



Falkland Islands NEWSLETTER

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THE LONG VIEW

There is a wide spread impression that Argentina has consistently pressed a claim to the sovereignty of the Falkland Islands ever since 1833, and has never abandoned it. This is not so. The dictator General Rosas of what was then the Republic of La Plata – Argentina did not then exist – offered in 1841 to give up any claim Argentina may have had in return for the release of certain debts owed to City of London interests. The British Government of the day was not interested. For most of the 19th century the claim was forgotten. It was revived, almost as an academic exercise, at the beginning of the 20th century and gained some support from Julius Goebbels' book "The Struggle for the Falkland Islands" published in 1927. The claim to sovereignty as we know it today was promoted by Nazi propagandists among the largely German trained Argentine army during the 1939-1945 war.

Peron's Own Doubts

When General Peron came to power in 1946 he adopted the claim, as he frankly admitted at the time, as a means of uniting the diverse races which made up the population of modern Argentina. It was he who introduced "Malvinas Day" in Argentina, and the teaching of the Argentine version of the history of the dispute in all Argentine schools. The Peronista party has always considered itself the custodian of the Argentine claim and the "recovery" of the Malvinas has always been in the forefront of Peronista political programmes.

General Peron was prepared to admit privately, in his usual jovial manner, that he personally did not believe that the Argentine claim to the Falklands Islands or the later claim to their Dependencies was well founded. Nor did he believe that it would ever succeed or that Britain would be prepared to consider ceding the Islands to Argentina. His whole motive was an internal political one. Pulling the British lion's tail was fashionable at the time and free of risk. These are the origins of the events which commenced on the 2nd April 1982.

List of Contents

The Long View	Mike's Marathon
Islanders' Letters	Naval News
Electoral Reform	Islanders in the United Kingdom
New Airfield	Patrick Watts on TV
Appeal	Strand Exhibition of
Litter of War	Stamps
Cindy Buxton's Visit	Falklands Wool
Stanley Stamp Show	Items for Sale
News from Islands	

Raising Argentine Hopes

We in Britain are probably unique in the world in that those of us with intellectual pretensions and many of us without them automatically feel sympathy with the enemy who has attacked us and whom we have been forced to defeat. It is a likeable characteristic but it can be a source of weakness. We may well blame ourselves, our diplomats and our politicians for raising in Argentina hopes which could not honourably be satisfied, but we cannot and should not feel any guilt at all about our actions in ejecting the invading forces of a military dictatorship of the most unpleasant kind from British territory and freeing British people from foreign occupation.

Yet the extraordinary thing is that there are many in this country whose voices are now being heard who appear only too eager to surrender to the aggressor a territory and a people which it has cost priceless lives and enormous sums of money to liberate.

This is not the way to go about it. The principle that aggression must not succeed or the world will be an unsafe place for all of us to live in is a sound one. The principle still holds good now that the Islands are free again and their people under the protection of the British Forces.

Never Dependent on Argentina

The Falkland Islands had never been dependent on Argentina for anything until the Communications Agreement of 1971 between Great Britain and Argentina which channelled all their communications through Argentina and made them entirely dependent upon the Argentine Air Force for passenger travel to and from the Islands.

Traditionally the Falkland Islands and the British presence in the Islands had always had the whole hearted support of Chile and Uruguay, both of whom had a long democratic tradition. Both of them looked to a British Naval presence in the Falkland Islands and the South Atlantic as a counter-balance to the pretensions of their larger neighbour, Argentina, which claimed Chilean and Uruguayan territory on the disputed borders between their countries. As the Uruguayan representative in the dispute with Argentina about islands in the River Plate is said to have reminded the Argentine representative, Uruguay had a better claim to the "Malvinas" as successor to Spain than had Argentina. Britain, as the Arbitrator agreed on at the end of the 19th century by Chile and Argentina in frontier disputes between the two countries, became unacceptable to Argentina only in the 1970s when the Argentine claim to the Falkland Islands was developed. Since then Argentina has rejected two successive awards by international tribunals in favour of Chile.

Argentina was not prepared to accept anything less than outright cession of sovereignty and Argentine military occupation of the Falkland Islands. Nothing less would have enabled Argentina to dominate the South Atlantic, confine Chile to the Pacific, and claim as her own the whole of British and Chilean Antarctic territory. It is doubtful however, had Argentina occupied the Falkland Islands and their Dependencies, that the Argentine Military Government would have stopped there. The British possessions of Gough Island and Tristan da Cunha in the South Atlantic would no doubt have been next. Where military ambition, fed by success, would have stopped in South America it is difficult to say, but certainly the pressure on Chile and Uruguay at least would have become intense. — Continued —

Reception

The Annual Reception will be held in Lincoln's Inn on 15th June.

The Way Forward

Britain is not without friends among Argentina's neighbours. The way forward both in diplomacy and in defence, is to call on those friendships and to recognise that a British garrison must be kept in the Islands unless and until some future Argentine Government comes to its senses. Every one of Argentina's neighbours has had to stand up to Argentina and resist territorial claims. On every occasion Argentina has backed down.

Britain, with a tradition of naval supremacy, is unaccustomed to the concept of a garrison as a means of defending an overseas territory against hostile invasion. Other countries look on coastal defence and a military garrison as both traditional and routine. The cost of maintaining a garrison in the Islands, when a new airfield has been completed, will not be excessive. The cost of installing the garrison is giving and will give work exclusively to British companies and is generating and will generate employment in wide sectors of British industry just where it is needed in the interests of the British economy. The money is not going abroad, it is staying here and benefiting British workers.

Taking the long view, the value to Britain of the Falkland Islands and the dependencies, both for their own potential wealth and as the justification for British participation in the Antarctic Treaty area as an Antarctic power, is sufficient reason for holding on to the Falkland Islands. Most of Argentina's neighbours are secretly grateful to us. If they are confident of our intentions they may well be openly grateful. Their future peace and security could well be the direct result of the events of 1982.

ISLANDERS LETTERS

Mr Tim Miller of Dunnose Head, West Falkland, made the following points in a recent letter:

"Latin American solidarity is little more than a bit of verbal innuendo. A number of South American countries have always had good relations with the Falklands through trade and travel and are deeply suspicious of Argentina's basic expansionist policies. Such countries are happy to see a respected European power maintain a stabilising presence in the South Atlantic, even though they may, understandably, give some notional support to Argentina's claim."

"We should be moving towards a more democratic form of government and elections. Perhaps we could adopt Isle of Man or Channel Islands methods of achieving realistic self-government, removing the 'colonial' stigma. In time we can hopefully make Falklander Sovereignty of the Islands more acceptable to the rest of the world (Argentina excepted). I do not mean independence, that is unrealistic, but a sort of half-way house with Britain (in association with Commonwealth or NATO/EEC if suitable), responsible for our foreign affairs and defence."

"I prefer a gradual approach to land reform so long as farms become available at fair prices in pace with the demand as far as is practicable."

"The Islands must have a deep water jetty - the present situation is chaotic for both civil and military cargoes."

"I support the Falkland Islands Company's plan for a few small plots on the road in the Fitzroy area, particularly if the new airport goes out there. Of course, only a small number could be developed into viable horticultural and/or pig/poultry units, but some immigrants would possibly like a pioneer-style, self-sufficiency life as a sideline to their main occupation, be it working in Stanley (commuting by road) or self-employed. Obviously sheep for wool will continue to be the main industry but, with the population grown from 2,000 to 5,000 plus, a lot of small enterprises are now very much economic propositions."

"I would like to see a 150/200 mile Exclusive Economic Zone around the Islands in the near future, and would hope that

Shackleton's proposals on fisheries investigations will go ahead once a jetty is built."

We have also received interesting views from Robin Goodwin of Great Island, extracts from which we give below:

"There is a keen interest among Islanders to reform the Local Defence Force".

"I think that Camp stations would in general agree that the Army have contributed generously to them. There is entertainment of kinds that we would otherwise not have had and the lads are helping young locals improve themselves in the use of various small arms."

"There should be one important change: half of the Forces to come here as single lads and the other half to be accompanied by their wives."

"The annual revenue could, and should, be doubled. The larger farms will have to break down into smaller holdings either by leasing, sharefarming or outright ownership of, say, ten thousand acre plots."

"Concerning overseas financial aid, large sums of money have been given to help the development of new and exciting enterprises. We should be very wary as to how much we take on until the population has at least started to increase."

"I would like to see a better mail service within the Islands, with organised mail pick ups, say once a month, from places with little or no visits."

PROPOSALS FOR CONSTITUTIONAL REFORM

The Select Committee on the Constitution of the Falkland Islands, comprising all elected members of the local Legislative Council, released their proposals for reform earlier this month.

The suggestion to alter the structure of polling in the Falklands had first been mooted before last year's invasion.

Soon after the conflict ended, the Select Committee circulated a questionnaire concerning electoral reform in the Islands. Many constituents felt that the questions were contradictory in some ways and did not reply. Just over 200 questionnaires were returned and the Chairman of the Select Committee, Councillor Tim Blake, representing West Falkland, said that he was generally satisfied with the returns. Replies had been slow arriving partly because of poor communications between the settlements for a period following the conflict.

The main recommendation of the Select Committee is that there should be a majority of elected members on the executive Council (the policy making body). The Civil Commissioner would lose the power to nominate two Councillors. Graham Bound comments in 'Penguin News' that Sir Rex Hunt favours this recommendation as being truly democratic.

If Falklands voters agree to these proposals, the Constitution will change for the second time in ten years. Amendments during the mid 70's gave the Legislative Council (the law making Council) an elected majority.

The old system of two elections for the Legislature would also go. In just one election voters would be asked to consider candidates for both the Executive and Legislative Councils. The current system, when first four members and later two more, are chosen, is considered costly and cumbersome.

It is recommended that there be only two constituencies, Stanley and Camp, each having three seats and the three candidates from each constituency polling the highest number of votes would be elected. However, it is thought that many Islanders do not favour this particular proposal, preferring the present arrangement of three wards in Stanley and separate wards for East and West Falkland.

Under the new proposals, Government employees would be able to stand for election for either Council but holders of the main Civil Service posts, such as Heads of Departments and some Deputies, would be barred.

AIRFIELD TENDERS

It has been suggested that an airfield at March Ridge near Fitzroy might be preferred by the Islanders as it would ensure the development of dock facilities at Mare Harbour.

Robin Goodwin comments that he would prefer to see the airfield in Lafonia where "there is good flat low land, deep water inlets and few local people".

According to the magazine "New Civil Engineer", "breakneck preparations are now under way to deliver tenders for one of the most inaccessible civil engineering jobs ever tackled by a UK contracting team."

The Property Services Agency have invited three British consortia (Tarmac/Costain, Taylor Woodrow/Wimpey, Mowlem/Laing/ARC) to tender for a new airfield and for an extension to the present strip by 3 May. The successful contractor will be announced in June.

The main runway of a new airport at March Ridge would be 2590m long, 46m wide and the cross runway would be 1525m long and 23m wide. The proposed positions are outlined on the diagram.

Royal Navy hydrographers have surveyed Mare Harbour, a very deep sheltered natural harbour just south of the new airport site.

Shortly after the conflict last year the Royal Engineers considered extending the Stanley airstrip but decided it was uneconomic in the long term. This confirms the view put forward by the United Kingdom Falkland Islands Committee to successive governments that the airfield was being built in the wrong place.

"Johnston Construction, who built the original strip in 1975, had to bring all their own plant to Stanley on a 2500t small draft ship fitted with a 60t capacity crane. Cement and bitumen came from South America. The local very hard quartzite can be crushed to make aggregate while dune sand provides suitable fill."

Timber frame accommodation is being considered for 1200 RAF personnel and temporary accommodation for over 900 expatriate workers!

THE FALKLANDS APPEAL

- by Major General Alan Mills

The Falklands Appeal for the benefit of the Islanders was launched on 10 June 1982 under the patronage of Lord Shackleton when it became apparent that the South Atlantic Fund was not able to help the Islanders in any way whatsoever.

The Appeal is a non-charitable discretionary Trust with four trustees in the United Kingdom and three in the Islands. A deliberate decision was taken not to register as a charity in order to allow the Trustees the widest discretion in the speedy distribution of the fund, and in the full knowledge that it would not be able to accept donations from organisations whose terms of reference allow them to donate only to registered charities. However donations of this type have been directed to, and accepted by, the United Kingdom Falkland Islands Trust, a registered charity established in June 1981 for the longer term development of the Islands for the Islanders.

Starting from scratch with no funds behind it donations to the Appeal from firms and individuals in the United Kingdom have reached a total of £622,759. Of this sum £250,000 derived from the donation of £5 million to the United Kingdom Government by the State of Jersey; £75,300 from the Crown Agents from the sale of rehabilitation postage stamps; £12,500 from the Great Falklands Auction (and about £12,000 more to come); £15,000 from Independent Television News from the sale of their cassettes 'Battle for the Falklands' and £12,000 (with a further £1,000 expected) from the Falklands Ball. Several other large donations have also been received, but the greater part of the balance has come from members of the public. In addition Sir Rex Hunt, who is one of the Trustees, has received donations to his fund in Stanley amounting to £9,325.

An advertisement in the Daily Telegraph asking for help for Cheryl Bonner, whose mother was one of the three women killed by a British naval shell and who suffers from severe cerebral palsy, brought in special donations amounting to £3,600. The Appeal arranged for her accommodation at Kilmore House, an Ockenden Venture home in Camberley, where she is being very well looked after. The Appeal paid her maintenance costs for two months until the Government agreed to take responsibility and refunded the amount paid out, but the Appeal is finding extras for her comfort, such as a special wheelchair to enable her to sit upright.

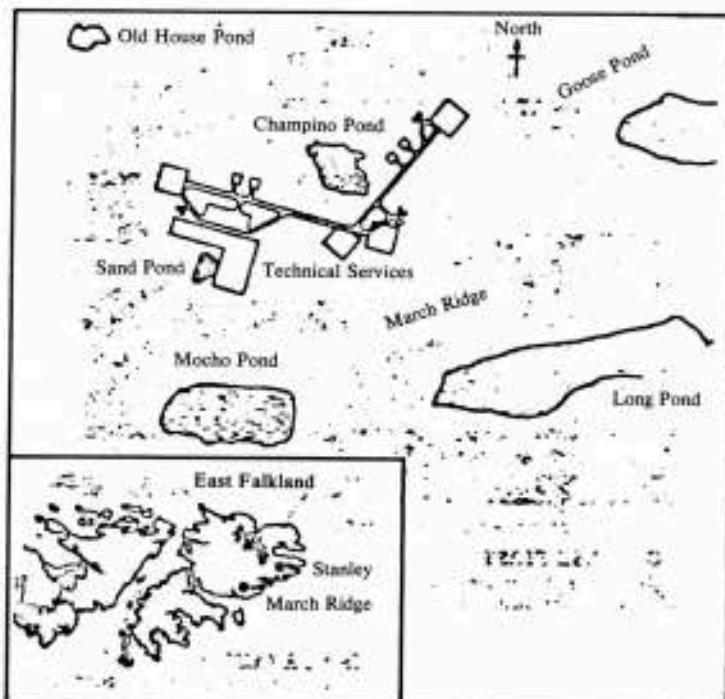
Up to now it has been difficult to obtain detailed information as to what is needed by the Islanders. This is understandable as government compensation has only recently been settled, and one of the anticipated aims of the Appeal has always been to help fill the gap between the level of compensation and the cost of replacement of items lost or destroyed. An outstanding exception has been the Education Department where John Peatfield submitted a detailed and comprehensive list of equipment needed to get the children's education going again, especially in the Camp where disruption of communications demanded education by remote control. Equipment to a value of about £11,000 was despatched in mid-October, and was quickly brought into use.

Families stranded in South America have been helped to return to the Islands via the United Kingdom, and funds have been sent to the Falklands Islands Government to pay work forces effecting emergency repairs on houses and buildings damaged in the fighting.

One of the earliest requests was for an automatic car to replace that belonging to partially disabled Laurie Goodwin which was smashed by the Argentines, and whose mother was killed by the British shell. The car was provided by the Returned Services League of Australia through the good offices of the British Commonwealth Ex-Services League, and the Appeal paid for a crate and for freight to the Islands last November.

Early assistance was given to the farmers with the supply of seed potatoes and cattle feed to the value of about £6,500, and also of polythene greenhouse covers to replace those destroyed in the fighting.

The probable situation of the new airfield



Improvements to the racecourse, costing about £2,500, have also been funded by the Appeal.

Several small items have also been provided bringing the total of benefits dispensed to date to about £41,500.

Cindy Buxton and Annie Price have raised about £4,000 for the Appeal by giving film and slide shows, and have asked that this money together with £7,500 from the sale of ITN cassettes be devoted to conservation. As the Falklands Islands Foundation is better equipped to decide priorities in this field these sums have been passed to the Foundation, but we have asked them to let us know how the money is to be spent.

Amongst projects in hand are the provision of equipment for seven Camp community centres which is expected to cost about £10,000; of furniture and equipment for the hospital; and of a Noah's Ark to carry a very mixed bag of livestock (cattle, horses, sheep, goats, pigs, poultry, dogs, cats, and budgerigars) to Port Stanley leaving the United Kingdom in mid-July. The latter idea was first mooted by Steve Whitley last years and looks like being implemented at last, unless the cost prove to be prohibitive.

We are waiting for a detailed proposal for extension of the 2 metre band radio link by provision of two VHF repeater stations and transceivers for those communities without them. The Education Department have asked to be included in this scheme.

Resulting from Cindy Buxton's recent radio interview we have received a number of requests for help from individuals direct. Because the Trustees in the UK cannot be aware of the local situation we have to refer these requests to the Trustees in the Islands for their approval before we can take action upon them, but we welcome this direct approach so long as those individuals concerned understand that some delay is inevitable.

The Appeal funds have been placed on long and medium term deposit with our bank, and interest amounting to £31,081 has accrued up to 5 April 1983. The Inland Revenue has given special dispensation to allow us to pay this sum directly to the United Kingdom Falkland Islands Trust without deduction of income tax for the year ended 5 April 1983 only, for which we are very grateful.

The cost of running the Appeal to date has amounted to £36,840, or 5.9% of the donations received.

Finally we should like to express our warmest thanks to all who have so generously contributed to the fund, whether in cash or in kind, and we shall try to ensure that it is deployed in the very best interests of the Islanders.

Note: Progress on Noah's Ark will be reported in the next Newsletter.

THE LITTER OF WAR STILL EXISTS - by Major R.N. Spafford

In 1950, I explored the remains of the Siegfried Line and wondered at just how much of the defensive positions still existed; perhaps the memory should have prepared me, but one of the things which surprised me during my recent visit to the Falkland Islands was the large number of physical reminders still existing, some almost untouched since the War.

Among the most accessible remains is a still almost complete Argentine 105mm field gun Battery position opposite the Beaver Hanger at Stanley. As well as the guns still in their gun pits surrounded by huge piles of shell cases, large quantities of other military and personal equipment still lie in dug-outs: trenching tools, mess tins, cooking pots, military manuals, sodden blankets, sleeping bags and even tents are all there; perhaps more striking reminders are the intimate remains of Argentine soldiers such as gym shoes, socks, razors, toothpaste and brushes and even underpants.

On the ground south of Stanley between Dairy Paddock Road and White City are three of the 155mm howitzers, which the Argentines fired from the streets of Stanley, moving them individually from firing position to firing position, and then there are jeeps and trucks, some now with the tyres and wheels removed, water trailers and the kitchen trailers which often broke down leaving Argentine soldiers foodless. The Argentine planes, which were destroyed at Goose Green, still lie there, some tilted at crazy angles, a prey to souvenir hunters.

However, the most vivid memory which will remain, is the view from the Beaver flying over the hills to the west of Stanley: here one can still see the real litter of war: as well as dugouts and masses of equipment, the ground is just covered with trash, paper and cans, rather like Derby Day after the crowds went home. Invisible below are the uncleared mines, hidden like the internal scars which the Islanders still bear.

THE 150th CELEBRATIONS - A Report by Cindy Buxton

It was a great honour to receive an invitation to the 150th Celebrations held in Port Stanley from 20th-26th February 1983. I had not been to the Falklands since April 1981 when I had completed two seasons of filming the wildlife on the west. It was very exciting to think that I would be returning to the Islands again and seeing so many friends once more.

We left England on a very cold and frosty morning, refuelling at Dakar in Senegal and continuing on to Ascension arriving there 14 hours later, tired, hot and sticky. We had slight mechanical problems at Dakar which had delayed us for a few hours. We managed to squeeze in five hours sleep at Ascension and then continued on our way south, in a Hercules, to Stanley, arriving there 13 hours later just in time for a well earned drink at Government House. The Hercules trip had left me temporarily deaf from the noise of the aircraft, cold from the lack of heating and a very sore bottom from so long in a narrow canvas seat. But it was wonderful to be back.

The first day of the celebrations, Sunday 20th February, was beautiful, the sun shining out of a cloudless sky. The service at the Cathedral was lovely with plenty of singing and moving prayers followed by a very impressive Parade along the main street of Stanley by the Falkland Islands Defence Force, HMS Endurance and many other regiments that were now stationed there. As I stood on the road side watching the Parade pass by, many friends came up to me and warmly welcomed me back again to join in all the fun.

Although the weather wasn't all that kind to us it didn't stop all the events on the racecourse. Nearly everybody was there, in fact I was told that virtually the entire Falkland Islands population had descended on Stanley for the celebrations. The horse racing was immense fun, the most popular win being Squinty Morrison winning the Governor's Cup. Mr Morrison had flown out to the Falklands at his own expense to ride in the race. He had won the Governor's Cup 50 years before during the centenary year, so riding in the race meant a great deal to him. It was a major achievement on his behalf, especially as he was 71. Annie and I were thrilled when he roared over the finishing line, arms and legs flying, as we had both backed him.

There were numerous parties every day, at Government House, on board HMS Endurance (it was particularly good to see her back again in Stanley harbour), dances at the Town Hall, football matches, drinks and dinners with friends. On and on the hospitality flowed, food and drink appearing to be unlimited. We were kindly invited to visit RAF Stanley, now so different to what we remembered it was like over a year ago. Once a quiet and sleepy little airport, now brimming with activity. And then on to Rookery Bay to have a look at the minefields. Annie and I tiptoed very carefully and gently, following exactly in the footsteps

of one of the Bomb Disposal officers in front of us. We gazed with great sadness at the beautiful bay, spying out the anti-tank and anti-personnel mines littering the beach, a death-trap to any man.

The airport road and the streets in Stanley were in an awful mess, totally torn up and destroyed by enormously heavy vehicles that the roads were not designed for. It was impossible to do more than 10mph anywhere. But plans to rebuild the roads were underway. Due to vast quantities of supplies pouring in to Stanley every day for the troops, some areas of the town looked very untidy and glum, but one had to remember that in time, it would all get cleared up and sorted out. The forces garrison at Stanley, being built the other side of the harbour, was gradually easing the lack of accommodation for the troops. I was delighted to see the relationship between the civilians and the troops was so good and friendly. Many Islanders in Stanley had one or more soldiers staying with them in their houses and they were being treated literally as one of the family.

It is true that life in Stanley will never be the same as it used to be, but in the long-run I think it will be to the benefit of the Falkland Islands. Outside Stanley, in many of the settlements and especially the islands out on the West, where Annie and I worked and got to know so well, life is just the same, quite unchanged, still startlingly beautiful, quiet and peaceful. We visited both Carcass Island and New Island, and sat down by the Rockhopper and Gentoo penguin colonies watching the little creatures going about their normal lives. It was wonderful to see them again. Just like we remembered them, after only a few minutes of sitting down quietly the penguins wandered over to us and began to nibble our boots and trouser legs. Their trust in man was still there.

The Military were making great efforts not to disturb the wildlife. Whole islands and large areas on the East and West were protected from low flying aircraft. There were strict rules and regulations for every man in the forces to prevent disturbance to both the wildlife and the habitat.

To me the Falkland Islands are worth every bit of effort we can put into them. The people there are willing and so are the islands. They just need the chance, a chance that only Britain can provide. They have never been offered the chance before, like we all have. Give them time, help and advice and they will win through in the end.

THE UNITED KINGDOM FALKLAND ISLANDS COMMITTEE

Members who have joined only recently may not know that the United Kingdom Falkland Islands Committee is the political and Parliamentary arm of the Association, and also the parent of the Association. Formed in 1968 to help the people of the Falkland Islands decide their own future for themselves without being submitted to pressure, direct or indirect, from any quarter, the Committee has a membership drawn from all political parties in the House of Commons. Approximately one third of the membership consists of Members of Parliament, and the rest of people who know the Falkland Islands or who want to support the people of the Islands. The Committee meet regularly in London and work closely with the all party Commonwealth Parliamentary Association Falkland Islands group.

One of the Association's main functions is to provide the Committee with the necessary secretarial services.

There is an elected Local Committee in Port Stanley which keeps the Committee in close touch with Falkland Islands opinion. The UKFIC and the Association have recently submitted a further joint memorandum to the Parliamentary Foreign Affairs Committee which has been considering the whole future of British policy in relation to the Falkland Islands.

THE STAMP EXHIBITION IN STANLEY

— by Major R N Spafford

One of the highlights of the 150th Anniversary Week in Stanley was an exhibition of Falkland Islands stamps, which was held in the Court and Council Chamber in the Town Hall. Put on by the newly formed Stanley Branch of the Falkland Islands Philatelic Study Group, the display, comprising over 300 sheets arranged in 28 frames, illustrated all aspects of Falkland Islands Philately from the historic to the most recent issues. The material, found from the collections of seven Islands' residents and two visitors from England, was combined to form cameos telling the story of Falklands Philately. The earliest items were a letter from Captain John James Onslow, who retook the Islands in 1833, and a pre-stamp letter to Knaresborough, Yorkshire, dated March 1843. Also on show were examples of the very rare Black and Red Franks on cover, and such items as inter-Island mail with covers showing the postmarks of S.S. Columbus, R.M.S. Falkland and the Afterglow, two covers bearing the rare South Georgia 2½d overprint of 1928, the Essays and Proof material for Postal Stationery, including the Essay for the unissued King Edward VII postcard. One frame showed the story of the Battle of the River Plate in stamps and covers, and another that of the whale-catcher Bransfield, featured on one of the 1933 Centenary stamps, whilst others showed postal markings, First Day Covers and complete displays of Aerogrammes and Stamp Booklets.

The exhibition, which was open daily from 2 to 5 pm., Monday to Friday, was visited by 600 people, many of whom were given guided tours. Various estimates of the value of the material on display have been given, but it was probably around £100,000. For posterity a video tape was filmed and a visitors book kept.

Apart from being the first ever stamp exhibition in the Falkland Islands, it was certainly the largest and most comprehensive display of Falkland Islands stamps ever seen before in the world, and something that may never be seen again.

NEWS FROM THE ISLANDS

CONSERVATION

Kevin Standring has been visiting the Falklands to study the effect the military population has on Falkland wildlife. He has visited Fox Bay, North Arm and Bluff Cove. The visit was sponsored by the Falkland Islands Foundation.

Major Chambers, military Conservation Officer and Tom Davies, Chairman of the Falkland Islands Trust were interviewed on local radio and said that control was well in hand. Helicopter pilots were not allowed to fly low over penguin rookeries and no more than 30 people at one time were allowed to visit penguins.

Major Chambers said that all military are given firm instructions upon arriving in the Falklands regarding the importance of the wildlife, and there are film shows available for them.

Kevin Standring said he was concerned about 'fragmentation' of penguins, with so many people visiting every week the Bluff Cove rookery in particular has been very popular.

FARM SALES

Current subdivision projects in the Falklands should provide farming opportunities for perhaps 15 families. Packe Bros Ltd have sold their large farm at Fox Bay East to the Falkland Islands Government and negotiations for the purchase of two others are

in progress. Islanders, especially those at Fox Bay East, have been reassured by the Civil Commissioner that every application for purchase of a piece of land would be considered. He also said that Packes Port Howard was ideal for early sub-division.

Fears have been voiced that a programme of land reform could present problems if carried out too quickly. According to Councillor Tim Blake, employees at Hill Cove were concerned about the consequences of subdivision.

HOUSES

The Brewster housebuilding project is several months behind schedule. The completion date has been put back several times, and the end of September is the latest deadline. 20 houses out of a total of 54 have so far been constructed.

At Councillor Terry Peck's public meeting in March, many expressed fears that local people would not have the opportunity to buy or rent 'Brewsters', and the internal wrangle as to who will live in the new houses continues. The George Butler family and Wilfrid Newman both had their homes destroyed during the fighting and are having new "Brewsters" built on the old sites.

It does appear that Mr Brewster may have come up against a great deal of red tape locally.

ROADS

It takes thirty minutes to drive the five miles from Stanley to the airport. Several of Stanley's roads are now one-way because of heavy traffic and the poor state of the surface. Richard Whorlow of Crown Agents is supervising temporary repairs with Faircloughs as sub-contractors. Permanent repair will not now be completed before winter. The immediate task is to prepare a site for troops' accommodation blocks. Several office blocks were short-shipped to make room for military materials on the 'Merchant Venturer' which also serves as accommodation ship for Faircloughs.

Robin Goodwin, writing from the Islands, regrets that the present road from Stanley to Darwin will only benefit about 25% of the Islanders.

MULLET AND CHIPS

Reported in the press as "Falklands' largest supermarket", the Philomel Store has not yet been bought by Michael and Julie Wilton who are looking at other possibilities in Stanley.

Meanwhile Nidge Buckett and Crystal Mercer have opened their fish and chip van, with great success. They have used local mullet, caught for them by Ron Buckett and Mick Clarke, and purchased potatoes from Nick Hadden of Goose Green who fortunately had a surplus. Fish and chips sell for £1 and British servicemen report that the fish is excellent.

Brian Paul, who emigrated to the islands three years ago and married Sonia Felton, has opened a snack bar on Drury Street which serves midday meals, hot dogs and hamburgers. Sonia and her mother, Winnie Miranda, do the cooking.

Madge Biggs' Penguin Shop is being redesigned by new owner Willie Poole with an eye to yes, the fish and chip trade.

FIGAS - The Government Air Service Today

- by Ian White

The occupation of the Falklands resulted in the total destruction of the three aircraft owned and operated by the Falkland Islands Government. In July 1982 the first steps were taken to replace the aircraft lost. A De Havilland Beaver floatplane was purchased from Canada and orders were placed for two Britten-Norman Islanders. The beaver was shipped to Stanley arriving in December 1982 and the first flight took place on 24 January 1983. During the four weeks preceding the 150th celebrations in February approximately 350 passengers were carried.

By March 12 one Islander was undergoing engine runs and by now should be fully operational. The second machine should be very close to completion.

Operations in the Falklands have changed considerably since April 1982. FIGAS had always operated with the skies virtually to themselves. Today the situation requires careful flight planning to avoid areas of firing range activity and low level air exercises. Since FIGAS aircraft operate between sea level and two thousand feet, pilots must keep a very sharp lookout for Phantoms, Harriers and helicopters using the same airspace.

This is of course consistent with light aircraft operations in the United Kingdom where the skies are full of many different aircraft types. Radar helps of course, particularly in the Stanley area where density is highest.

Liaison between the air service and the military is good with few growing pains. There is a hotline telephone between RAF Stanley and FIGAS Office for emergencies.

In the event of a "Red Alert" FIGAS are required to land at the nearest settlement. One wonders what the reception would be like at San Carlos amid all those Rapier sites!

MIKE'S MARATHON

Mike Summers took part in the London Marathon on Sunday 17 April as a representative of the Falkland Islands and his penguin T-shirt found its loudest support in London's East End.

Mike was sponsored by colleagues at work and members of the Falkland Islands Association in aid of the Association's funds.

He finished in the excellent time of exactly three hours.

NAVAL NEWS

Desmond Wettern of the Daily Telegraph recently asked American Secretary of the Navy John Lehman whether he thought there was an international role for the Falkland Islands once the new airfield and harbour facilities were established. Mr. Lehman replied that, while the Americans could not get involved, he did see that, in Western defence terms, there could be a role for the Falkland Islands as a base for escorts for ships and tankers travelling round Cape Horn.

HMS ENDURANCE, with her new Captain Colin MacGregor, sailed south as usual late last year. After lending a hand with a fire emergency in Lagos, they visited Inaccessible Island and Tristan da Cunha where they successfully navigated a liberty boat through the coastal waters to give the sailors a run ashore - the first warship in eleven years to do that.

HMS ENDURANCE was in Stanley for the 150th Celebrations and subsequently sailed for South Georgia en route for the British Antarctic Territories.

When the nuclear powered submarine HMS WARSPITE was unexpectedly deployed around Falklands waters for a few extra weeks in February and March, the Commanding Officer Jonathan Cooke, aged 39, missed his wedding.

His fiancée, Henrietta Chamier, received apologetic bouquets from the Secretary of State for Defence, the First Sea Lord and every other responsible government department and the marriage happily took place on April 9th.

Commander Cooke had promised himself that he would be married before he was 40 but the Roaring Forties claimed him before Matrimony did - his birthday was April 1st.

ISLANDERS IN THE UNITED KINGDOM

Shelly Livermore from the King Edward Memorial Hospital, Natalie McPhee from the Government Secretariat and Alison Thom from the Education Department arrived in London on 15 April to begin a 24 week Pitmans Secretarial Course sponsored by the United Kingdom Falkland Islands Trust.

PATRICK WATTS ON TELEVISION

On Sunday 5 June, on the Channel 4 television programme 'Opinions', Falkland Islander Patrick Watts will give his personal views about the Falkland Islands before, during and since the Invasion.

DAIRY OF EVENTS

2 June		'Opinions' Programme, Channel 4, Patrick Watts (see separate item)
6 June		Stanley Gibbons Stamps and Postal History Exhibition opened by Sir Rex Hunt
Throughout June		
Mon-Fri	10-5	Stanley Gibbons Stamps and Postal Exhibition
Sat	10-noon	
13 June - 3 July		Exhibition of Oil Paintings by Duffy Sheridan at the Royal Festival Hall (Portraits of Falkland Islanders, shearing scenes and landscapes which he has painted during the last ten months)
15 June	6.30 pm	Reception at Lincoln's Inn
16 June	5 pm	United Kingdom Falkland Islands Committee Meeting (all visiting Islanders welcome)
19 June	10-5	Stamp Fair and Falklands '83 Exhibition at Town Hall, Sudbury Suffolk
20-23 June		Falklands Islands Exhibition at Royal Show, Stoneleigh, Kenilworth
18-21 July		Falklands Islands Exhibition at Royal Welsh Show, Builth Wells, Powys
Last week of July		Falkland Islands Exhibition at Royal Tournament

FALKLAND ISLANDS BROADCASTING SERVICE

FIBS are working overtime in order to deal with a flow of overseas reports. Broadcasting from 6 am to 10.30 pm with a 2 hour afternoon break, transmissions on 96.5 mhz FM, 3958 mhz short wave and 2370 mhz SW are now heard by D-Xers in New Zealand and the USA.

Cooperation with the British Forces Broadcasting Service has meant three extra Forces staff to work with FIBS - Charlie Lowndes, Terry Nicholas and Ron Smith.

FIBS now has phone-in facilities as well as an extended Saturday service which includes BBC sporting programmes until 3.00 in the afternoon. Director Patrick Watts is assisted by Claudette Mozley and Angela Davis, the wife of Grassland Trials Unit agronomist Austin Davis.

Angela took over the post from Jeannie Sheridan who left to accompany her husband, Duffy, on a trip to the United Kingdom where he will exhibit his paintings of life in the Islands (see Diary of Events). The couple are American and have lived in the Falkland Islands for seven years. Duffy, with Ian Strange, designed the 150th anniversary stamp issue.

ADVERTISING

The Editorial Committee is hoping in future to produce the Newsletter at more frequent intervals and to expand its contents. To do this we shall need additional revenue which can only be raised by paid advertising. The present circulation of the Newsletter is 2,000 copies. It is issued free to members of the Association, to 300 members of Parliament, and to the Press, Radio and Television. 300 copies circulate in the United States, Australia, New Zealand, Canada, other Commonwealth countries and countries abroad.

Advertising rates may be obtained on application to the Editorial Committee at the Association office.

THE FALKLAND ISLANDS GOVERNMENT OFFICE.

Mr. Adrian Monk OBE, the official Falkland Islands Government Representative in London, continues to be at Orchard House, 14 Great Smith Street, London SW1 (telephone 01 222 2542). Miss Sukey Cameron, who was our Executive Secretary for several years, has returned from her visit to the Falkland Islands and joined his staff. We hope that by the time the next issue reaches our membership, Mr. Monk will be established in a permanent office. Mrs. Glennie, our General Secretary continues to help in the Government Office three days a week.

The Civil Commissioner

His Excellency the Civil Commissioner, Sir Rex Hunt, CMG, has arrived in this country on leave.

The following articles are available from the Falkland Islands Association Office, 2 Greycoat Place, SW1. Please enclose cost of packing and postage.

Navy blue Ties, Falkland Islands crest, £3
Navy blue Ladies Head Squares, Falkland Islands crest £3.50
Tea cloths, Map of Falkland Islands, £1.50
Dusters, Map of Falkland Islands, 50p
Overseas Survey Map of Falkland Islands, £2
Illustrated Map of Falkland Islands, in colour, £1.75
Child's Map of Falkland Islands, illustrated, black & white for colouring, 40p
Penguin Posters £1.60
Green plastic Car Stickers "Remember the Falkland Islands They're British" 50p
Plastic Stick-on Badges, Falkland Islands Crest 10p.
Lapel Badges, Falkland Islands crest 50p.
Key Rings, Falkland Islands crest £1.
Carrier Bags, Penguin motif. "Happiness is knowing he's British" 10p.
Notelets, Royal Marines Beating Retreat at Lincoln's Inn Annual Reception, "Best Wishes". No envelopes. 10 for 50p.
Falkland Islands Desk Flags. £1.50.
"Prospects for the Falkland Islands: published by the Falkland Islands Association, August 1982. Remaindered at 50p.
Hand drawn penguin book marks: large 30p, small 20p.

"THE FALKLANDS STORY 1592-1982" by Mary Cawkell, £2

A concise and accurate account of the history of the Falkland Islands and the events leading up to the invasion.

ARTIST'S MACQUETTE of Falkland's Britannia, cast in bronze on a granite base, 15" high. 50 only at £1,500, of which £500 goes to the Memorial Fund. An engraved plaque will be provided on the base if required.

Contact Gibbard, Burleighfield Arts Ltd., Loudwater, High Wycombe, Bucks. HP10 9RF: telephone 0494 21341.

FALKLAND ISLANDS STAMP EXHIBITION IN THE STRAND

Throughout the month of June a special "Falkland Islands Stamps and Postal History" exhibition will be held in Stanley Gibbons' Gallery, 399 Strand, London WC2. The exhibition will be officially opened by Sir Rex Hunt on June 6.

The display commemorates the 150th Anniversary of the permanent settlement of the Falkland Islands by the British, and the first Anniversary of British Victory over the invading Argentines.

Stamps offer a fascinating insight into the history of the Falkland Islands. They are the Islands' second largest industry, following sheep farming, and Sir Rex Hunt is naturally interested in promoting the hobby. The local people themselves are also appreciative of their fine philatelic heritage, judging by the success of the first major stamp exhibition staged in the Falklands Islands' capital, Stanley, earlier this year.

Gibbons' display is being presented by seven members of the Falkland Islands Philatelic Study Group, all of whom are experts in their fields. The exhibition aims to show the scope, fascination and beauty of this area by highlighting the following aspects of the Islands' philatelic past.

Mr Robert Barnes	Postal cancellations
Mr John Dixon	Postal History
Dr Ken Clough	Early covers
Major Ronnie Spafford	Postal stationery, essays and proofs
Mr Charles Glass	Victorian printings and shades
Mr John Bunt	The 'War Stamp' overprints
Mr Dudley Styles	Early postal history of South Georgia

The exhibition will be open to the public Mon-Fri 10am-5pm and Saturday 10am-12noon, admission free of charge.

SCOTNORD LIMITED OF Broich Terrace, Crieff, Perthshire, has issued the following Press Release:

FOLLOWING A FALKLANDS PATTERN

Scottish knitting wool distributor, Scotnord Ltd., has scooped the fashion world by commissioning the first ever fashion photography in the Falkland Islands. The photography uses Falkland Islanders as models showing Scotnord's own exclusive knitting patterns designed for their latest high quality hand knitting yarn - Green Label 100 per cent pure Falklands wool.

Managing director Douglas Lamont teamed up with veteran magazine photographer John Dixon - the man who actually witnessed the Argentine invasion, in April 1982, whilst on a special assignment photographing the Royal Marines in training on the Islands.

Exactly one year ago, John Dixon's memorable photographs were flashed world-wide, before he and his wife were bundled off the islands in the wake of Rex Hunt (now Sir Rex), by the occupying forces.

When John recently returned to the Falklands to finish his original assignment, he was happy to co-operate with Douglas Lamont to find island locations and local models for a fashion photography session for Scotnord's exclusive Falkland wool knitting patterns.

Traditional dress in the Islands, as reflected in the patterns, is sweaters and anoraks - essential in this wild and windy climate, which is rather similar to northern Scotland. The colours of Scotnord's Falklands knitting yarn have also been chosen to reflect the Islands, with names like Diddle Dee (a smoky green), the name of a local heather type of shrub and Dee Berry (deep red).

Two of the Islanders featured in John Dixon's fashion photography for Scotnord's patterns are Jack Sollis and Janet McLeod who were more than by-standers during the conflict.

Jack Sollis was the skipper of the Royal Marines patrol vessel "MV Forrest" when he spotted the advancing Argentine fleet on his radar. Janet McLeod was one of the people of Goose Green, who dived into the icy, wintry waters of the South Atlantic, to free the sabotaged propeller of the islanders vital supply ship.

To be immortalised as models on patterns for Britain's 12 million knitters, may seem rather tame, and strangely unfitting for such stalwarts. In fact they are only too happy to help promote their Islands' wool, and were proud to pose against the rugged backdrop of their chosen and sadly no longer quite so isolated world.

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