



Falkland Islands NEWSLETTER

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FALKLANDS OIL CAN WE RISK LOSING IT?

'IF THE FALKLANDS ARE, LIKE SHETLAND, SITUATED IN THE MIDDLE OF AN OFFSHORE OILFIELD, EVEN THE GROSSLY EXAGGERATED FIGURES BEING GIVEN FOR THE COST OF PROTECTING THEM WOULD BE WELL SPENT.'

It is noticeable that political and press comment during the last year, concerned with the Falkland Islands, has had very little to say about the potential oil resources. Comment has, on the whole, tended to emphasize the great cost per Falkland Islander of rendering the Islands secure against Argentine violence and remedying past neglect. It is not too easy for the critics of present policies to add: "— but, of course, if the Falkland Islands, like the Shetlands, are situated in the middle of an oilfield, holding on to them could be vital to every one of us in Britain".

WHEN NORTH SEA OIL RUNS OUT

Falkland Islanders are independent minded, and they have always paid their own way, unlike many British colonies. The Islands ceased to be a grant-aided colony in

1860, and in 1975, as Lord Shackleton's Report showed, they had made a substantial net contribution to the British Exchequer for very many years: far from Britain subsidising the Falkland Islands, the Falkland Islanders were subsidising us in Britain.

Can oil enable the Islands to meet the cost of their own protection, and resume their contributions to the British economy?

As North Sea Oil revenues fall, can Britain replace them with earnings from the waters off shore the Falkland Islands and their Dependencies?

The answers could affect the lives of everyone of us in Britain.

HOW MUCH OIL?

Opinions vary widely. The United States Geological Survey, basing itself on exploration by the superbly equipped oceanic survey vessel *Glomar Explorer*, estimated, in 1975, that the Falklands area might yield up to nine times proven North Sea reserves. This brought headlines in petroleum industry journals and the business columns of United States newspapers about "Britain's new Kuwait in the South Atlantic."

The out-of-date, but still current, official handbook of the Islands issued by the Central Office of Information, on behalf of the Foreign and Commonwealth Office states: "Current assessments suggest that the offshore oil and gas potential of the Islands and Dependencies is unlikely, with present technology, to warrant the high costs which exploration and exploitation in the difficult local conditions would entail."

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Floating Dock and Pioneer Camp for Mount Pleasant Airport at East Cove, January 1984
(Copyright: London Express Service 'and acknowledgement to the *Sunday Express Magazine*')

PRODUCTION SUCCESSFUL

Two hundred and fifty miles due west of the Islands, at the entrance to the Straits of Magellan, more than fifty offshore wells had, by 1981, been drilled by a consortium of companies headed by Royal Dutch Shell, operating under licence from the Argentine Government, and, by 1981, a commercial offshore oilfield was in production. International oil companies have since taken up exploration and drilling licences from the Argentine Government in blocks right up to, and in some cases well beyond, the hypothetical median line, one hundred and fifty miles from the Falklands.

LIKELY AREAS

The Malvinas Basin, which lies between the Falkland Islands and the Argentine, looks promising, to put it mildly. The international oil companies think so. It is widely believed that the oil survey vessel *Glomar Sirte*, on charter to Gulf Oil, made a successful test drilling west of the Falkland Islands within the present exclusion zone as long ago as 1969. Readers of the *Crossman Diaries* will remember that on 24th October, 1969, the Cabinet were faced with the awful problem of what to do about applications for drilling licences offshore the Falkland Islands, and decided to postpone a decision.

In addition to the Malvinas Basin, the Falkland Plateau to the east of the Falkland Islands, and the Burdwood Bank, which lies to the south, both look promising.

On geological grounds, the vicinity of South Georgia, and of the South Sandwich Islands are certainly worth investigating for the future.

The Weddell Sea, within the Antarctic Treaty area, is another good prospect, but here international agreement would be needed before drilling could take place. In contrast to the Falkland Islands, conditions off the other parts of British Antarctic Territory are difficult.

EXPENSIVE EXTRACTION NOW ECONOMIC

Oil has risen in price from \$2.50 a barrel to \$32 a barrel in ten years. This real increase in basic energy and raw material costs has brought about a worldwide recession and a reduction in anticipated demand for oil itself. There is no present world shortage of oil because the customer cannot afford to buy more. This situation will change as the economies of the manufacturing countries recover and adjust. It could change tomorrow, if supplies from the Persian Gulf are interrupted.

Meanwhile, every country possessing its own oil resources has seen an increase, in real terms, in the value of its resource. At today's prices, expensive extraction has become economic. Britain, as a net exporter of North Sea oil, has been saved from becoming the poor man of Europe.

Within four or five years Britain will need to import oil again, as North Sea production falls. The whole of Europe is dependent on imported oil, much of it from the Persian Gulf, as is Japan. Russia, within two or three years, will be unable to meet any of its energy requirements for essential planned development. Precisely what Russia, which supplies Eastern Europe, will do then must worry the Pentagon as much as it worries the Kremlin.

FALKLANDS FAVOURABLY SITUATED

The Falkland Islands are nearer to Britain and Europe by sea than is the Persian Gulf. The conditions for offshore drilling and production are, as experience on the Argentine side of the Malvinas Basin has shown, no more difficult than conditions off Shetland. In fact, in some respects, conditions for oil rigs are more favourable than in most of the North Sea.

OIL INDUSTRY'S FAITH

In the final analysis, the only way to be certain that oil in commercial quantities exists under the sea bed, is to drill a series of wells. Only the international oil companies have the resources and the risk money to undertake offshore drilling.

This is what the Argentine Military Government was forced to recognize in 1978, when, on the insistence of Sr. Martinez de Hoz then in charge of the economy, the nationalisation law of 1967 was repealed, and six offshore blocks in the Malvinas Basin were successfully auctioned to the highest bidder. Each successful bidder is committed to a minimum expenditure of \$66 million in the first four years.

This, in a country which had a long history of expropriation of foreign oil interests, is a remarkable demonstration of the oil industry's faith in the potential of the sea bed lying between the Falkland Islands and Argentina.

Britain, in contrast, has persistently rebuffed applicants for drilling licences offshore the Falkland Islands ever since 1960, although some change in attitude became discernible after 1980. There is still no news of a policy. Meanwhile at least one United States based consortium has taken a licence from the Argentine Government for a block extending well into the Falkland Islands side of the middle line.

SOVEREIGNTY STAKES MAY BE HIGH

If, as seems possible, the Falkland Islands are, like Shetland, situated in the middle of an offshore oilfield, even the grossly exaggerated figures being given for the cost of protecting them in the future would be well spent.

Before the British people are persuaded that the sovereignty of the Islands should be discussed with Argentina, they need to know much more about what is at stake.

It could be that the stakes are much larger than they have been led to believe. E.W.H.C.

NO SOVEREIGNTY TALKS

On 24th April, 1984, Britain informed Argentina that the sovereignty of the Falkland Islands and their Dependencies will never be discussed by Mrs Thatcher's Government.

The Thatcher Government, however, is not immortal.

DISASTROUS FIRES

Since this Newsletter will reach the Falkland Islanders just when they are trying to pick up their spirits after the disastrous fires of April 1984, we do not wish to over-dramatise these shocking events. No Falkland Islander will be able to forget, since, in such a small community, almost every Islander must have lost one or more relative. All we can say is that they have our sympathy and love, and we have been thinking about them in these tragic days.

There were two fires. The first was at Goose Green at 3.45 am on 7th April, when the double dwelling house occupied by the Ford family and Nutt Carmell was burnt to the ground. Henry Smith, visiting from Teal Inlet, lost his life.

The following lost their lives in the fire at King Edward VII Memorial Hospital in Stanley on 10th April:

Teresa McGill, wife of Len McGill

Karen McGill, aged two weeks

Topsy McPhee

Mary Smith

Mabel Nielsen

Gladys Fleuret

Fred Colman

Barbara Chick, a nurse from Shirehampton, Bristol.

We realise that this was the greatest human tragedy in

terms of loss of life ever to happen to the Falkland Islanders. We also realise that many Islanders will now be greatly inconvenienced and may suffer over the next weeks and, maybe, months to come due to the lack of a proper hospital.



King Edward VII Memorial Hospital before the fire of April 1984

A KNOWN FIRE RISK

The editorial in the February issue of this Newsletter criticised the leisurely attitude, which has been characteristic of the approach to development in the Falkland Islands during the last two years. Miss Jacqueline Gant, the former matron of the hospital, in an interview reported in *The Times* on Wednesday 11th April, said that she and other medical staff had prepared a report on the dangerous condition of King Edward VII Memorial Hospital more than a year ago, for the Falkland Islands Government. She is quoted as saying "the building was not only dangerous but inadequate". The Overseas Development Administration in London were reported, in the same news item, as saying that they had prepared a report last year on the need for a new hospital in Stanley, and had intended to send out an architect to the Falklands soon after Easter.

GREATER SENSE OF URGENCY REQUIRED

On 10th April, an emergency meeting was being held at the Overseas Development Administration, who had learned that day that the building had burned down. There has been an emergency in the Falkland Islands since 2nd April, 1982.

Now, with the tragic loss of eight lives, can we expect rapid and efficient Government action to replace the hospital with a new and, we hope, safe building?

There has been much to do in the Islands since liberation; some of it has been done efficiently and rapidly. Perhaps the replacement of the old hospital building, with the enormously increased demand on the services, which it has always provided so efficiently, was not top priority, but one is left with the uneasy feeling that a greater sense of urgency is required – to deal with this and other problems.

EMERGENCY MEASURES

In the short term, Brewster's workforce accommodation is being converted into temporary wards. Following the death of Barbara Chick, one S.R.N. is now being urgently recruited in London.

The Overseas Development Administration have been advertising for a temporary Chief Medical Officer (to be upgraded from Senior Medical Officer) as well as a Health Services Administrator. Dr Alison Bleaney, the present Senior Medical Officer, is due to take a long leave in August, but intends returning in due course, having just bought a house in Stanley.

LONGER TERM PLANS

It is understood that Sir Rex Hunt and the Legislative Council hope that Sheltered Accommodation for the elderly

will be incorporated in the design for the new hospital; they are sure that there is sufficient land available on the existing site.

The £250,000 given by the island of Jersey after the invasion, which has been held in trust by the Falklands Appeal in London, has already been earmarked for a Sheltered Accommodation project, and the financier, Mr Jack Hayward OBE of the Bahamas, has offered £1m towards the rebuilding of a hospital in Stanley. Mr Hayward visited the Falklands over last New Year, travelling in the *Lindblad Explorer*. Mr Hayward, who expressed tremendous enthusiasm for the Islands, gave £150,000 towards the salvage and restoration of the S.S. *Great Britain* in 1970.

THE MOUNT PLEASANT AIRFIELD

It has been pointed out that we made an unfortunate error in the last issue of the Newsletter when quoting from the article 'The long and the short of it', published in *Flight International* of July 1983.

In the fourth paragraph, sixth line, the sentence should have read:

'The main runway will cost £16m, the planned alternative runway, essential to cope with capricious winds on the islands, will cost £12m for its 5,000 ft.'

8,500 FEET IS MORE THAN ADEQUATE

Mr B. J. King of the Civil Aviation Authority has written: 'If I may, I would like to make two comments on the Mount Pleasant article (in the February Newsletter). First, many may believe that the runway is planned as a "balanced field". In fact an extra 1,000 feet of clearway and 600 feet of stopway at each end have been incorporated in the planning; without these additions the high payload figures quoted would not be possible. Secondly, the loads quoted on the route from Dakar to Falklands are absolutely unaffected by the argument for a runway of over 8,500 feet in length. 8,500 feet is more than an adequate landing distance for any of the widebodies; the figures quoted related to an aircraft that has flown to Mount Pleasant, been unable to land for some reason and then has had to divert. It is still difficult to predict which alternative aerodromes in the south of the South American mainland will be open to British-registered aeroplanes.'

PROGRESS AT MOUNT PLEASANT

THE CONSORTIUM MAKES GOOD TIME

Some four and a half months after the arrival of the small pioneer team of workers, the Laing, Mowlem, A.R.C. airport building consortium is progressing more or less to schedule. Although there have been minor setbacks, there still seems to be confidence that a basic airstrip will be operational by April 1985 – just twelve months from now.

A network of roads connecting the East Cove base camp with the work site and quarries has been built, and the smooth routes are regularly travelled by incongruous red single decker buses. Bulldozers and diggers have commenced gouging peat and oil from the site which will eventually welcome jumbo jets back to earth, and, nearby, the skyline of the Mount Pleasant area is changing dramatically, as a mini-city of prefab buildings is erected.

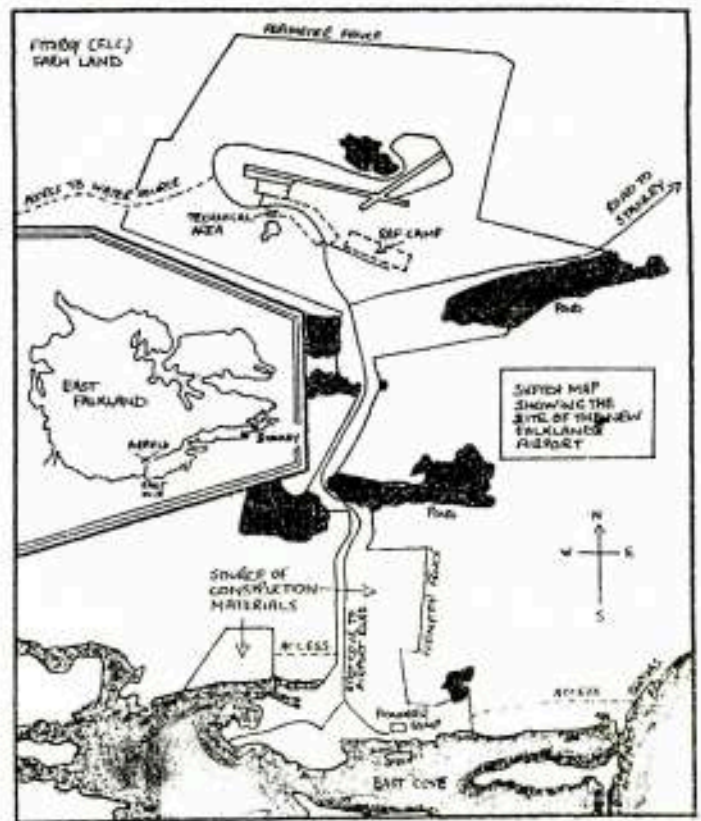
Much of the construction crew's efforts are now going into this large camp, and the workers are, perhaps, spurred on by the knowledge that the sooner it is complete, the sooner they can move into it from the more spartan pioneer settlement some eight kilometres to the south in East Cove.

Many Falklanders have been pleasantly surprised at the consortium's progress. Memories of the construction companies active in the Falklands over the last ten years or so have rather tainted respect for the construction industry as a whole, but, so far, there have been no excuses or budget excesses at Mount Pleasant. The more cynical point out that the builders still have to experience the difficulties of winter, but it does seem that, at long last, a company has appeared which has done its homework, and learnt from the mistakes of others.

Local labour at the site continues to be a contentious issue. Only one local man is employed, even though it would make obviously sound economic policy to employ more local men. There has been a hint, however, that this attitude may be changing. A director of the consortium, interviewed last week on the Falkland Islands Radio, suggested that the Project Manager, John Parr-Burnham, may favourably consider job applications from persons with skills that he needs on the site. There are a number of experienced local plant mechanics and drivers, and the next few months just may see some of them working at Mount Pleasant.

Thanks to Neil Collins at East Cove, and the Pleasant Times for help with the above article and our map.

Republished from 'The Penguin News' of 23rd March, 1984, with thanks.



DEVELOPMENT EXCITING PROSPECTS AHEAD

The Falklands Islands Development Corporation, set up under the Chairmanship of Mr David Taylor, Chief Executive to the Falkland Islands Government, is presently sorting out its own internal affairs, and preparing its projects and priorities, as part of its development plan, before it becomes operational in the middle of the year.

Initially, the Corporation will be exclusively financed by the Overseas Development Administration in Whitehall, with a sum of £31m to be spent in its development programme over a period of five years. Priorities, however, will be decided by the Falklands Islands Government. Certain projects are being started now under the direction of the Falkland Islands Government in anticipation of the Corporation being operational very soon. Loans for private sector projects are expected to be made at 2% above Base Rate, though this rate can probably be reduced when the Development Corporation comes into operation. Among projects currently under discussion are:

PROJECTS CURRENTLY UNDER DISCUSSION

	<i>Estimated Cost</i>	<i>Remarks</i>
Harbour facilities - jetty	£7.0m	Consultants visited January. Report due.
Manpower	£3.5m	Continuing commitment.
Stanley Power Supply	£3.0m - £3.5m	New generators
Stanley Water Supply	£3.0m	Renewal.
Expansion of Agricultural Research & Development Centre	£2.3m - £2.6m	ODA Projects Committee approved January. Plan under discussion.
Camp Track Improvement	£2.0m	Cost effective study underway.
New Housing	£1.5m	To be constructed by PSA.
Mount Pleasant Road	£1.3m - £1.5m	Feasibility study awaited.
Telecommunications	£1.0m	3 farms purchased. Further likely.
Land Transfer	£1.0m	Negotiations with British Co. for pilot scheme.
Inshore Fishing	£0.79m	Report being considered by FIG/ODA.
Salmon Ranching, pilot scheme	£0.5m	Stanley House purchased.
School Hostel	£0.5m	Survey to establish basis for E.F.Z. in final stage of consideration.
Offshore Fishing	£0.2m	Finance approved.
Wool Mill, Fox Bay East	£0.13m	Buildings ordered.
Advance Factory project	£0.127m	

In addition local initiative projects, such as the Stanley Dairy, are being fostered. The Bakery is already in production. A series of reports on other matters, such as tree planting, the environmental impact of the new airport, and agricultural development have been completed and are being studied. Further consideration is being given to sheepmeat, hides and skins export potential.

DAVID TAYLOR'S VISIT TO THE UNITED KINGDOM

During March and April, Mr Taylor visited Britain and has had numerous meetings with officials from Government departments responsible for various aspects of Falklands affairs, as well as with organisations interested in development projects.

On 21st March, Mr Taylor appeared as a witness before the House of Commons Foreign Affairs Committee, who are preparing a revised report on the Islands, and on 29th March he attended a meeting with representatives of the Falkland Islands Association and Falkland Islands Committee at the Falkland Islands Government Office. On 3rd April, Mr Taylor gave a presentation to Members of both Houses of Parliament in the Commonwealth Parliamentary Association room, reporting on the progress to date of the development projects. Among those present at the meeting were Lord Home and the Rt. Hon. David Steel MP. David Taylor stressed to the C.P.A. Members that no spectacular developments should be expected, bearing in mind that this is a five year programme and that most material needs of the people of the Islands will be met, and the resources devoted by Her Majesty's Government to this are £31,000,000.

LATEST NEWS FROM THE FALKLANDS

With the development grant of £130,000 finally and formally approved for the Wool Mill project at Fox Bay East (see pp. 3 & 4 of the February issue of *Falkland Islands Newsletter*), Richard Cockwell ceased to be the farm manager of Packe Brothers on 5th April, and started life as a mill owner. He chose and bought all the wool they would need for the mill for 1984 from Councillor Tony Blake, who runs 5,200 sheep on his 20,000 acre farm at Little Chartres on West Falkland.

The Falkland Islands Government have come to an agreement with the Brownings who leased the land around Mullet Creek to the south-west of Stanley, and Councillors now confirm that the area has been set aside as the site for the new Dairy under Malcolm Ashworth.

Following the approval by the Overseas Development Administration for the expansion of the Grasslands Trials Unit into an Agricultural Research & Development Centre, the O.D.A. are presently recruiting one or two extra staff, and hope to appoint an Administrative Assistant locally.

Initially the Advance Factory project will consist of four Nissen hut type workshops, together with a warehouse building to be erected in Stanley; this should be considered as the first phase of a small light industrial estate. The idea for the project was conceived locally in response to 'perceived or projected demand', following many enquiries the Falkland Islands Government have received concerning possible development projects in the Islands. It is likely that the first units will be rented by local electrical engineers and garage mechanics desperate for space in which to set up small businesses.

It has been reported that the European Investment Bank is providing £119,000 for a 'study' of Salmon Ranching in the Falkland Islands.

HELPING TO DEVELOP THE FALKLAND ISLANDS

So often in recent months we have read depressing reports about development and conditions in the Falkland Islands that it was refreshing to talk to Mr Terry Baker, a Director of Scarborough Steelwork & Cladding Services, based at 59 Scalby Road in Scarborough, North Yorkshire. Mr Baker visited the Falkland Islands himself a year ago, and since then his firm has been involved in five separate projects, with eight men working on East Falkland; in Mr

Baker's view, considering the conditions, the facilities are excellent.

CHANGING THE LANDSCAPE

The first order for Scarborough Steelwork & Cladding was to build what is called a Rubb Building on the Mount Pleasant Airfield site. This is a maintenance building 93 metres long by 30 metres wide, made of steel covered with a plastic skin. It is claimed to be the biggest landmark on East Falkland.

The second task was to build a tower 80 feet high, supporting a water tank on the top, also at Mount Pleasant.

From there they went on to build the Mess Hall for the workers of the Consortium living on the Airfield site, due to be operational this month, and then this was followed by a Recreation Hall.



The Rubb Building under construction, Mount Pleasant

CONDITIONS AT MOUNT PLEASANT ARE GOOD

Mr Baker said that a lot of nonsense had been talked about conditions at the Mount Pleasant site. He had seen neither a single cockroach nor a rat, though there were small field mice, as would be expected in any countryside. Living on virgin plainland, no one should expect to find the 'Ritz', but, in spite of this, conditions could not be better. The catering is being done by Trusthouse Forte, and at each meal there are three or four choices of menu: often included are fresh Sea Trout, local Brown Trout and fresh Salmon. Could anyone ask for more?

Mr Baker said that his firm are looking forward to a further five months work in the Falkland Islands, helping to play their part in the development of the Islands.

BELGRANO SINKING RIGHT SAYS ARGENTINE ADMIRAL

Rear Admiral Juan Jose Lombardo, Argentine Commander of South Atlantic Operations in the Falklands War, admitted on BBC Panorama of 16th April that the Argentine Navy intended and would have sunk British ships before the sinking of their cruiser the *General Belgrano*. The Argentine fleet was ordered to sea on 1st May to attack the Royal Navy, he said, and the cruiser *General Belgrano*, which was to the south of the Falklands sailing towards the east, had been ordered to turn north and enter the exclusion zone with this aim in view. At the last moment, however, realising their peril, the Argentine fleet was ordered to return to port. But already the Argentines had scored a torpedo hit on H.M.S. *Sheffield* on 1st May, which failed to explode, and their first airborne Exocet attack had been launched that day. Admiral Lombardo said that it was a sound military decision to sink the *General Belgrano*, and he would have done the same to the Royal Navy, given the chance.

FRED CLARK

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**LUCKY ESCAPE FOR
FALKLAND ISLANDS STAMPS**

Ten years ago, following a meeting between Mr Tom Layng, Chief Secretary of the Falklands, and Mr Joe Urch, a Bristol based stamp dealer, serious consideration was given by the Falkland Islands Government to leave the safety of the Crown Agents, after almost one hundred years, and to transfer the agency to Urch Harris Ltd. Philatelists fought back vigorously and with renewed vigour when the Shackleton Report of 1976 proposed that 'The Government should give serious consideration to the appointment of a UK firm of stamp dealers as their philatelic marketing agent.' Fortunately, the Falkland Islands Government rejected the approach of Mr Joe Urch and, in 1977, issued a statement that the Islands would 'remain with the Crown Agents under the strict policy control of the Government.' The statement continued that both parties would 'co-operate to ensure that the high philatelic reputation that has been built up for Falkland Islands issues will be maintained and safeguarded.'

Various small islands fell to the overtures of Mr Joe Urch's 'agressive marketing' operation, including the newly independent country of Tuvalu, formally Ellice Islands.

WALLPAPER

Following Joe Urch's recent retirement and the sale of Urch Harris, the agency passed to Philatelists Ltd., a firm largely owned by a Mr Clive Feigenbaum and Mr Allan Grant, who now 'control' the stamp issues of some eight Caribbean and Pacific Islands. Recently Philatelists Ltd announced their future stamp issues with all countries featuring a set of locomotives in similar designs for each country; however, the stamp issues are not limited to eight similar sets, for there are to be separate sets for each of four islands of the St. Vincent Grenadines and eight sets for each island in the Tuvalu Group as a start. Future suggested omnibus themes are Space Characters, Miss World Finalists, TV Personalities and Pop Stars. As the magazine *Stamp Collecting* put it: "Thus, supposedly pretty pictures from privately produced territories are to entice the wider public to collect stamps".

STANLEY GIBBONS

On 26th March this year, Stanley Gibbons put out a prospectus with a view to becoming a company on the Unlisted Securities Market on 2nd April, under its newly revealed Chairman, Clive Feigenbaum, who stated that, in future, Gibbons would be using 'direct marketing methods unheard of in the philatelic world ten years ago'.

On 1st April, the *Sunday Times*, in the leading article of its Business section revealed that Mr Feigenbaum was involved in the crash of a philatelic supplier less than twelve



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months ago, organised the sale of non-postal stamps for Staffa in the Hebrides, some of which were sold to wealthy Americans on the basis of the gold leaf they contained (20p worth) and was associated with 'stamps' from Nagaland, a part of northern India occupied by hill tribesmen, which is not a state and does not issue its own stamps. The *Sunday Times* went on to say that Ronald Grover, listed at Companies House as a Director of Stanley Gibbons, and Allan Grant, also a Director, were both directors of Hampstead based Minstead Builders, for whom liquidators were appointed in August 1983, and the estimated deficiency was put at £400,000. The *Sunday Times* continued by stating that, in August 1983, the old established stamp album and accessory maker, Pragnell-Rapkin, then owned by Mr Feigenbaum, was put into liquidation; creditors were told that the Company cannot, by reason of its liabilities, continue business. Significantly, Mr Feigenbaum was expelled from the Philatelic Traders Society in 1970 and has not been reinstated.

Too late, Mr Joe Urch is reported to have said that he would have sold out to someone else, if he had known that Mr Feigenbaum was part of the management buy-out consortium.

**4,000% APPRECIATION OVER
20 YEARS**

Falkland Islands stamp collectors turned out in force on Tuesday 20th March, when the late Cecil Neild's famous collection came under the hammer at Harmers, Bond Street, London auction rooms. It took Cecil Neild sixty years to collect and 160 minutes for Harmers to disperse it for a highly satisfactory total of £105,804.

Only minutes into the sale, the earliest known example of

the small black 'Frank' on an envelope was knocked down to a continental bidder for a breathtaking £10,000. Twenty years ago Cecil Neild had purchased this Falklands black 'Frank' envelope, the earliest of 42 recorded examples and sent by the Governor, Sir William Robinson, in 1869, in the self-same sale room, when the 'Mayall' collection came up for auction at Harmers. The cost in 1964? - £250: a 4,000% appreciation over 20 years!

SIR REX STAYS ON

Following a petition to Mrs Thatcher by the Falkland Islands Government, it has been announced that Sir Rex Hunt is to stay on as Civil Commissioner of the Falkland Islands until July 1985.

LINCOLN'S INN RECEPTION 14 JUNE

The Annual Reception at Lincoln's Inn, organised by the Falkland Islands Association, will take place at the Great Hall, Lincoln's Inn at 6.30pm on Thursday, 14th June, 1984. The Band of the Scots Guards will Beat the Retreat.

The cost of the Reception, to include all drinks and food, will be £8 per head. Application forms for Invitation Cards are being included with each issue of this *Newsletter* sent to members of the Falklands Islands Association.

This is likely to be the last Lincoln's Inn Reception organised by the Falkland Islands Association.

NEW CONSTITUTION FOR FALKLANDS ISLANDS ASSOCIATION

As announced at the Annual General Meeting on the 10th December 1983 and again in the last *Newsletter*, the Falkland Islands Research and Development Association Limited (FIRADA) which was formed seven years ago and has operated as the Falkland Islands Association in recent years, ceased active trading on the 31st March 1984 with a view to transferring its activities to a new unincorporated association which is also called the Falklands Islands Association (FIA). Existing members of FIRADA have been credited with a full year's subscription to the new Association and in practice should not notice any difference in the services and facilities offered to them. Subscriptions to FIRADA which would have been due on or after the 1st April 1984 will be accepted as subscriptions to the FIA and *not* to FIRADA itself. The FIA continues to be run out of the same office at 2 Greycoat Place, London SW1 which has served us so well for the past five years or so.

PROMOTING THE ISLANDS

The objects for which the FIA is established are to promote in the United Kingdom and overseas:

- (i) the cultural economic political and social development of the Falkland Islands for the benefit of their inhabitants;
- (ii) interest in and understanding of the needs and wishes of the inhabitants of the Falkland Islands in relation to such development as aforesaid;
- (iii) the publication and distribution of a newsletter as a means of communication between all those interested in the Falkland Islands and
- (iv) study and research into the history current affairs and future development of the Falklands Islands and to make the useful results of such study and research available to the members of the Association and to the public at large whether in the United Kingdom or overseas.

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 £50,000 (fully built in the Falkland Islands).

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

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COUNTRYMAN HOMES

MORE MEMBERS REQUIRED

The membership structure has been simplified with only two main categories of "full" and "associate" members paying either the full subscription of £10 or the associate subscription of £5 (pensioners and students). The subscription year runs from the 1st April but new members joining after the 1st January will not have to renew their subscription until the 1st April in the following year. With the current cost of running the Office and producing the newsletter being in excess of £10,000 UK members' subscriptions which produce about £3,000 p.a. leave us heavily dependent on donations and subscriptions from the Falklands, and new UK members are urgently required.

NEW BLOOD

The Executive Committee of the FIA is made up of most of the existing Board Members of FIRADA but with some new blood brought in. The first officers and committee members (until elections can be held at the first Annual General Meeting in the Autumn) are:

Chairman: Bill Christie
Vice-Chairman: Eric Ogden
Hon. Secretary: Merle Christie
Hon. Treasurer: Major General Alan Mills
Editor of the newsletter: Major Ronnie Spafford
Ordinary Members of the Committee:

David Ainslie
John Allan (Southampton Area)
David Britton (F.I. Company)
Robert Elgood
(UK F.I. Committee)
Ted Needham
(Chairman: Coalite Group)
David Powell
Captain Paddy Vincent

In addition to the officers, there is provision for ten ordinary members of the Executive Committee. The existing Committee will stand for re-election at the first Annual General Meeting which will be held on a date to be announced in the early Autumn. Any proposals for elections to the Committee should be made to the Hon. Secretary. For those interested, copies of the Constitution are available on request to the Office at a modest fee to cover copying and postage charges.

HELP!

We need volunteer help to man the Association Office during the period of the school holidays/university vacation this summer (July to mid-September). Hours are 10.30 am to 5 pm. The task involves answering the telephone and general enquiries, opening letters and taking messages etc. Mrs Christie and Mrs Martin have their own children on holiday and need holidays themselves. Last year we were able to afford to pay a temporary secretary, this year we cannot. We should be extremely grateful if any member, living in or near London, would volunteer to give one day a week or one day a fortnight to help us out. Please contact Mrs Christie at the Association Office as soon as possible, so that she can arrange a rota. This will be a real service to the Falkland Islanders.

MEMBERSHIP SECRETARY

We are very grateful to Mrs Joan Martin that she has agreed to take over as our new Honorary Membership Secretary forthwith.

ALL IN A DAY'S WORK

Members will be glad to know that the Association office reacted quickly and well to the mass of enquiries which came, when the news of the tragic fire in Stanley began to become known to the British public and Media. Mrs. Joan Martin, a voluntary helper, was alone in the office on the morning of 10th April, when she received the news and the first list of the dead from the Falkland Islands Company. She was soon joined by General Mills and, shortly thereafter, the telephone line was continuously occupied by incoming calls. The telephone number of the Falkland Islands Government Office is still not in the London telephone directory, and only the Falkland Islands Company and the Falkland Islands Association appear.

Press enquiries were referred to the Government Office. Mr Bill Grierson, Mr John Allen and the Rev. Peter Millam were given the list of names of those Falkland Islanders who had died, and set about the task of informing friends and relations in this country, using their own expert knowledge of who would be most concerned.



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Mr M Dodds
Mr J Dodwell
Major R Spafford (Editor)

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

- 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.
- 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.

"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.

"CONWAYS AND THE FALKLANDS 1914 to 1982 AND IN BETWEEN", by Some Who Were There. Edited by D. G. Fletcher Rogers, £2.25. Includes eleven accounts of the Falklands War, by ex HMS *Conway* men with their own photos.

"FALKLAND ISLANDS BIRDS", by Robin W. Woods, £8.75. Very useful pocket sized bird spotting book for Falklands visitors. Beautiful photos.

"OF ICE AND MEN", by Sir Vivian Fuchs, £13.95. Very readable but erudite book on the story of the British Antarctic Survey 1943-73. Copiously illustrated.