1980s. Among its commanders were two junta members, Armando Lambruschini and Emilio Massera, now serving terms of life imprisonment and 17 years respectively for human rights abuses.

Nearly 200 indictments charging human rights abuses were brought before a law barring new cases against members of the armed forces for rights abuses took effect last week.

Court sources said the charges against Lt Astiz do not include his alleged kidnapping in 1977 of two French nuns because the statute of limitations had run out. For the same reason a court last December passed no sentence on Lt Astiz, despite finding him guilty of kidnapping a Swedish teenager in 1977.

RAF team arrives in Falklands to investigate Chinook crash

BY JOHN GRIFFITHS

A seven-man team of Royal Air Force experts arrived in the Falkland Islands last night in investigate the crash on Friday of a twin-rotor Boeing Chinook helicopter in which seven RAF men died.

The crash was the latest of several incidents or crashes involving the huge helicopters in recent years and the second on the Falklands within a year. One crashed into a West Falkland hillside in a blizzard last spring killing 13.

Last night the Defence Ministry said the RAF's 35 other Chinooks would continue in service during the investigation.

The helicopter, from No 78 Squadron, was said to have crashed in clear, sunny conditions on a marshy area two miles from Mount Pleasant airport. The ministry said it had been on a routine operational flight and previously had undergone minor servicing.

The Civil Aviation Authority was unavailable for comment yesterday. However, it would not expect to act on civilian Chinooks unless the RAF investigators concluded that a possibly generic mechanical fault was responsible for the Falklands crash.

The results of the preliminary investigations could be available within days, the ministry said last night.

Last year the authority tem-

porarily grounded all Chinooks in the UK after the world's worst civilian helicopter crash. In this all 45 aboard died when a Chinook of British International Helicopters crashed off the Shetland Islands. This was attributed to rotor-blade synchronisation gearing problems, causing the overlapping blades to collide.

A similar collision caused a US Army Chinook to crash in West Germany killing 46,

after which the RAF briefly grounded its own Chinooks.

However, confidence was said to have been fully restored last year after Boeing of the US made modifications following the Shetland tragedy. Boeing has experts on standby to travel to the Falklands if requested by the RAF. The Ministry said last night that no arrangements had been made yet. Air access to the Falklands is available only on RAF flights.

ARGENTINE OFFICER FACES TORTURE TRIAL

Lieut Alfredo Astiz (right), the Argentine naval officer who made international headlines when he surrendered the South Georgia islands to the Royal Navy early in the Falklands conflict, has been held in custody in Buenos Aires to stand trial for alleged human rights abuses committed under the country's former military regime. Astiz is one of 12 officers, including four retired admirals, detained last week. He is said to face charges that include torture, although his alleged kidnapping of two French nuns in 1977 is not cited because a statute of limitations has expired in that case. Nearly 200 officers have been indicted in the past month, to beat a new law, now in effect, barring further military prosecutions for rights issues.

Chinook crashed on test flight

by IAN MATHER

THE RAF CHINOOK helicopter which crashed on Friday killing seven servicemen was undergoing an air test following major servicing, and was not, as the Defence Ministry claims, 'on a routine operational flight.'

I was on the Falklands runway, on board a British-bound RAF Tristar, when the helicopter crashed nearby.

Emergency fire appliances suddenly raced away from the runway to the crash scene. Military surgeons and doctors on board our aircraft joined the medical team. But later they told us there was nothing anyone could have done.

On board our plane, which was delayed for several hours, we were asked to observe a news black-out until there was an MoD statement and the next of kin were informed.

Our plane's pilot gave us details of the Chinook's air test.

As an RAF board of inquiry, including medical and flight safety experts, flew to the Falklands last night, the MoD said it had no plans to ground the RAF's Chinooks.

Last November, Chinooks in Britain were grounded briefly after 45 oil rig workers were killed off the Shetland Islands.

Last May, an RAF Chinook flew into the side of a mountain on West Falkland, killing three men and injuring 13 while on an exercise in a blizzard.

An eye-witness of the Falklands crash said the Chinook 'was flying along peacefully and then it just fell out of the sky. There was not a cloud to be seen and the wind could not have been stronger than 10 knots.'

■ The dead men were named as: pilots Flt Lt Stephen Newman, 28, of Stockport and Flt Lt Anthony Moffat, 26, of London; Sgt Andrew Johns, 30, from Alton, Hampshire; Chief Tech David Chitty, 31, from Basingstoke, Hampshire; Cpl Jeremy Marshall, 26, from Alton, Hampshire; Cpl Karl Minshull, 25, from Grantham, Lincolnshire; and Cpl Peter Whitwell, 25, from Kettering, Northamptonshire.



A DISTANT GLORY

by Max Hastings

June 14, 1982. When morning came, there was no end in sight. All through the hours of darkness, the Scots Guards on Mount Tumbledown and 2 Para on Wireless Ridge had been fighting fiercely, winning through successive lines of Argentinian positions amid the constant crump of mortars and artillery, the arching tracer of machine-gun fire, the muffled shouts, the sharp explosions of grenades. By first light, at a cost of 9 killed and 43 wounded, the Guards ➡

had almost completed the capture of Tumbledown. And 2 Para had gained Wireless Ridge with negligible casualties. Its companies squatted and stood, stamping their feet against the cold, brewing a mess of apple and oatmeal flakes for breakfast amid the captured enemy positions: a few hundred filthy scarecrows who had shown themselves among the finest fighting troops in the world. That night, 3 para was to use the ground they had gained as the start line for the next bound of the British advance upon Port Stanley.

It was the 25th day since the British amphibious landing at San Carlos, 74 days since the Argentinians had precipitated a war in the South Atlantic by landing and seizing the Falkland Islands.

From the beginning, the service chiefs had known – as much of the British public did not – that an attempt by Britain's shrunken services to mount a campaign 8000 miles from home posed huge risks, above all because of inadequate air cover.

Even once the small miracle of the San Carlos beachhead had been gained, the British feared that time was against them – that unless they could win quickly the land force might become bogged down on the frozen, barren winter mountains amid a diplomatic stalemate. By June 14, the men on the hills had won a succession of victories that taught them the shortcomings of the Argentinian conscripts they fought. Yet still the

British faced an enemy with much superior numbers and greater firepower. Major-General Jeremy Moore's battalions were filthy, cold, and weary.

Their morale was still high, they knew that they were winning. But how much longer would they have to fight? If the enemy chose to battle yard by yard through the bungalows of Port Stanley, would final victory yield only the wreckage of a broken town? That dawn, that risk still seemed very real.

Then, to the men crouched around the flickering hexamine cookers, the rumour came over the radio: "It's the Argies! They've started running! They're breaking all the way back from Moody Brook!" The men of 2 Para came to life, hastily gathering weapons and equipment and preparing to move. Within minutes, the companies were hastening in long files down the hillside until they stood on the long, rocky ridge above Moody Brook, gazing down fascinated upon the white roofs of Stanley in the sunshine.

The road into the town was strewn with debris, the odd burning vehicle, scattered running figures. But between the British and Stanley, no organised enemy was visible. When Brigadier Julian Thompson arrived, he pulled back Colonel David Chaundler, 2 Para's CO, from his exposed position on the skyline. "It's okay, Julian," said the para cheerfully. "It's all over."

Max Hastings is the editor of The Daily Telegraph.



Chinook team ready to join Falkland death crash probe

by Stephen Davis,
David Leppard and
Graham Bound

AN accident inquiry team from the Boeing aircraft company was last night preparing to fly to the Falklands after the Chinook helicopter crash in which seven RAF men died.

Boeing offered its help to the Ministry of Defence within hours of Friday's accident, which happened while the helicopter was flying over open countryside in perfect weather.

It was the latest in a series of crashes which have plagued the controversial twin-rotor Boeing Chinook. More than 100 people have died in accidents involving the aircraft in the last five years.

The other RAF Chinooks in the Falklands were still operational last night. An MoD spokesman at Mount Pleasant airport said they would remain on duty pending a board of inquiry.

The RAF dispatched its own team of seven investigators to the Falklands yesterday. Three senior officers

will head a board of inquiry which will open in Port Stanley today.

The Ministry of Defence said last night the helicopter was on an air test after a minor service. "It was a routine service during which major components are taken apart and looked over," said an MoD source. "The aircraft had already made a flight

after the service before the one where it crashed."

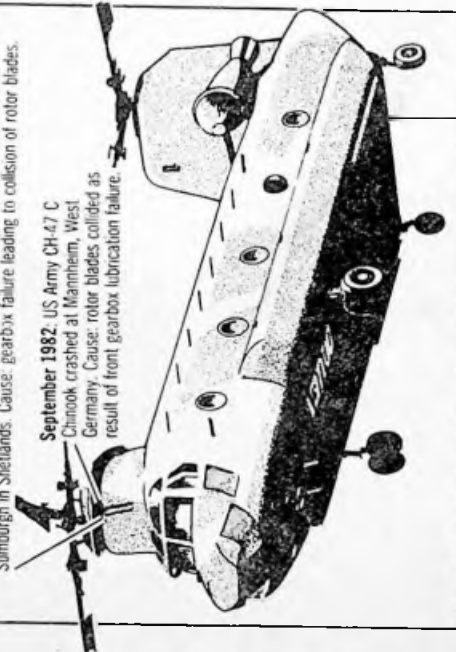
In the Falklands, it normally carries a crew of three. Seven men were on board on Friday.

The Chinook, from 78 Squadron, came down two miles from the recently constructed £4.9m Mount Pleasant Airport in a marshy area

TROUBLE WITH THE CHINOOK

November 1986: British International Helicopters Chinook crashed into sea off Sumburgh in Shetlands. Cause: gearbox failure leading to collision of rotor blades.

September 1982: US Army OH-47 C Chinook crashed at Mannheim, West Germany. Cause: rotor blades collided as result of front gearbox lubrication failure.



May 1984: British Airways Chinook ditched off Shetlands. Exact cause of accident unknown but leaking rear door seal led to aircraft filling with water and capsizing.

that is only accessible by helicopter.

David McLeod, a technician with Cable & Wireless, who saw the crash, said: "The helicopter flew over me across March Ridge and towards Island Harbour House. It was flying low and going fast. About 40 seconds later I saw smoke in the area behind me."

The seven dead — including five married men — were named last night. The pilots were Flt Lt Stephen Newman, 28, of Stockport and Flt Lt Anthony Moffat, 26, of London. Both were based in West Germany.

The crew were Sergeant Andrew Johns, 30, an airloadmaster from Alton, Hampshire, Chief Technician David Chitty, 31, from Basingstoke, and Cpl Jeremy Marshall, 26, from Alton, Hampshire, who were all based at Odiham, Hampshire.

The other two, both single, were Cpl Karl Minshull, 25, from Grantham, Lincolnshire, and Cpl Peter Whitwell, 25, from Kettering, Northamptonshire. Both were also based at Odiham.

In September 1982, a United States Army Chinook crashed at Mannheim, West Germany, killing 46 people.

The rotor blades collided after a gearbox failure. Boeing said the accident could have been caused by loss of lubrication in the forward transmission. The RAF grounded its 33 Chinooks for a short time after the tragedy.

Fears over the helicopter design caused a jury in the United States to rule that the Chinook, which uses two overlapping rotors that must be perfectly synchronised, was inherently dangerous.

Last year, all Chinooks in Britain were grounded after 45 people died when a British International Helicopters Chinook crashed into the sea off the Shetland Islands in the world's worst civilian helicopter accident. The cause of the accident was a failure in the intricate gear system which caused the blades to collide.

Modifications were made after the Shetland crash and the Civil Aviation Authority has declared its confidence in the Chinook.

Crash victims

The seven RAF men killed when a Chinook helicopter crashed in the Falklands on Friday have been named: Flight Lieutenant Stephen Newman, 28, of Stockport; Flight Lieutenant Anthony Moffat, 26, of London; Sergeant Andrew Johns, 30, of Alton, Hants; Chief Technician David Chitty, 31, of Basingstoke; Corporal Jeremy Marshall, 26, of Alton, Hants; Corporal Karl Minshull, 25, of Grantham, Lincolnshire; and Corporal Peter Whitwell, 25, of Kettering.

MY IDEAS FOR THE FALKLANDS

FROM: T. A. Ende, Adolphus Road, Finsbury Park.

SIR, Mr P. E. Payne (January issue) says that the Falklanders should be consulted over a transfer of sovereignty by the United Nations and I agree. I make the following proposals for a settlement.

Of the 5,000 identifiable islands in the British Archipelago, about 2,000 are not inhabited. Hundreds of the uninhabited islands were inhabited in the past but they became depopulated in the seventeenth, eighteenth, nineteenth and twentieth centuries. I think that many of them are more hospitable than the Falkland Islands as to sheep pasture and climate.

The British Minister for the Environment should survey the habitable islands in the British Archipelago and should draw up plans for the development of them and resettlement of the Falkland Islanders under the New Towns Act.

The plans should be paid by the Argentine Government for disturbance of the Falkland Islanders occasioned by the transfer of sovereignty.

A treaty should be entered into between Great Britain and the Republic of Argentina for the joint exploitation of the South American continental shelf which extends from the mainland around the islands and for the provision of a suitable naval and military base and civil airfield to keep British lines of communication between the Atlantic and Pacific Oceans open if the Islanders agree to repatriation.

Double membership increase

FROM: John Sharman, Chairman Chadwell Ward, Ilford Conservative Association.

SIR, Some good news for our party in Chadwell ward of Ilford North constituency.

In 1986 we over doubled our membership increasing from 114 to 242 members so reversing a trend of many years which saw membership decline. Given that most of 1986 was regarded as a

difficult year for the party we thought it would be a hard task to reverse the trend but given a determined approach we were greatly encouraged at our results.

At last year's borough council elections we won back two seats from the Liberals which had been lost in by-elections in the previous two years. The Liberals Focus has been combatted by our In Touch newsletters and now there has been

no sign of any Focus since last May!

It may be coincidental that Chadwell ward has the youngest ward committee in the constituency but I think it is teamwork and constantly campaigning with voters regularly seeing our name on their doormat which can rebuild a ward which was almost dead.

I hope your readers will take heart from our experience.

ANTARCTIC STOCKS UNDER THREAT

HEAVY commercial fishing in Antarctic waters has substantially depleted stocks in the region says US National Marine Fisheries Service which has been carrying out a survey.

The loss in stocks off the Antarctic Peninsula and in the Scott and Weddell Seas was revealed in reports from fisheries scientists to the 19 member Commission for the Conservation of Antarctic Marine Living Resources.

Russia is the main country fishing in the region. Groups of six to 12 Soviet trawlers were observed in the survey area during the December leg of the research cruise.

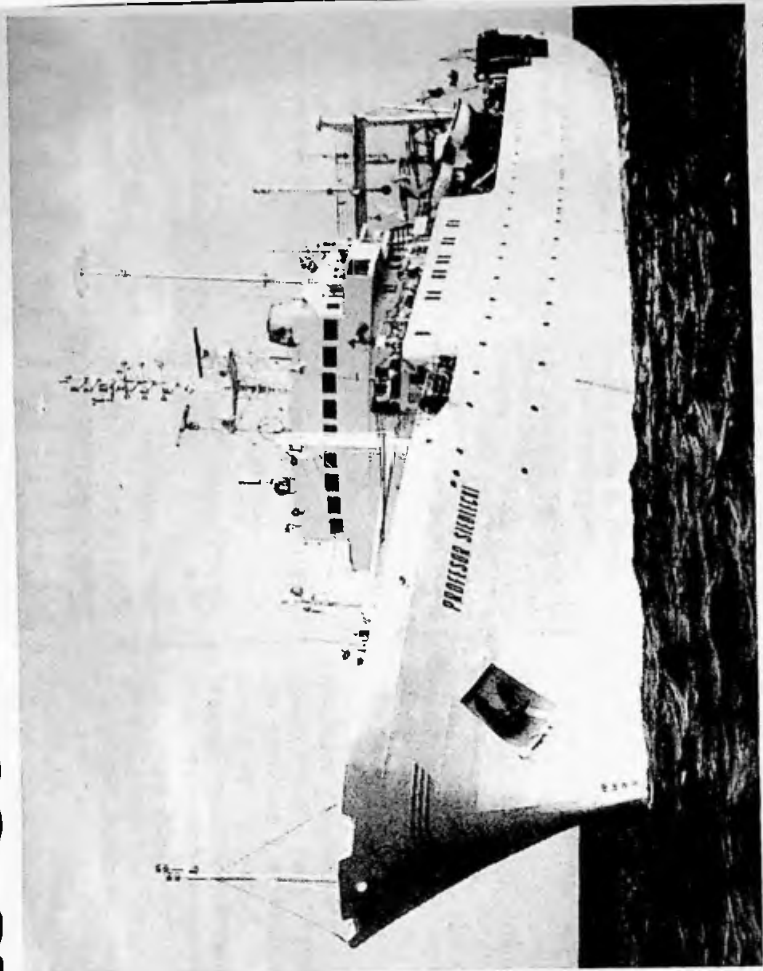
Catches in the South Georgia region, about 1000 miles east of the tip of South America, increased from about 4000 tons in the 1972-73 season to a peak of 500,000 tons in 1979-80, falling to less than 75,000 tons in 1984-85.

During the early years of fishing, target species included the cod-like Notothenia, which is now apparently severely depleted. The Commission eliminated fishing for this species in 1984, and stocks around South Georgia are estimated at only one-tenth of those observed on an exploratory cruise conducted by West Germany in 1982.

Data from the survey indicate that ice-fish, a medium-size demersal species heavily fished in the late 1970s, are depleted or approaching depletion.

The survey is being carried out by the NMFS and the Sea Fisheries Institute of Poland, using the Polish research ship *Profesor Siedlecki*.

She has, most recently, been operating in the vicinity of the Antarctic Peninsula. The ship has traversed the entire shelf area around South Georgia in the most thorough and extensive survey undertaken to date.



The Polish fisheries research ship *Profesor Siedlecki* was used by the Polish-American team surveying the state of fish stocks in Antarctic waters.

Why the ships go south...

British trawler for Falklands

A 74-metre long freezer trawler has been bought from Chile by a British company to take part in the squid fishery around the Falkland Islands.

The ship, the *Barros Massos Dos*, has been acquired by Fishing Explorer Ltd. of Plymouth in South-west England and has been renamed the *Fishing Explorer*.

At a cost of £150,000 the ship is being modified to meet UK requirements.

"We are complying with UK rules in every aspect," said Joe O'Connor, who heads the new venture, and whose other companies have had associations with Spanish firms working UK-registered trawlers.

The *Fishing Explorer* is powered by a 2000 hp engine, and also has a large auxiliary power plant to run her factory and freezing machinery.

It is planned that she will do seven-month trips to the islands, transferring her catches there to Japanese and Italian buying ships. But the company says the ship will bring back 1200 tons in her holds when she returns to the UK.

SPAIN'S Secretary General of Fisheries, Miguel Oliver, said that the government continued to be against authorising fishing within the new 150-mile limit around the Malvinas (Falkland Islands), but Spanish vessel owners would carry on operating there.

He explained that these owners had developed ships specially for these waters, adapting vessels which previously worked in the South-east Atlantic. These were suitable only for the Falklands fishery and owners felt they had to work them there even if this meant recognising the British claim to control the zone and thus upsetting Argentina.

Another problem for the Spanish government was that a number of the ships are in joint companies with UK partners.



Bought from Chile by a British-based company, the 74-metre long *Fishing Explorer* will operate in the Falklands squid fishery.