



# Falkland Islands NEWSLETTER

Published by the Falkland Islands Association No. 18 February 1984

## LET'S THINK POSITIVELY!

As we predicted in earlier issues, a number of political 'experts' are now coming out with their reasons as to why Britain ought to cede sovereignty of the Islands to Argentina, or, in some way, achieve a reversal of the liberation of the Islands from Argentine invaders.

The inhabitants of West Falkland were not at all impressed by the suggestion that West Falkland should be ceded to Argentina and the population removed to East Falkland. As West Falklanders have often pointed out, the one thing that is absolutely certain, historically and legally, is that no one else has ever inhabited West Falkland except Britons.

It is safe to say that no one in Britain wishes the Falkland Islanders any harm. The great mass of ordinary people in this country applauded the courage and the success of the Task Force, and would be horrified at the suggestion that some politicians would undo what the men and women of the Task Force achieved so brilliantly.

*Battle Day wreath-laying at the Cenotaph in London, December 1983  
(Copyright Times Newspapers Ltd.)*

### A POLITICAL ISSUE

Through no fault of their own, the people of the Falkland Islands now find themselves and their country an issue in British politics. This is not a happy position, but it has had one useful side effect: far more attention is now being paid by Members of Parliament and by the Press to the elements of muddle and incompetence, which have, for so long, characterised British Government handling of the administration on the Islands. There is no equivalent in London to the department in the administration in Buenos Aires, which, with the whole resources of successive Argentine Governments behind it, has sought to achieve Argentine domination over the Falkland Islands, their Dependencies of South Georgia and the South Sandwich Islands, together with the British and Chilean sections of the Antarctic Continent.

### LACK OF FORESIGHT

When things go wrong, voices are quick to criticise the policy of defending the Falkland Islands. The latest example is the greatly inflated cost of the fifty-four new houses, which are being erected in Stanley to replace losses of civilian homes and to provide homes for key service personnel and administrators. Anybody who knows the Islands could have told those responsible for shipping buildings out to Stanley that there was no adequate crane, no adequate jetty and no adequate handling arrangements at that neglected sea port. The fact that a mass of shipping would arrive immediately after the invasion could have been foreseen by anyone. A floating jetty ought to have been on

### Main Contents

- Let's Think Positively
- A Question of Identity
- The Mount Pleasant Airfield
- Wool Processing
- The Rehabilitation Funds
- "Outrageous Cost of Stanley Houses"
- New Telecommunications Link
- Right to Self Determination
- Noah's Animals Thrive
- The Diddle Dee Telegraph
- Stamp Boom
- War Memorial Saga
- Guardsmen Reynolds' Microscope
- Falkland Islands in the 1930s





its way out to the Islands before the fighting ended, and the first ships to be unloaded should have carried cranes and all the equipment needed for unloading heavy cargoes. Why was this not done? Perhaps because, within days of the surrender, the intelligence unit at the Ministry of Defence, which, with our help, had built up a complete and detailed picture of the Islands, was disbanded and even its records dispersed. Offers of portable landing stages and jetties were passed on by us to the Falkland Islands Rehabilitation Unit at the Foreign and Commonwealth Office; this was a joint department of members of the Foreign and Commonwealth Office, the Overseas Development Administration, the Ministry of Defence and the Treasury, who occupied spartan accommodation, in what used to be the old Colonial Office. The traffic jam in Stanley Harbour could have been foreseen by anyone, but it was still a major factor in increasing the cost of the new houses.

### INDECISION

Falkland Islands Councillors have been pressing Her Majesty's Government to declare a 200 mile exclusive economic zone for fisheries both around the Falkland Islands themselves, and around South Georgia and the South Sandwich Islands. Councillors have pointed both to the need for conservation, and the advantages of an income accruing both to the Islands and to Her Majesty's Government from the grant of licences. With more than 100 trawlers from six countries concentrating on the Islands and their Dependencies this southern summer, and many more expected, and the attention of the world's fishing fleets now concentrated on the South West Atlantic for the foreseeable future, the decision to declare such a zone should have been made at least a year ago. The world's fishing fleets have expected it; we ourselves have received applications for permission, which we have passed on to the Falkland Islands Government, both from fleets of iron curtain countries and from the commercial fleets of Western fishing countries.

The cost of policing a commercial fishing zone is negligible compared with the income to be derived from licences: those with licences are quick to report infringement. Opportunities of building up a really large income, certainly in millions of £s, are being lost. **If the Islands are to be allowed to develop and to pay their own way, as they most certainly can, then much more positive thinking is required in Whitehall.** The leisurely approach, which took more than a year to select a Chief Executive to take charge of the Islands' future development, is not good enough.

### MUDDLE AND CONFUSION

There are many other signs that the usual muddle and confusion continues. Some of it may be blamed on lack of knowledge and lack of experience, some of it on the 'Falkland Factor', a well known combination of distance and lack of the most basic infrastructure in the Islands themselves. Those who, perhaps, do not always have the wishes and interests of the Falkland Islanders at heart, are, nevertheless, performing a very useful service by pointing to some of the administrative failures, which have occurred, and questioning Ministers about them. This, in a democracy, is a useful service. We hope that it will prompt Ministers themselves to question some of the advice they have been receiving, and the way in which some of their policies have been executed. *E. W. H. C.*

## A QUESTION OF IDENTITY

By Lynda Glennie

Is it possible that Falkland Islanders would serve themselves better if they spoke more of being proud citizens of the Falkland Islands and less of being British?

The point was brought home recently by an Argentine speaker at a Commonwealth Institute seminar. He said that the 1983 Immigration Act, which gave United Kingdom citizenship to Falkland Islanders, justified the Argentine claim that Falkland Islanders are 'British people settling illegally on Argentine soil'. He suggested there was no national Falkland Islands culture, consciousness or identity. The suggestion is quite false, but the truth is all too easily buried. Falkland Islanders have so much to be proud of that is home grown. Their roots are now 151 years old and the foundations of their common identity were laid down by their pioneering ancestors, perhaps only seven generations ago. But then, how old is the Republic of Argentina?

Sir Philip Goodhart MP, writing in *The Times* on 5th January, suggested that West Falkland be offered to Argentina, to 'solve' a problem. He, too, carelessly disregarded the shared heritage of every Falkland Islander.

### SPECIAL QUALITIES

Family life and a unique geography have formed special qualities in the people, not least patience. Being spared televised or computerised brainwashing, the communities have adopted a pace of life which often frustrates those intent on finding quick solutions to satisfy artificial deadlines.

But perhaps Falkland Islanders should be careful: people in the United Kingdom are often embarrassed by too much flag waving. Sometimes, when Islanders emphasise their Britishness, rather than their Falklands identity, they do themselves a disservice. They strengthen the hands of those who, because of some residual Imperial guilt, are prepared all too easily to offer the gift of Islands and Islanders to a foreign nation!

## THE MOUNT PLEASANT (MARCH RIDGE) AIRFIELD BUT FOR A HA'P'ORTH OF TAR?

'The airport will have two runways, it will cost £125m complete with communications and navigational aids, and it can be in use from April 1985.

'The main runway, however, will be only 8,500 ft. long. The Defence Committee spent some time considering the possible construction opportunities, and opted for a length that would take a fully loaded widebodied jet going in, but would not allow a fully loaded widebodied jet to take off.

'One witness to the committee, J. Peters, Assistant Under Secretary of State (Air Staff), made it clear to the committee that 8,500 ft. was not the ideal length: "We would ideally like 9,500, so that not only could they land fully loaded but take off fully loaded in the other direction."

'The cost of the extra runway is interesting. Already the operation in the Falkland Islands is eating up funds with a gargantuan appetite: £800m in 1982/83, £2,850m in the following three years to 1986. Compared with these modest items, the cost of the runways at March Ridge is relatively insignificant. The main runway, essential to cope with capricious winds on the islands, will cost £12m for its 5,000 ft. Simple arithmetic indicates that you acquire an extra 3,500 ft. for £4m expenditure. To add an extra 1,000 ft. to the main runway would therefore cost around £1.15m.

'When you have got the surveyors, managers, planners, and construction workers (all 1,400 of them) as well as the earthmovers, concrete mixers and concrete down in the Falklands doing the job, it is hard to see why, at these marginal extra costs, the men and machines cannot be set building the extra 1,000 ft. of runway that would enable the aircraft to take-off with a decent load, and the entire range of civil and military requirements to be met.' *'Flight International'*: 'The long and the short of it.' July 1983.



'I think it might be helpful if I read a further piece of advice I've had from Group Captain Lavender: "With regard to take off capabilities, the runway will be of sufficient length to permit a fully loaded Boeing 747 to uplift 455 passengers with baggage, plus 29,000 pounds of freight, and carry the necessary fuel for a direct flight to Ascension Island. Similarly a DC10 would operate quite comfortably with its maximum passenger capability. However in certain adverse conditions it is acknowledged that wide bodied aircraft might be unable to take off with a full load. But the effect would slight, and would result in only a marginal reduction to the maximum passenger carrying capability." The Right Hon. the Baroness Young in reply to a reporter for the Sunday Express at the Press Conference at Government House, Stanley, January 1984, 'Penguin News' January, 1984.

'1. You will recall that when I answered your question on 5 December 1983 about the new Airport in the Falkland Islands, I undertook to write to you separately, about flights to and from Dakar. I am pleased to say that I can now let you have the information you requested,

'2. From the Falkland Islands to Dakar, flying non-stop, in reasonably typical circumstances, loads would be:

DC 10-30	a full payload of 245
(as operated by British Caledonian)	passengers (passengers include baggage) plus 4,000kg of freight.
Boeing 747-236	51,000kg equivalent to a full
(as operated by British Airways)	civil load of 455 passengers plus 6,500kg of freight.

A suitable alternative airfield for this route would be the nearby Banjul in the Gambia.

'3. Loads on the route from Dakar to the Falkland Islands are really dependent upon which alternative airfield could be designated. Some reductions, though not significant, from the eastbound load for a DC 10-30 could be expected and three examples of a Boeing 747-236 are:

- Designating Porto Alegre, Brazil (having flown overhead in the Falkland Islands) - 26,500kg or 265 passengers and no freight.
- Designating Punta Arenas, Chile (flying south of Cape Horn) 37,600kg or 376 passengers and no freight.
- Designating Punta Arenas, (via Magellan Straits) - 47,000kg or a full passenger load and 2,500kg of freight.

From a Letter sent to The Right Hon. the Baroness Vickers by the Under Secretary of State (Air Force), Subject: 'NEW FALKLANDS AIRFIELD'.

'Are we sure that 8,500 ft. for the new Falklands runway is enough? It will be used by the biggest civil and military transports, and every take-off for Ascension will be at maximum weight for an abort at V<sub>1</sub>.

'Thus is every take-off scheduled everywhere, and countless successful aborts never get into the newspapers. But how many run past the "scheduled" accelerate-stop distance, fortunately still on ample runway?

'A Trident going to Glasgow will need only half Heathrow's 12,000 ft. A 747 going to Rome will need a little more. If either aborts, it will stop in a seemingly routine manner. No drama, because of ample runway, but does anybody ever measure the skid marks to see if V<sub>1</sub> was realistic? I would guess never.

'I have no vested interest in concrete companies, but I recommend that the Falklands should have 10,000 ft. ... 11,000 ft. ... 12,000 ft. ... 13,000 ft. ... Oooops, shall we say 14,000 ft.?' 'Flight International': 'Straight and Level', by Roger Bacon, July 1983.

## WOOL PROCESSING THE FALKLANDS WAY BUT CAN LABOUR BE FOUND?

Traditionally the Falkland Islands wool clip has been exported in the raw state, that is without processing in any way, to the United Kingdom. Unperturbed by Sir Philip Goodhart's attempt to complicate their lives, Richard and Grizelda Cockwell are continuing with preparations for the opening of a textile mill at Fox Bay on West Falkland.

Before the 1982 Argentine invasion, Richard Cockwell, then the Farm Manager at Fox Bay East, West Falkland, began investigating the possibility of setting up a woollen mill to produce wool for hand spinners and spun wool for hand and machine knitting.

Last summer the Cockwells attended a training course at the Scottish College of Textiles and, following consultations with the College at Galashiels, the Falklands Mill project has been set up.

The College recommended a carding and spinning system combining woollen and worsted processes, and the line is designed to be simple, versatile and economic of floor space.

### THE PROCESS

The processing sequence will be:

Scouring - Drying - Opening and Blending - Carding - Gilling - Drawing - Spinning - Twisting.

From the scouring unit the wool will pass through an 800mm wide Fleissner drum dryer. The washed dried wool is then opened and blended continuously or in batches by a Greenhalgh wiley; this machine also shakes out impurities in the wool, such as sand and plant debris including burrs. The opened wool is then carded: a Cliffe weigh pan hopper feeds a conventional 60" wide John Haigh woollen card, consisting of a breast covered with new rigid Garnett wire, single swift part covered with new flexible wire and Peralta burr crushing device. At the end of the card, the web is condensed and coiled into a can and, thereafter, a modified worsted process is employed.

A number of carded slivers are fed to a P.S.&S. Bradford type autoleveller gill box, and the gilled sliver is then reduced on a P.S.&S. Ambler super draft drawbox, followed by spinning on a P.S.&S. Uniflex H.K.S. spinning frame. Two, three and four-fold yarns can then be produced on the Boyds twisting frame. A hanking reel and cone winder will also be available.

### THE MACHINERY

David Firth & Co (Cleckheaton) Ltd. are supplying the machinery for all the processes except scouring. In the interests of economy, all the machines are second hand, but have been completely reconditioned. A wide range of spares is being supplied and it will be possible to increase production by purchasing extra machines without replacing any of the initial plant. The machinery should arrive in April.

### SCOTTISH COLLEGE OF TEXTILES

Senior Lecturer of the College, Tom Cassidy and one technician are booking their passages to the Islands for April, to coincide with the arrival of the new machinery, and they will stay at Fox Bay for at least a month.

Meanwhile, staff at the College are taking part in wearer trials, experimenting with different yarn twists and dyes. They explain that a 'soft handle' must be maintained while associated problems have to be overcome. When Lynda Glennie spoke to Dr Harwood, Head of Department, he was wearing a sweater coloured 'Goose Green'.

The Overseas Development Administration have asked



the College to advise on related Islands developments, including the Falkland Islands Co-operative Industries run by Islander Mrs Betty Miller in Stanley. The College produces yarn for Mrs Miller's machine knitting section to tide them over until production at Fox Bay starts.

#### MANPOWER

Each United Kingdom department or group concerned with the Mill is worried about manpower for the textile projects, and it seems that Mrs Miller's main problem is in finding a regular workforce. The Scottish College of Textiles have offered to train sponsored individuals acceptable to the Falkland Island Government. The Falkland Islands Government Office and the Overseas Development Administration cannot advertise because there is no accommodation available in the Falkland Islands! One couple, however, are understood to be on their way to Fox Bay, with completed immigration papers to work at the Mill, where there is a house for them. Local responsibility for the Falklands Mill project's success lies very much with David Taylor, the Islands' new Chief Executive.

#### 100% PURE FALKLANDS WOOL

The equipment supplied by David Firth & Co. will enable the Falklands Mill to produce a range of yarns suitable for knitting wools and garments in 100% Falklands wool. Mr Cassidy is optimistic that yarn will be available for sale in the Autumn and garments soon after.

Compiled from details supplied by Mr David Firth and additional research by Lynda Glennie.

## THE FALKLANDS REHABILITATION FUNDS: THOSE FIGURES NOW IN CONTENTION

The Falkland Islands Chief Secretary has released details of how the £15M British Government rehabilitation funds are being spent:

	£ (in millions)
New Houses (Brewsters)	7.2
3 replacement light aircraft	.85
Stanley road repairs	2.5
Public Works Department plant etc.	2.0
PWD Repairs etc to power, water, FIGAS facilities	1.0
Initial supplies of fuel and building materials	.4
Materials supplied by M.O.D. in Stanley	.1
Government department inventory replacement claims	.6
Miscellaneous surveys, repairs etc.	.35
	<hr/> £15.00

The following comments are relevant:

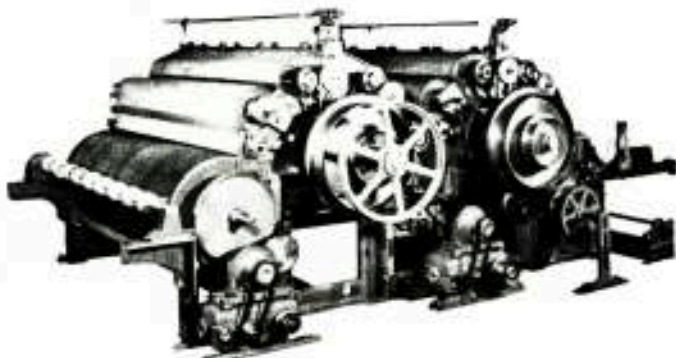
The original three aircraft of the Falkland Islands Government Air Service (FIGAS) were destroyed by British Forces shelling and bombing during the War. The roads and their foundations in Stanley were firstly seriously damaged by Argentine tracked vehicles and finally reduced to rubble by the constant stream of British military vehicles, heavy loads, wide loads etc. The electricity and water plants were severely damaged during the War; with the enormously increased population, demands on them have now

FOR ALL TYPES OF TEXTILE MACHINERY AND SPARES—

**DAVID FIRTH & CO (CLECKHEATON) LTD**

**FRANK FIRTH & CO LTD**

— TEXTILE ENGINEERS —



TEXTILE MACHINERY SUPPLIERS  
FOR THE FALKLANDS MILL

WE CARRY A CONSIDERABLE STOCK OF  
SECOND HAND MACHINES FOR —  
BLENDING, CARDING, SPINNING AND  
NON WOVEN SYSTEMS

BROOK MILLS, CLECKHEATON, YORKSHIRE BD19 5HE ENGLAND  
Telephone Cleckheaton 872364 & 872231/2    Telegraphic Address 'TEXTILES'    Telex 517267



escalated. Because the Argentines mined the peat bogs, solid fuel had to be purchased in the United Kingdom and shipped out in its place until the mines had been cleared.

### THE NEW HOUSES

A breakdown of the cost of the fifty-four new houses being built in Stanley at the project estimate of £7.2 has also been given:

	£ (in millions)
Cost of Houses (Sweden) and contents (UK)	1.989
Erection	.648
Plant	.455
Management fee	.350
	£3.442
Shipping etc.	1.600
Local costs and new services	1.200
Variation orders, claims and contingencies	.600
	£6.842

With the total project estimate at £7.2M, it works out at £133,000 per house, including the necessary infrastructure.

## “OUTRAGEOUS COST OF STANLEY HOUSES”



*The new school at Goose Green nearing completion*

Whilst the battle rages in Whitehall over the cost of the fifty-four Brewsters houses slowly being built in Stanley, the new school building at Goose Green, supplied by Easybuild Structures of Oxford, has been quickly and quietly progressing towards completion. The ‘all up’ cost for the two story building, comprising two downstairs classrooms and a two roomed flat for the school teacher above, fully erected on site will be little more than half the cost of a Brewsters’ house.

Mr Douglas Stoddart of Easybuild is outraged at the costs quoted in the Press of £130,000 per house in Stanley; he has written to Michael Heseltine and John Stanley at the Ministry of Defence and Timothy Raisen at the Overseas Development Administration telling them what Easybuild can do and requesting a meeting. So far there has been a deathly silence.

### MAGIC

Easybuild first became interested in the Falklands during the War, when they noted on television the similarity between the houses in Stanley and the 18th century cottages they manufacture.

Their Managing Director, Mr Stoddart, revealed the cost cutting technique which his firm uses. He said that the ‘magic’ of Easybuild lies in a simple roof truss: these are put in every two feet down the length of the building. The bottom of the truss is also a joist, so that the builder is laying

ceiling joists at the same time as he is putting on the roof. This means that no purlin or posts are needed and the erection operation is, therefore, very quick.

The order for Goose Green School was placed in April 1983. The complete building in sections, ready for erection, was loaded on the Falkland Islands Company charter vessel A.E.S. in July, arriving in Stanley last September. It will be finished and ready for occupation and use in March. The labour has been provided by the employees of the Falkland Islands Company.

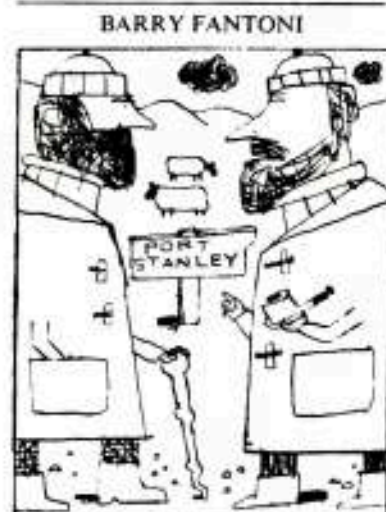
Easybuild are now providing a Gathering Shanty for Fitzroy Farm to replace the one which had to be removed from Mount Pleasant because of the new airport. They are hoping to get the contract to provide a two dormitory block in Stanley as a new School Hostel.

### LOCAL LABOUR

Easybuild houses, like the Brewster houses, are prefabricated and shipped ready for erection on arrival in the Falklands. Apart from the price of the house and mistakes that have occurred, the difference appears to be that the Brewsters’ houses have been erected by a workforce brought out temporarily from the United Kingdom, whereas the Easybuild houses are designed for speedy and simple erection by local labour. Whether this is due to a different philosophy of the use of labour, or expediency is not known, but two facts are clear: imported temporary labour from the United Kingdom is enormously expensive by Falklands standards, apart from the cost of transporting the labour to the Islands and the extra plant required; little, if any, local labour is presently available in Stanley, and that which is available is already stretched.

There are a large number of applications from people in the United Kingdom wishing to emigrate to the Falklands, including a number of carpenters, but there has been no accommodation available for them in Stanley, so they have not yet been accepted. If and when a suitable labour force is available in the Falklands for building work, at local labour scales, it would suit everyone: the British tax payer, the Falklands Government, the immigrants, and those in the Falklands who complain about the difference between the wages of imported labour compared with local scales.

It would seem that houses may soon be required at Fox Bay to accommodate a workforce for the Mill.



**‘I’m buying a bungalow at Barnet  
- it’s cheaper to commute’**



## MODERN DESIGN APPLIED TO A RURAL TRADITION



Based on their experience in supplying the new school at Goose Green, Easybuild Structures Ltd., know that the above three bedroom house would cost under £50,00 (fully built in the Falkland Islands).

The Islanders chose our system. They know what they want and how to get it.

Please phone: -

E.S.L. Countryman Homes,  
29 Beaumont Street,  
Oxford  
(0865) 58635

## COUNTRYMAN HOMES

### THE FALKLAND ISLANDS: JUST AS FAR AS YOUR TELEPHONE

From 8th December, 1983, Cable and Wireless p.l.c. opened a direct telecommunications link, via a satellite, between the Falklands and the United Kingdom.

Up until three months ago, international telecommunications from the Falkland Islands were carried by H.F. radio, a very outdated method, which only provided a limited capability of subscriber access and circuit capacity. In practice one had to book a call, often several hours ahead, between certain times when the link was open; the quality was variable and, if one was too low on the waiting list or previous callers spoke for too long, the call had to be postponed until the next day.

The presence of a large garrison, a rapidly growing expatriate workforce mostly from the United Kingdom, as well as the local population, had created an upsurge in demand for a better telecommunications service, in particular telephone and telex.

Last December, my telephone rang and the voice at the other end said, "I have just dialled you direct, and I am speaking from Stanley". The voice was clearer than a local call, and it seemed remarkable.

#### INTELSAT

Intelsat is the international organisation which provides communications satellites for commercial use throughout the world. The satellites are in geostatic orbit above the earth and they relay microwaves between earth stations up to 15,000 KM apart. Cable and Wireless is a major user of Intelsat satellites and it owns and operates some eighteen earth stations on behalf of governments worldwide; its associated companies own a further six earth stations. They

have installed and now operate a satellite earth station in the Falkland Islands, which works to an Intelsat satellite positioned above the Atlantic Ocean.

#### TELEVISION

The Falkland Islands earth station is an Intelsat standard B Type and is situated in Stanley. Currently it works direct only to the United Kingdom, although it can work to more than one destination if required. It is capable of transmitting and receiving all types of telecommunications services ranging from telegram, telex, telephone through to high speed data and television. In fact the earth station ensures that all demands are met.

#### INTERNATIONAL DIRECT DIALLING

By far the most popular service is the telephone. International Direct Dialling is available to subscribers in the Islands and from special public payphones, which have been provided at main locations in and around Stanley, including the new airport site at Mount Pleasant. This means that customers can dial directly to almost every country in the world, in much the same way as United Kingdom subscribers can. The charge for this service is £1.50 per minute to the United Kingdom and £1.80 per minute to all other destinations. The service is available for 24 hours a day, and operator assistance is available if required.

#### ECONOMIC DEVELOPMENT

There is no doubt that the introduction of modern satellite communications to the Falklands has already been a great success, particularly over the Christmas period. They will have a significant impact on the long term economic development of the Islands: good telecommunication are a fundamental part of the economic well-being of any nation, and are of paramount importance to a country like the Falklands, providing a solid base for economic expansion and direct links with the rest of the world which are second to none.

#### CALLS TO THE FALKLANDS

Unfortunately, at present British Telecom appear to be confused about calls to the Falkland Islands from the United Kingdom. British Telecoms at Queen Charlotte Street, Bristol, in a letter dated 6th February, stated that it is possible to dial direct to the Falklands, and that the necessary codes could be supplied by the International Operator, by dialling 158.

However, when this was attempted, the International Operator said that it is not possible, and could not state when it would be possible to dial direct to the Falklands. An answer is now awaited to a letter sent to the Traffic Office at British Telecom International seeking clarification.

It seems that, perhaps, Cable and Wireless could teach British Telecom a lesson or two about 'internal communication'!

Based on information supplied by Cable and Wireless p.l.c., who state that they are proud to be associated with this important development in the Falkland Islands, and look forward to many years of continued service in the Falklands.

### THE ISLANDERS RIGHT TO SELF-DETERMINATION

In his address as Chairman of Legislative Council, Sir Rex Hunt said, "As Hon. Members know, the right to self-determination is enshrined in the United Nations Charter. It is this right that the Argentines refuse to recognise for the people living the Falkland Islands. They say that they will look after the Islanders' interests, but they decide what those interests are. We have no such double standards in this



House. We welcome the return of democratic government to Argentina; at long last the people of this trouble torn country have exercised the right to be governed by leaders of their own choosing. All we ask is that Falkland Islanders be allowed to do the same."

## NOAH'S ANIMALS THRIVE

Following a short period of quarantine in Stanley, the animals, brought by the M.V. *Dina Khalaf* from the United Kingdom, were safely delivered to their new owners. Those destined for farms on West Falkland completed their journey under the care of Steve Whitley, who organised two trips aboard the *Forrest*. The last animal reached its new home on 14th November and we understand that all are thriving, and that their new owners are pleased with them.

Sun Alliance Group's London Assurance of Fenchurch Street have agreed to pay the Falklands Appeal for the two animals which died on the *Dina Khalaf*: whilst the claim was not shown to be recoverable on the ram, the Insurance Company "deemed to make a generous payment in view of the Appeal".

### THIRD WORLD?

Nearly £6,000 has been refunded to the Falklands Appeal by the European Economic Community for animals on the 'Noah's Ark'. The sum was calculated on the weight of cattle exported to a 'third world country'.

### DOGS ARRIVED

The dogs referred to briefly in Newsletter No. 17, arrived safely in Stanley on 23rd November in the care of Roland Dowling and Walter Eastwood, and have now reached their new owners. Mr Dowling has received his immigration

papers to remain in the Islands and hopes to travel with the next consignment of horses, ponies and dogs.

Mr Whitley has produced a comprehensive list of all the animals together with the names and addresses of the breeders and the new owners; by now all concerned should have got in touch with each other.

### WELSH PONY WINS PRIZES

One of the Welsh ponies, Llangeitho Rosette, which travelled out on the *Dina Khalaf*, won a few prizes at the Christmas race meetings. She is reported to have run excellently even beating full sized horses for a place at times. Llangeitho Rosette is a five year-old bay, bred and supplied by H. Morris of Wenhalt, Llangeitho, Near Tregaron, South Wales at a cost of £400. She is now owned by Andrea Turner of Rincon Grande.

### REMAINING ANIMALS

Difficulty is being experienced in finding a suitable ship to carry the remaining animals, but all are doing their best and are keeping their fingers crossed that something will turn up before long.

Everyone who has had anything to do with Noah's Ark owes a big thank-you to Mr Whitley, who initiated the idea and who has done so much during the year to ensure success, particularly during the final phase of distribution of the animals to their new owners.

### PEDIGREE SHEEP ARRIVE

The large container ship *Mairangi Bay* left New Zealand on 24th January and arrived at the Falklands on 4th February with sixty-nine pedigree sheep. They are destined

## *L & S Electrical Wholesalers Limited*

24A Farm Avenue Streatham  
London SW16 2UT



ELECTRICAL EQUIPMENT SUPPLIED

ANYTHING FROM PLUGTOPS TO GENERATORS

CORROSION RESISTANT EQUIPMENT OUR SPECIALITY



for Falkland Islands Company and other farms including Pebble Island, Rincon Grande, Salvador, Chartres and Port San Carlos. Because of the size of the vessel, the sheep were discharged in their specially converted containers onto the M.V. *Monsoon* in Port William and were transhipped to Middle Island on the cutter *Penelope* to complete their quarantine.

## THE DIDDLE DEE TELEGRAPH

### NO MEETING WITH LADY YOUNG

The members of the local Stanley Branch of the Falkland Islands Committee were very disappointed not to meet Baroness Young when she visited the Islands in January. They had a list of eight points which they wanted to discuss with her, but their only opportunity to see her was at an open public meeting in the Town Hall on 16th January. Lady Young was pressed hard on a fishing limit, but would make no commitment nor explain any reason for a delay in implementing one. The Branch have written to Lady Young expressing their concern about their eight points at issue.

### ROADWORKS IN STANLEY

Work on the Brandon Road, Upland Goose hill (Villiers Street) and West Store hill (Dean Street) is currently in progress and seems to be taking a long time. Reports are that Stanley is like a jig-saw puzzle and one has to plan a route before venturing out in a vehicle. Rumours are that they have run out of money for the roads and the remainder will not be concreted but will be surfaced with just tar and stone chippings. The story goes that Faircloughs transport rock they don't want towards the airport and pass the Army going to other way carting rock they want to Stanley!

### OF TAKE-AWAYS, ICE CREAM AND BREAD

The Penguin Take Away and Kelvin Take Away are said to be operating very successfully side by side in Stanley, with the Penguin doing a roaring trade in ice cream. The Home Cooking Cafe and Rositas Cafe are in full swing: the latter now has space machines (Space invaders?). It is expected that Simon Powell, Duncan McPhee and Mike Burke will soon be opening a bakery on the new industrial site - probably in a month's time.

### THREE NEW NAVAL VESSELS FOR THE ISLANDS

The new Falkland Islands Patrol Vessel Squadron is soon to have three additions. The 1,100 ton vessels HMS *Protector* and HMS *Guardian* were commissioned at Rosyth recently and will be based permanently in the South Atlantic. They will be joined later by the slightly larger HMS *Sentinel*. The three vessels, which will carry a ship's complement of 24, including a detachment of Royal Marines equipped with two 22 ft. fast raiding craft, will be armed with two 40/60 Bofors, three general purpose machine guns and two 2 in. rocket mountings. They were originally the *Seaforth Saga*, *Seaforth Champion* and *Seaforth Warrior*.

In command of HMS *Protector* is Lieut-Cdr. David Irvine, Senior Officer of the new squadron, and Lieut. Tony Mead commands HMS *Guardian*.

### BEST WESTERN ARRIVES

The Upland Goose Hotel is now part of the Best Western Group of hotels, a franchise group based in the United States. The Upland Goose Hotel is prominently featured in Best Western's current brochure.

### SWIMMING

Facilities for swimming are being offered to the public by the Army in the Coastel pool during Army off peak periods. The school children are having regular swimming lessons and several of the children are becoming quite proficient.

### INSTRUMENTS OF ARGENTINE SURRENDER

The instruments of the Argentine Surrender of the Falkland Islands, South Georgia and Southern Thule are currently on loan from the Ministry of Defence to the Imperial War Museum, and are on public display.

Photostat copies of all three documents are available at a charge of 14p each plus postage, and may be obtained from the Imperial War Museum, Lambeth Road, London SE1 6HZ.

## THE BOOM IN FALKLAND ISLANDS STAMPS

Before the 1982 War, Falkland Islands stamps were regarded as being among the 'Top Ten' by collectors. Suddenly, through world interest, they shot up to the No. 1 position over eighteen months ago and have resolutely stayed there. The hard pressed Stanley Post Office and its associated Philatelic Bureau have been swamped with demands from collectors throughout the world for all the stamps which have been released since freedom was restored. As a result the Philatelic Bureau in Stanley has got further and further behind, many enquiries going unanswered. The Falkland Islands Post Office have apologised for this.

To cope with the demand, the Falkland Islands Post Office has now appointed the Crown Agents to set up two Bureaux, one in London and one in New Jersey, USA, to act as sub-offices of the Stanley Philatelic Bureau.

A special standing order scheme has been devised ensuring that supplies of mint stamps and First Day Covers can be sent promptly to collectors, and the service covers not only the stamps of the Falkland Islands, but those of the Falkland Islands Dependencies and British Antarctic Territory as well. An initial minimum deposit of £10 per country, topped up as required, will ensure that complete collections can be maintained, and stamps will be supplied in complete sets or multiples. There is a small handling fee of 75p for United Kingdom and European customers and £1.25 for all others on each despatch of stamps. Cash should be sent by registered post. A special offer complete mint collection since Liberation is still available. Those interested should write first for details to

Trans Ocean Philatelic Sales, FREEPOST, PO Box 123, Sutton, Surrey SM1 1ER, England.

or for those living in North, Central and South America to Falkland Islands Philatelic Bureau, 115 Main Road, Montville, New Jersey 07045, USA.

Philately is clearly the second industry of the Falkland Islands, and its revenue is increasingly vital to the economy of the Islands. The 'conservative' stamp issuing policies of the Falkland Islands Government give encouragement to the maintenance of this revenue.

### FALKLAND ISLANDS STAMPS: BEST IN EXHIBITION!

John Dixon, of London, has been awarded the top national trophy and a Gold Medal for an exhibit of Falkland Islands postal history at Britain's national stamp exhibition, 'Super STAMPEX 84'. The trophy, which is awarded to the best competitive entry in the whole exhibition, is a silver model of a mailcoach, and is the most prestigious annual award in the United Kingdom for philately. This is the first time ever that the Silver Mailcoach trophy has ever been awarded for Falklands philately, and it is one of the very few times that a Falklands exhibit has won a Gold Medal.

John Dixon, whose exhibit illustrates the postal history of the Falkland Islands up to 1904, will be exhibiting Falklands philately in Melbourne, Australia, and in Korea later in the



year, this time at International level. His full exhibit will be displayed at 'Super STAMPEX 84', which takes place at the Royal Horticultural Society Old and New Halls, Greycourt Street, London SW1, from 6th to 11th March.

John, Dixon, who is a member of the Association and of the Falkland Islands Philatelic Study Group, visited the Islands with his wife Pamela in 1982 and 1983.

#### IMPORTANT FALKLANDS STAMP AUCTION AT HARMERS OF LONDON

One of London's leading auction houses, Harmers of London, will be auctioning one of the most important collections of Falkland Islands stamps and postal history ever made in a special Falklands sale at their auction rooms in New Bond Street, London on Wednesday, 20th March. The collection was formed by the late W. Cecil Neild of Essex over a period of sixty-five years, and is being offered by his widow, Noel, who is donating the proceeds to the Cambridge, Clare College Library Building Fund, where Mr Neild graduated in engineering. The Cecil Neild Falklands Auction, comprising 384 Lots, which include many pieces that are not only valuable in their own right, but are also fully researched and documented pieces of Falkland Islands postal history, is expected to realise in excess of £100,000.

#### WE MUST DEFEND THE FALKLANDS!

Southampton Kelpers reacted angrily to Lord Kennet, the SDP spokesman on foreign affairs, who wants the Falkland Islands to be taken over by the United Nations and Malcolm Rutherford of the Financial Times, who would hand over the Falklands to Argentina.

Lord Kennet and Malcolm Rutherford, who were the invited speakers at a SDP meeting held in the Guild Hall, Winchester, on 30th November to discuss Fortress Falklands, both argued that Britain could not afford to pay for the defence of the Islands at £1½m per Islander per year. However they had not expected to find Kelpers in the audience.

Former Falklands Colonial Secretary, Aubrey Denton-Thompson, in what was later described as a brilliant speech, said that both speakers had dwelt on Britain making concessions to avoid trouble, and this is called appeasement. He added, "There has been no established tradition of democracy in the Argentine except for a short period many, many years ago, and behind every established government has stood the military."

Mr Denton-Thompson, a previous agricultural advisor to the United Nations, said that the U.N. had to operate against a "background of unmitigated cynicism, and the Falklands should not be handed over to an organisation which would be dominated by Latin America and others with single-minded interests." Mr W. J. Grierson and Mr J. Allen supporting Mr Denton-Thompson, pointed out how much Britain had taken out of the Falklands over the past 150 years and stressed that Britain, in her hour of need during the Second World War, had accepted charitable contributions of £70,000 and ten Spitfires, paid for by the Falkland Islanders.

#### MR ALAN MILLER

Members will be saddened to hear of the death of Mr Alan Miller in the Falkland Islands. He was Manager of Port San Carlos at the time of the landings and the fighting which ensued, and was happily able to be present at the 150th Anniversary Celebrations and to attend his parents' Golden Wedding last year.

## HARMERS



### LONDON March 20 The Cecil Neild Collection

Sold for the benefit of Clare College, Cambridge, this, one of the finest Falkland Islands collections ever formed features early covers with black and red "Franks", the former the earliest known, issued stamps with bisects, covers, blocks, etc. Cancellations abound and include R.M.S Columbus, H.M.C.S. Afterglow; extensive South Georgia; New Island and South Shetlands with covers; Port Foster overprints, etc.

Catalogues £2 (£2.50 including prices realised, or £13 annual subscription).

## HARMERS of LONDON

41 New Bond Street, London W1A 4EH  
Tel: 01 629 0218

#### WAR MEMORIAL SAGA

So what happened to the Victory Memorial? Nine months ago everyone seemed to be working so hard to prepare the site in time for the erection and unveiling of the War Memorial, which is to stand beside Ross Road, just in front of the Secretariat building in Stanley. So what happened to the Memorial itself?

The memorial was originally shipped from Southampton nearly a year ago on board the R.F.A. *Sir Caradoc*. When the *Sir Caradoc* had almost reached Ascension she developed engine trouble and had to put back to Gibraltar for repairs. As these were going to take a very long time to effect, the memorial was trans-shipped on to a Danish merchant vessel the M.V. *Kraka* and taken down to Stanley.

#### THE FIRE

Unfortunately, whilst at anchor in August, before the memorial could be unloaded, the M.V. *Kraka* caught fire and four of the granite stones from the column were damaged beyond repair. The monument is now in Stanley awaiting erection minus the four vital stones. Meanwhile four new granite stones have been cut in the U.K. and are presently being polished. As soon as they are ready, which will probably be this month, they will be shipped to Stanley.

Present planning is that the War Memorial should be erected and ready for unveiling on 14th June, the Second Anniversary of Liberation.

#### SUMMERS IN BANGKOK

32 year-old Falkland Islander, Mike Summers, London based petrochemical engineer born at Port Howard on West Falkland, has left his Richmond home to take up a two year business development appointment with Klockners in Bang-



kok, Thailand. Mike had previously applied unsuccessfully for executive posts in the Falkland Islands. Before leaving he was torn between enthusiasm for the challenge and sadness that, after seven years' active involvement with the Islanders' problems, he was not going to be around to help guide events during the next two years.

Mike Summers has been closely involved in the affairs of the Association since it was formed in 1977, and has been an active member of the Executive Board ever since. He was previously Chairman of the Falklands Action Group, consisting of young Falkland Islanders studying or living in England, and was an active member of the United Kingdom Falkland Islands Committee. It is a great pity that his very considerable abilities and experience, particularly in the field of management of large development projects, could not have been made use of for the benefit of his own country.

## **GUARDSMAN REYNOLDS' MICROSCOPE**

By Alan Joyce

Any connection between a state comprehensive school tucked away in the far north of the Scottish mainland and Stanley Senior School seems rather unlikely at first sight. On taking a closer look, the two schools have a lot in common: both serve sheep rearing communities and have vast hinterlands of rolling hills covered with peat and moorland; in both schools many children have to stay away from home in hostels in order to attend, often travelling considerable distances to get to and from home; furthermore, the countryside around these two schools has a rich and varied wildlife on land, in the air and in the many lakes and coastal waters.

On that fateful Friday in April 1982, Golspie High School pupils were about to break up for their Easter holidays. Few were interested in the holiday; there was only one topic in everyone's mind: what was happening in the South Atlantic? Atlases were pulled out, that tiny dot in the south was poured over and many questions were asked. As the weekend passed the shock of British people being under a foreign power and, especially, one which had given succour to many escaping Nazis thirty-seven years earlier, sank in. As we looked at our own hills, we wondered how we would feel if there were Argentine troops crawling over them. In a time of crisis there is always something useful that can be done, if only one can find the right thing. For the next ten days ideas came and went, returned and were modified.

### **COMFORTS AND BOOKS**

When school resumed the Task Force was on its way and all its problems were freely discussed by the pupils, especially the climate in which our forces were going to have to operate. This led us to decide to knit woollen comforters for the Task Force, but with a difference: it had to be done quickly, so the idea of getting someone to sponsor one 10p to complete a balaclava or mittens became the order of the day. 'The road to hell is paved with the best intentions', so knitting with sponsors, as well as mum or granny keeping a watchful eye, was the spur to get it completed.

One of the difficulties with a school in a remote area is that all the reference books are in University libraries hundreds, or in the case of Stanley thousands, of miles away: school requisitions do not allow for the purchase of expensive reference books. So we thought that like the Phoenix, out of the ashes of a disaster some good should come. Unable to consult Stanley we, none the less, pressed ahead with the idea of helping to restock their school library with natural history reference books, maybe with one or two really good ones. Money came in much larger amounts

than we had anticipated and books arrived as gifts from publishers all over the world, from New Zealand, South Africa, Germany, and America as well as from the United Kingdom. Finally some £1,300 worth of reference books were sent south to Stanley School library. However whilst this exercise was coming to completion, another idea was forming.

### **THE MICROSCOPE**

In my years in Golspie High School, I have had the problem that much of the most interesting of our wild life is microscopic and water living. To put this material before children one needs clear, neat illustrations of the specimen as seen on a microscope slide. I discovered the solution to this problem while working on my hobby using a Leitz microscope with drawing attachment, which enables a person with very little or no artistic skill to make simple accurate illustrations from a living specimen. We have used this type of illustration in Golspie for the past three years, so I wrote to Mr Fowler, the Director of Education in the Falkland Islands, asking if he could use such an instrument, if one could be procured. His reply was quick and affirmative.

Although Golspie High School is neither well known nor in the centre of a large business community, letters were sent to several companies far from Sutherland. The selection was very much a cloak and dagger exercise in true highland tradition. The deep freeze packet labels, television adverts, jobs vacant columns in the national press, the 'bush telegraph', all were carefully noted for useful addresses. In spite of this attack by the modern young highlander, albeit lacking claymore and kilt, the business world has some very kind, generous and understanding people in it. One subscriber even offered to take care of the transport and presentation.

### **GUARDSMAN REYNOLDS**

While we were getting this microscope appeal under way we learned of Guardsman Reynolds DCM – killed in action on Mount Tumbledown. He was an orphan and had only one known relative, a younger sister, to cherish his memory. So we wrote to all those concerned and asked if we could engrave his name on the base of the microscope as a constructive and living way of helping to perpetuate his memory. A top quality microscope for a top quality laddie. Agreement was readily given.

High above Loch Shin in the heart of Sutherland stands a memorial cairn to Guardsman Reynolds, built by his immediate superior officer. This cairn stands guard over loch rich in microscopic wild life. 8,000 miles away his microscope will help the children whom he gave his life to save to discover the rich and varied wild life in their lakes.

Guardsman Reynolds' microscope was carried back to the Falkland Islands by the same ship, the S.S. *Uganda*, that cared for the wounded fellow guardsman whom Jim gave his life to help.

No fund raising exercise of this type would succeed without help from many people. The inspiration and encouragement given by my young friends from the villages and rural communities of Sutherland and their parents and grannies was immense. To the publishing world and the companies, who gave donations to the microscope appeal, we owe a debt of thanks. To my colleagues, the Manager of the Bank of Scotland, Golspie, the Editor of the Northern Times, Golspie, and especially to Captain Jamison of S.S. *Uganda*, and all P & O staff afloat and ashore, we give a very special 'thank you'.

On 30th October Jim's microscope was safely delivered on board S.S. *Uganda* to Mr Fowler in Stanley, in the



presence of the Chief of Staff, British Forces, Falkland Islands, and Sir Rex Hunt. Our mission was completed.

Mr Joyce, who is principal teacher of biology at Golspie High School, has been interested in the Falkland Islands for many years, through developing sledging rations for the old Falkland Islands Dependencies Survey and meeting people who have worked or stayed in the Islands.

## THE FALKLAND ISLANDS IN THE 1930s

### being the reminiscences of Dr. R. L. Cheverton

Dr. Cheverton, who is presently living in Malta, was Senior Medical Officer in the Falkland Islands from 1935 to 1937. Together with his wife, he left Cyprus in 1934 and sailed from Plymouth on board the P.S.N.C. liner *Reina del Pacifico*, making her annual tourist voyage round South America, calling in at Port Stanley. Some of Dr. Cheverton's reminiscences will not be unfamiliar to the present population of Stanley.

We furnished our quarters, one of the few two storied buildings in Stanley, with our own furniture from Cyprus as, in those days, many of the official quarters were unfurnished. We were fortunate to have a hedged-in garden with good soil, where we grew our own brassicas and potatoes. In the adjoining area we had our own paddock, where my wife planted tussock grass for the protection of the hens and ducks she bred. We also kept two horses, and I used to train them in long rein on the Common; it was known as the Cheverton's circus.

### STANLEY

There was only one road in Stanley, running between the slaughter house and the cemetery, and as no roads existed outside the town, Stanley possessed only five cars, one of which was a taxi, much in demand for social evening occasions.

The domestic water supply was whisky in colour and came under the supervision of the Public Works in Stanley. It was limited.

Stanley made good use of its Town Hall, where excellent lighting was provided for badminton and from time to time amateur dramatics were staged there. In those days, when the Senior Officers attended such functions, we wore black bow ties and hand starched white shirts; we were known locally as the 'stiffs'.

Tennis was out of the question owing to the weather, but there was a golf course of sorts, most of the ground being soggy with peat, and it was on this area that the Annual Summer Race Meeting took place. The Kelpers were excellent rifle shots and quite frequently a team was sent to compete, and successfully compete, at the Bisley Rifle Competitions in England. So strong is the wind across the rifle ranges on Sapper Hill, that we had to sight our P14 Enfield rifles four feet off the target to gain a bull.

In Stanley the electricity was cut off every night at 2200 hours, unless a special request was made to prolong the period, usually for social reasons. During the daytime, it was, on occasions, switched on in order to use the X ray machine, operated by the resident nursing sister, and when this happened, the town lights went on, and the public knew that the medical officers were using the machine for diagnosis. Peat was used exclusively for cooking and warming our houses, and part of my salary was paid in so many loads of peat per year.

### MEDICAL SERVICES

There were four medical officers to cover the whole vast area. The Senior Medical Officer was based at the hospital in Stanley, assisted by a medical officer who worked as a General Practitioner in Stanley; another medical officer was stationed at Fox Bay on West Falkland, and the Falkland Islands Company employed a medical officer at

Darwin, who helped the Medical Department as circumstances demanded. There were occasions when I was the only medical officer in the whole Colony. The cost of the medical service was based on the number of sheep per settlement, and the settlements were charged accordingly.

There was a circular system of telephone communication, with each settlement having its own number of rings: this system of telephoning was useful to the Medical Department, as we were able to keep in medical touch with all the major settlements. A telephone call for the doctor always created a stir in order to learn who was ill. But, fortunately, the Falkland Islanders, on the whole, are strong healthy people living an open air life, albeit a rough one at times.

A dentist was appointed to Stanley and, later, a travelling dentist was available for the Camp. The dental condition of the children's teeth left much to be desired owing to the shortage of available calcium. Even teenage girls were known to wear dentures. Unfortunately, the supply of cows milk was very limited. I was concerned about the possibility of bovine tuberculosis, as tuberculosis, not infrequently, made its appearance. In fact so concerned was I, that I undertook the tuberculosis testing of large herds of cattle and had any doubtful cases destroyed.

### WIRE WORM AND HYDATID DISEASE

As a veterinary surgeon was not always on the Establishment, quite a lot of veterinary work fell to my lot. I carried out a survey of the incidence of wire worm (*haemonchus contortus*) found in the fourth stomach, which affects the quality of the wool where the infestation is heavy. It was when this worm infested man that a peculiar type of appendicitis developed and I had to operate; the appendix when examined was often crowded with this wire worm. Talking of appendicitis, I had to advise the Senior Scientific Officer of the Graham Land Expedition on a case of acute appendicitis and I managed to get the *Penola* to bring him to Stanley in order that I might operate on him.

On one occasion, I found a Hydatid Cyst, which I removed from the muscles of a patient; I had had considerable experience with this worm and its cysts in Cyprus. I suspected that an imported Welsh sheep dog had introduced the disease. The dog tape worm (*Echinococcus granulosus*) not infrequently contaminates human beings. The person mentioned was found to have a cyst in the liver some thirty years later, and confirmed my diagnosis, when, at the time, it was said that Hydatid Cysts were not found in the Islands.

### HORSES

From time to time I was called in to deal with horses which had been injured by barbed wire. All our travelling, with few exceptions, was done on horse back. Both my wife and I were keen riders and accustomed to handling these lovely animals. I remember on one occasion that a horse was badly torn by wire and it took six men to throw it in order that I could treat the wounds. After a period of days the animal seemed to be pleased with the care and attention, and would lie down whenever I appeared with my dressings. As there were no roads, we would ride off with a guide and spare horses. On one occasion I rode sixty miles each way to see a patient, using nine horses out and seven horses back to base. Although most of our travelling was done on horseback, I once chartered a small schooner and got marooned off a small island - I think it was Speedwell - and for a whole week was unable to communicate with my headquarters or my wife.

It was a great experience being S.M.O. Falkland Islands, an experience I shall never forget and shall always remember with a warmth of feeling for all the many Kelpers I got to know.



## THE FALKLANDS ISLANDS ASSOCIATION

As announced at the Annual General Meeting, your Executive Board of Directors have resolved that it would be desirable in the interests of economy and in order to simplify the administration of the Association, that it should in future carry out its functions as an unincorporated Members' association instead of under its present constitution as a company limited by guarantee. This will avoid the need for compliance with the very strict and elaborate requirements of the Companies' Acts, including the need for an expensive annual audit. Complying with the requirements of the Annual General Meeting under the Companies' Acts and the annual audit have been a substantial drain on our finances.

The change will be one of form and not of substance and the Association's affairs will continue to be carried on in the same way that they have been for the last year. It is intended to make the change on the 31st March at the end of the current financial year. Members will be given fuller details in due course.

### LES TAYLOR

We very much regret to announce the death of Mr Les Taylor, our Honorary Membership Secretary, on the 10th February.

Les volunteered to assist the Falkland Islands Association on his retirement from the Falkland Islands Company in 1979. It is largely due to his most successful fund raising efforts that the Association had an efficient office open on 2nd April 1982 which was able to deal with all the media, intelligence and information enquiries. Throughout the summer of 1982 he handled the large sums of money which came into the office from a generous public and out again on publicity for the Falkland Islands.

Finally in 1983, with the Association office staffed by volunteers and once again chronically short of money, he came in almost every day to keep the membership records, and wrote hundreds of letters to members which they will sadly miss. His unfailing kindness, optimism and sense of humour were a marvellous encouragement to us, and we shall continue to miss him very much indeed.

### NOTE BY HONORARY GENERAL SECRETARY

#### Subscriptions

We should be especially grateful in the office if members would be kind enough to renew their subscriptions when due without waiting for reminding letters. The annual subscription is £10, (£5 for pensioners and students).

#### Distribution of Newsletter

Copies of the Newsletter are franked by the Post Office. Several copies of the last edition were returned to the office because the Post Office had failed to frank them. We should be most grateful if any member who had to pay for the Newsletter on delivery because it was unstamped, would be kind enough to let us know so that we can inform the Post Office exactly how many they failed to frank.

Published by the Falkland Islands Research and Development Association Limited (The Falkland Islands Association), 2 Greycoat Place, London S.W.1. Telephone 01-222 0028  
Registered Number: 1300960  
ISSN 0262-9399  
Editorial Committee  
Mr E W Hunter Christie (Chairman)  
Mr M Dodds  
Mr J Dodwell  
Major R Spafford (Editor)

#### Errata

We very much regret that the last edition of the Newsletter was given the number 17 instead of 16. There was NO number 16.

## RELEASE OF COPYRIGHTS

The Editorial Committee release all copyrights on editorial content of the Falkland Islands Newsletter, except on pictures, cartoons and where indicated. Other publications are invited to quote freely. However, we do ask that quotations are made in context and we should appreciate an acknowledgement of the Falkland Islands Newsletter, as the source quoted.

## ADVERTISING

The present circulation of the Newsletter is 2,000 copies. It is distributed to members of the Association, to 300 Members of both Houses of Parliament, and to the Press, Radio and Television. Many copies circulate in the United States, Australia, New Zealand, Canada, other Commonwealth countries and countries abroad. 300 copies are distributed in the Falkland Islands. Advertising rates are as follows:

Full page.....	£250
Half page.....	£125
Quarter page.....	£65
Eighth page.....	£35
Short insertions.....	£3 per line
Discounts for 4 insertions by negotiation.	

---

BOOKS: World-wide mail-order Booksellers. Careful attention given to orders by post for all in-print books: RIVIERA BOOKSHOP, 37 Church Rd., Mylor, Cornwall TR11 5NL. U.K.

---

### FOR SALE

The following articles are available from the Falkland Islands Association office, 2 Greycoat Place, S.W.1. Please enclose cost of postage & packing.

Navby blue sweat shirts with penguin motif and caption "The Falklands are British & Beautiful". We have a few of these only M and S. No more are being made. £8.

A few "Keep the Falkland Islands British" T shirts, M and S sizes only. £3.

#### Cards:

Royal Marines Beating Retreat at Lincoln's Inn Annual Reception, "Best Wishes", no envelopes. Remained at 10 for 50p.

Navy blue head squares, Falkland Islands crest, £5.

Navy Blue Ties, Falkland Islands crest, £3.50.

Tea cloths, map of Falkland Islands, £1.50.

Dusters, map of Falkland Islands, 50p.

Overseas Survey Map of Falklands Islands, £2.00.

Illustrated Map of Falklands 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" 75p.

Plastic stick-on Badges, Falkland Islands Crest 10p.

Lapel Badges, Falkland Islands crest 60p.

Key Rings, Falkland Islands crest £1.20.

Carrier Bags, Penguin motif. "Happiness is knowing he's British" 10p.

"Prospects for the Falkland Islands" published by the Falkland Islands Association, August 1982. Remained at 50p.

"THE FALKLANDS STORY 1592-1982" by Mary Cawkell, £2 incl. post & packing from the Association £1.75 from book shops. A concise and accurate account of the history of the Falkland Islands and the events leading up to the invasion.