



Falkland Islands NEWSLETTER

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THE FALKLANDS NOW THE MOST EXCITING PLACE IN THE WORLD

When I last visited the Falklands in 1983, the Islanders were all still suffering from the shock of the aggressive invasion, the Argentine occupation and the subsequent War. Then, they were looking back to 1982, and their every thought and act were coloured by their appalling experiences. Now, two years on, it is quite different: now, the Islanders are eagerly looking forward with confidence to a bright future.

In Stanley the constant queue of military traffic has disappeared, the harbour has been emptied of ships, most of the roads have been repaired and there are rows of smart new houses. This is not to say that things have returned to stagnant pre-War days; in fact, quite the reverse. The shops now seem to be constantly full, doing a brisk trade, selling bright new lines of goods, and small new industries are starting to flourish. Examples of these are the new bakery, the shop selling home-made icecream in eight different flavours, the backroom industry at 7 Fitzroy Road, where Mrs. Kidd is employing three ladies, whose toy penguins, each with a British Passport, sell so quickly that they cannot make them fast enough to keep up with the orders, let alone stock a shop, and Mike Butcher's general work force, which has left the Public Works Department bereft of labour. Never did I expect to see a Stanley ring road, but there it is, almost finished.

The Development Corporation under David Taylor and Simon Armstrong is making enormous headway with infectious enthusiasm.

Out in camp, the progress and change are similar. The people of Fox Bay village are equally looking forward with the wool mill now complete with all its machinery and about to start operation, the trawler, *Coastal Pioneer* already showing remarkable success in its search for shell fish and with a Village Supermarket about to open. The small new farms all seem to be doing well and are full of expectation for their future.

The achievement at Mount Pleasant on the Airport construction is remarkable. I have never seen British workmen work so hard for such long hours with so much good humour and such pride. No doubt this is well founded for the Main Runway is now finished with its smart white line down the middle, awaiting the arrival of the first jumbo jet. I watched as the final floor surface was being laid in the gigantic hangar capable of repairs to a TriStar or 747. The huge Power Station, producing 10½ M.W., which would have taken two years to build in Britain, is complete. The first concrete was poured in May 1984; when I saw it in March, the Station was being handed over for operation.

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*New Generator Arriving at Stanley Power Station
(Photo: R. N. Spafford)*

FULL OF HOPE, EXPECTANCY AND INDUSTRY

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Relations with the military? Take for example little Dunnose Head Farm, where in one year 183 servicemen have stayed for Rest & Recreation free of all charge. The Wilkinson's take pride in offering accommodation and food 'as family' in their own small home and "the chance to milk a cow, ride a horse, fish, help with the sheep work or just relax with a good book. Guitars are welcome!" The comments in their Visitors Book bear witness to relations with the military at this level — all full of thanks and praise. Here too, Rosemary Wilkinson spins and knits Falklands

woollen garments, but here she makes them exclusively from natural black wool. As with other small local industries in the Islands, Rosemary cannot keep up with the orders for her goods.

The Islands are full of hope, full of expectancy and full of industry.

The Falklands are exhilarating — an inspiration. I know that British money is being well spent.

The Falklands are now the most exciting place in the world!

THE NEW GOVERNOR: MR. GORDON JEWKES, CMG



Mr. Gordon Jewkes, CMG
(Foreign and Commonwealth Office News Department)

Born at Langley Moor, Co. Durham in 1931 and educated at Barrow-in-Furness Grammar School and Magnus Grammar School, Newark-on-Trent, Mr. Gordon Jewkes first joined the Civil Service in 1948. After National Service in RAOC, when he achieved commissioned rank, he returned to the General Register Office until 1968, rising to the rank of Principal.

In 1968 Mr. Jewkes transferred to the Diplomatic Service under the 'Head for Head' scheme as a First Secretary and was assigned to the Western Economic Department in the Commonwealth Office, later renamed Commodities Department following the merger with the Foreign Office. At the end of 1969 he was posted to Chicago as HM Consul (Commercial) and three years later was transferred to Port of Spain as Deputy High Commissioner and Head of Chancery. From 1975 to 1979, following promotion to the rank of Counsellor, he served in London as the Diplomatic Service Finance Officer and Head of Finance Department and was then appointed HM Consul-General at Cleveland, Ohio. Since April 1982, he has held the appointment of HM Consul-General at Chicago. Mr. Jewkes was made a CMG in the 1980 New Year Honours.

Mr. Jewkes and his wife, Joyce, were married in 1954 and have two sons aged 28 and 26.

BILL HUNTER CHRISTIE RETIRES AS CHAIRMAN OF THE ASSOCIATION

Last January Bill Hunter Christie retired as Chairman of the Falkland Islands Association, and it is fitting to write a few words in appreciation of his work.

It was subsequent to the publication of Lord Shackleton's 1976 Economic Report on the Falkland Islands that it became apparent to a number of Falkland Islands supporters that an established office and fund raising organisation were required to support the Falkland Islands Committee in their efforts to promote in Britain the wishes of the Falkland Islands people. The prime mover in this was Bill Hunter Christie, who was a founder member and one of the Joint Secretaries of the United Kingdom Falkland Islands Committee.

The organisation formed was called the Falkland Islands Research and Development Association, and Bill became its first Chairman and Chief Executive, and the office was called the Falkland Islands Office. It was the first non-commercial office in Britain ever to deal specifically with Falkland Islands affairs.

TITLE OF GOVERNOR RESTORED

On 12th March, it was announced in the House of Commons that, following strong representations by Falkland Islands Councillors, the title of 'Civil Commissioner' would revert to that of 'Governor'. This will take effect from the date that the new Legislative Council is elected, which is likely to be in September. Sir Rex described the news as "sealing the final return to normality within the Islands".

Bill's foresight in establishing this was borne out on 2nd April, 1982, when the Argentines invaded the Falkland Islands. It was this office which became the chief rallying point for Falklands support during the occupation and subsequent War, and it was to this office that the world's Media swarmed for information. Bill's efforts seemed tireless and the burden on him was enormous. For this the Falkland Islanders are grateful.

In more recent times, the Falkland Islands Research and Development Association gave way to the Falkland Islands Government Office, the Falkland Islands Office became the Association Office.

All Falkland Islands supporters owe a great debt to Bill and we wish him every success in the future. He remains a member of the Executive Committee of the Association, the Falkland Islands Committee and is Chairman of the Editorial Committee of the Newsletter. We are very fortunate in having Merle, his wife, continuing to run the Association Office with such devotion and efficiency.

THE NEW CONSTITUTION

This was passed by the Privy Council on 20th March and laid before both Houses of Parliament on 29th March. It is due to come into force on 18th April. The new elections are due to take place in September and Sir Rex Hunt has been told to stay on to see the elections through with Mr. Jewkes taking over in time to preside over the first Meeting of the new Legislative Council.

THE FALKLAND ISLANDS COMMITTEE MEET LADY YOUNG

Members of the United Kingdom Islands Committee led by Mr. Eric Ogden, Chairman, attended a meeting at the House of Commons on Tuesday, 26th February, 1985, at the invitation of the U.K. Falkland Islands Parliamentary Group. The South West Atlantic Group were also represented in the persons of Lord Shackleton, Lord Buxton and Sir Vivian Fuchs, and Mr. Alastair Cameron represented the Falkland Islands Government.



Lady Young
(Central Office of Information)

NEW CONSTITUTION

Baroness Young, Minister of State, Foreign and Commonwealth office, had kindly consented to address the meeting and spoke on the new draft Constitutions of the Falkland Islands and the Falkland Islands Dependencies, housing improvement and fishing zones and protection. On the question of the new constitution, Lady Young recalled that a review of the Constitution by the Select Committee of the Legislative Council had begun in the Islands before the 1982 conflict. The draft, which had been approved by the Legislative Council in January, had reflected the main proposals in the Select Committee's report and subsequent representations made by the Falkland Islands Government. The main features of the new Constitution were the reference to a right of self determination and an increase in the number of elected members of the Legislative Council from six to eight with the two official members ceasing to have voting power.

The Minister of State drew the distinction between the new Constitution for the Islands, which contained comprehensive provisions providing for representative Government, and the Constitution for South Georgia and the South Sandwich Islands — territories which had no such need, as there was no permanent population. Lady

EUROPEAN PARLIAMENT CALLS FOR FALKLANDS 200 MILE FISHING ZONE

the European Parliament has backed an amendment to a resolution on fisheries as relevant to Spain and Portugal's accession to the EEC, which "notes the fisheries potential of the Falklands, which is an overseas territory of the Community, and calls on the United Kingdom Government to declare a two hundred mile fishery zone around the Islands". (Falkland Focus)

Young recognised that there were fears among Islanders and their supporters that a formal constitutional separation of the Dependencies from the Islands might imply a weakening in the Government's commitments to the Islanders. She emphasised that the Government had no doubt whatsoever about Britain's sovereignty over the Falkland Islands, and that it was wrong to draw alarmist conclusions from the Government's decision. There was ample and tangible evidence in the Falklands of the strength of the Government's commitment to the Islanders. The Government also acknowledged the historical links between the territories and, in order to be able to maintain the administrative link between the two territories, the new Constitution of the Dependencies would provide that the Governor of the Falkland Islands would also be Commissioner for South Georgia and the South Sandwich Islands. In that capacity, he would be obliged to consult the Executive Council of the Falkland Islands on matters affecting the Falklands.

HOUSING SHORTAGE

On housing, the Baroness stated that it was accepted that a shortage still existed, despite the construction of over fifty houses in the immediate post conflict period. The Falkland Islands Government was pursuing a policy of selling off some existing houses, and had earmarked land for further housing development.

OFF-SHORE FISHING BEING CONSIDERED

On the question of fishing, Baroness Young stated that the matter of declaring a 200 mile zone was being considered at a very high level. It was clear that there were considerable political and practical problems to be overcome in relation to the regulation and licensing of fishing in the area of the Falklands. It was important that any regime should be enforceable and internationally acceptable.

During the ensuing discussion the depth of feeling among those present over the fishing issue became apparent. Again and again it was stressed to the Minister that not only was such a declaration necessary for the protection of the Islands' economy but also that the nations presently fishing within the zone would welcome authorisation through the granting of licences.

Mr. Michael Shersby MP, Chairman of the Group concluded the meeting by thanking Baroness Young for discussing these items which were of great concern to all.

The consensus of the meeting was that on the issue of the new Constitution, the British Government have responded quickly and creditably by amending drafts to meet the objections of Islanders. On the question of fishing zones, there was dissatisfaction over the failure to act, and concern over official evasiveness.

[Since the Minister of State addressed the meeting, the Foreign and Commonwealth Secretary announced, in a debate in the House of Commons on 14th March, that the Government had decided to explore possible ways in which to establish a multilaterally — based conservation and management regime].

THE NEW HOSPITAL

The Overseas Development Administration sent out the tenders on 22nd February. They were due in by 11th April and a letter of intent was scheduled to be sent to the successful bidder by 29th April. It is hoped that the constructors will 'turn the first sod' of the work on 1st July this year. The target date for completion is the end of 1986.

MOUNT PLEASANT IS AN AIRPORT

All misconceptions have now been cleared away. The construction at Mount Pleasant is not a military airfield, or a military encampment: it is the Colony's Airport. Contrary to fears that it would be yet another restricted area, within which civilians would only be permitted to board or leave a military aircraft for flights to the outside world, it has now been made clear that Islanders will be able to visit the Airport when they want, and use its facilities in exactly the same way as people in Britain can visit Heathrow. They can drive out on a Sunday afternoon and take a picnic whilst they watch the planes land, if they want, without let or hindrance. It is their Airport.

There will, of course, be small restricted peripheral areas, such as the Harrier and Phantom parks, strictly reserved for the military, and, in due course, there will be barracks for the Army and the RAF, but these will not be a major part of Mount Pleasant Airport.

CIVILIAN AIR PASSAGES

The latest information is that adequate seats on each aircraft will be provided for civilian passengers. At present there is still uncertainty as to whether TriStar 500s or Boeing 747s will be used. If TriStars are used then there will be three flights a week, with seven or eight seats on each flight reserved for civilians; if 747s are used then there will be two flights a week and ten to twelve seats will be reserved for civilians on each flight. These calculations have been based on the demand for civilian passages over the last two years.

Civilians are advised to request passages at least two months in advance, and if more civilian seats are required than the above figures, then they will almost certainly be made available. However, if there is not a military requirement for a particular flight, it will be cancelled, so civilians should be prepared to have their flights changed by two days either way.

Flights so far forecast to arrive and depart from Mount Pleasant are on 18th, 20th, 22nd, 25th, 27th and 29th May, with a midday arrival at Mount Pleasant and a 3 p.m. take off time.

The plane will fly between RAF Brize Norton and Mount Pleasant via Ascension, which is approximately half way, and it is thought that the flight will take about 12 to 14 hours in total.

CIVILIAN AIR FARES TO AND FROM THE FALKLANDS

At present much discussion is taking place at high level between the Ministry of Defence and the Foreign & Commonwealth Office about the cost of civilian flights.

The first announcement put the cost for a return ticket at £2,250 and at around £1,000 for a concession fare. Naturally there has been considerable protest at this very high figure, which is said to have been based on the cost of a pre-war return flight between Britain and Stanley, adjusted for inflation.

In fact the air fare to the Falklands pre Argentine invasion was as follows:

Cut rate return fare London - Buenos Aires	£606
Argentine LADE return fare Buenos Aires - Stanley	£258
	<hr/>
	£864
	<hr/>
Adjusted for inflation: The return fare ought now to be	£988

The opinion of a well established Travel Agent (not a bucket shop) in the West of England is that, based on the cost of return flights between Britain and Australia, the return flight between Britain and the Falklands should be about £800.

It is interesting to note that South America Travel, who are members of ABTA, are currently quoting the return fare between London and Buenos Aires at £541.

Finally the British Government should take note, and, maybe as Mr. Heseltine will experience, that the standard of travel on a military plane falls far below that of a civilian flight. For example, military planes serve no alcohol, show no in-flight video, and the standard of food provided is well below that of some of the worst airlines in the world.

The suggested cost of £2,250 is totally unacceptable, and will kill any hope of a tourist trade in the Falkland Islands.



*TriStar Hangar, Mount Pleasant
(Photo: R. N. Spafford)*

CHECKING IN AND OUT

Passengers will have to check in with their heavy baggage the night before their flight at Gordon Lines, Stanley, which is near the Fipass (Flexiport), west of the Canache, and they will be free to go home or stay the night with friends in Stanley with their light baggage. Alternatively they may lodge the night on one of the Coastels. The following morning they will report again about 3 to 4 hours before the flight and be transported from Stanley to Mount Pleasant Airport. Alternatively, they may drive their own cars to the Airport to arrive two hours before take off, or it may be possible to fly to Mount Pleasant by Falkland Islands Government Air Service, but initially at least FIGAS planes will have to land at Mount Pleasant before the wide bodied jet lands at madday.

The passenger terminal has not yet been built and for the time being the TriStar hanger will be used for this. Immigration and Customs procedures will be under civil control.

COST

Because of its importance at this time, the question of the present totally unacceptable proposed cost of a civilian flight is discussed below. In any case, it is expected that children under the age of two will travel free and those between two and twelve years old will travel at half price. It is understood that flight cancellations made 48 hours beforehand will be on a no charge basis.

FOX BAY VILLAGE

Since Lynda Glennie's article on the Village in the February issue of the Newsletter, quite a lot has happened and we have a little more information.

THE FALKLAND MILL

The missing parts of machinery for the Wool Mill finally arrived in February and were being installed, so that the Mill will now be complete. Also in February the housing for the new generator was being constructed; by now the new generator will have been installed and should be in operation, converting the whole Village from DC to AC supply and providing the necessary power for the Mill.

The Mill has really taken over the whole of the Cockwell's house, with machinery in some of the bedrooms. In due course they plan to build another house.



Richard and Grizelda Cockwell in the Mill
(Photo: R. N. Spafford)

The final products of the Mill will be Knitting Wool and Knitted Garments such as sweaters, scarves and 'Benny' hats. The workforce consists of Richard and Grizelda Cockwell, Martin and Carol Cant, Alison Harrod and Jim Millar. Soon they hope to be employing the wives of the fisherman working on the trawlers as knitters; this is no 'pipedream': those involved with the trawler confirmed it. Grizelda Cockwell says that three skilled knitters should be able to produce sixteen sweaters per day. In addition there will be *Kit Knits* and *Kit Knits for Kids*. The latter consists of an attractive package containing wool, knitting patterns and delightfully animated instructions showing children how to knit each stitch, ending up with a 'Benny' hat. By the end of 1986, they hope to be handling 50 kilos of yarn per day or 66 pullovers.

INSHORE FISHING

The results of the survey so far are encouraging. The Grimsby trawler *Coastal Pioneer*, hired from Fortoser Ltd., which is carrying out a survey of fish stocks inshore the coast around the Falkland Islands over a two and a half years period, has met with initial success. Using all types of fishing methods, including trawls, gill nets and lobster pots, so far they have found large quantities of Skate, good sized Mussels, Clams, but, most important of all substantial quantities of the crab *paralomis granulosa*. This is a crab

related to the *Centolla* crab, but smaller; the meat yield is in the legs and the quality, that is texture and flavour, is first rate, as confirmed by J. Van Smirren, the well known processing firm at Boston Spa, Lincolnshire, who are advisors to the project. They have not yet found any *Centollas*.

So far things look favourable for establishing this as an industry, and so hopeful are the prospects that it is planned to bring out a second slightly larger trawler, leaving Britain within the next two months, to start commercial fishing.

The *Coastal Pioneer* crew includes three Falkland Islanders: the Mate, Delano Jennings, Neil Rowlands, a trainee, and John Barton. John Barton, son of David Barton of Teal Inlet, is studying for his PhD at Stirling University, and is one of the biologists of the Survey.



Trawler "Coastal Pioneer" at Port Howard
(Photo: R. N. Spafford)

FREE LANCE SHEPHERDS

The break up of the large farms has caused at least one new trade to exist in the Falklands, that of a Free Lance or Contract Shepherd, who is available for hire to one of the local farms. With most small farms being unable to afford to employ any full time labour, this makes sense. There are times when a farmer and his wife need help in 'gathering', and the occasion has already occurred when a small-farm owner broke his leg. There are now two contract Shepherds at Fox Bay Village for hire.

To replace the old Farm mechanic, another trade has been created of Free Lance Electrician, and Mel Lloyd seemed to be in great demand both at Fox Bay Village and at Fox Bay West, repairing everything from refrigerators to lawn mowers.

Soon there will be a Supermarket at Fox Bay Village to be run by Ken and Joyce Halliday, and he will move the Post Office in as part of the shop.

Next, plans are being made to build more houses in the Village.

H.R.H. PRINCE ANDREW WILL OPEN THE AIRPORT

It has now been announced that H.R.H. Prince Andrew will open Mount Pleasant Airport. Prince Andrew, who took a very active role in the War, is presently serving in the Falklands as a helicopter pilot of board H.M.S. *Brazen*. The precise date of the Opening Ceremony has not yet

been disclosed, but the first scheduled flight into Mount Pleasant Airport is at midday on Saturday 18th May. Falkland Islanders have been told that they will all be welcome at the Opening Ceremony.

NOAH'S FALKLANDS FORAY

Major General Alan Mills, Director Falklands Appeal Trust describes his recent visit to the Falkland Islands.

At the behest of my Trustees I left London on 3rd October, 1984 for the Falkland Islands via Swindon, RAF Brize Norton, Ascension Island and SS Uganda, arriving at Port Stanley on 16th October. The journey was uneventful with good weather at sea, a comfortable cabin to myself, and pleasant company in the dining saloon.

The aim of my visit was to report back on the various items of equipment supplied by the Appeal Trust since the conflict, and in particular on the livestock sent from Britain under code name 'NOAH'S ARK', coined by Steve Whitley whose idea it was in the first place. The livestock had travelled in six ships — cats and budgerigars in the *ANDALUCIA STAR*; cattle, horses, ponies, pigs and goats in the *DINA KHALAF*; sheep dogs in the *SANDSHORE*, *ROMNEY*, and twice in the *AES*.

STANLEY

On disembarkation from the *UGANDA* I was pitched straight into a luncheon at the kind invitation of Major General and Mrs de la Billiere to meet members of the Legislative Council who were in Stanley for a meeting. I stayed at the Upland Goose Hotel for the first three nights and then moved to Government House where I was very fortunate to be a guest of Sir Rex and Lady Hunt on their return from leave in the United Kingdom.

Lynda Glennie, who has been of great assistance to the Trust in a number of ways, had arrived three days before me and was busy renewing acquaintance with her many friends in the Islands, made when she had been Secretary to the Governor in 1970 to 1972. Mr. Jim Rodgers, of the Government House Secretariat, had been charged with liaison for the Appeal in the Islands and was to prove invaluable in arranging excellent programmes for Lynda and myself.



Mrs. Giles Mercer with Dyon Tracey and Kid

My first visit to the Camp was to be on Monday 22nd October but the first five days gave me time to deliver letters from the Falkland Islands Association and meet Velma Malcolm, Mrs. Alazia and Mrs. Bertrand. We had sent equipment for the Falkland Islands Sheep Owners Association, the Hospital, and Education Department and I was able to see much of this in use. I was gratified to hear how pleased the recipients were with what they had been sent. I also met Anton Livermore and discussed problems he faced with storage of the camping, climbing and canoeing equipment which he intended putting into full operation during the coming summer.

An unexpected bonus was a conducted tour of Headquarters British Forces Falkland Islands which brought me up to date with military matters after fifteen years retirement. Having been involved in 1963 with the first hesitant steps toward integration of the three fighting Services into the Ministry of Defence under the Mountbatten Plan I was most impressed with the total joint Services co-operation to be seen in the headquarters.

AGRICULTURAL RESEARCH CENTRE

I have left until this point my visit early on 17th October to the Agriculture Research Centre to meet Dr. Neil Pullan. He had the unenviable task of taking over the Noah's Ark when Steve Whitley left the Islands and was to prove a tower of strength, accompanying me on most of my excursions and recording them with his video camera. As the first anniversary of the arrival of most of the animals at Stanley on 28th October, 1983 was approaching he had written to the recipients asking them to fill in and return a form showing how the animals had adapted to the local environment, their condition following the winter, details of mating, offspring, etc. The majority of these forms had already been returned and were to be of great use during our subsequent visits to the Settlements in the Camp.

BLUFF COVE AND FITZROY

Neil Pullan had arranged an overland trip on Monday 22nd October to Bluff Cove and Fitzroy by Landrover, accompanied by two other Landrovers. This was my first experience of overland travel, first on so-called roads, then on so-called tracks, and then across rocky peat bogs during which one vehicle rolled over, we bogged down twice and bottomed once. I felt that this had been laid on for my benefit but was assured that it only went to show the advisability of vehicles equipped with winches travelling in company!

We spent only a short time at Bluff Cove with Kevin Kilmartin and were shown his Welsh Cob mare *WILDHAM TROTTIE TRUE* who had only just started to shed her winter coat but otherwise had wintered well. Kevin invited us to return at a later date when he would ensure that we could see his Belted Galloway cattle.

It was on the way to Fitzroy that we came across the landrover which had overturned and rolled onto the beach. Fortunately no one had been hurt but after righting the engine would not start and had to tow the vehicle out of reach of the tide. At Fitzroy Ron Binnie showed us his Arab mar *JOZANNAH* who had been out all winter, adapted well and had shed half her winter coat. After an excellent lunch the return trip to Stanley was relatively uneventful but as it was a glorious day I couldn't help wondering what it would have been like if it had been raining hard!

SAN CARLOS

By 0745 next morning 23rd October Jim Rodgers had my programme for the rest of the week ready and Don Bonner, Sir Rex' chauffeur, drove me to Stanley Airport whence by Bristow helicopter to Kelly's Garden San Carlos via Mount Kent and Goose Green. Following a most interesting tour of 14 Air Defence Battery, Royal Artillery and lunch I was driven to Port Sussex by BV, for all of which I have to thank Captain Richard Lumless, the Site Adjutant. We found ourselves fenced off within sight of the Settlement and finished the journey on foot.

Although there were no Noah's Ark animals at Port Sussex, Richard and Toni (nee Petterson) Stevens made me welcome at their farm which they had only recently occupied. Toni Stevens and her mother Heather Petterson had helped enormously following the arrival in Stanley of the *DINA KHALAF* by delivering ponies to the outlying farms. Next day, 24th October Richard drove me in his landrover across country back to San Carlos. No problems as his vehicle was fitted with wide tyres enabling him to get out of ditches which would have bogged one with standard tyres.

Major General Mills continues to Port Louis, Lively Island, The Mussel and Port Howard.

At San Carlos, Pat and Isabel Short their Exmoor mare CARA CALLA and their sheepdogs DAVE and DOT — all in fine fettle. I also had the opportunity to visit the beautiful San Carlos Cemetery situated on a peaceful hillside overlooking San Carlos Water.

PORT LOUIS

Off again at 1215 this time by Falkland Islands Government Air Service (FIGAS) twin engined 'Islander' aircraft for Port Louis where I was greeted by Ray and Gay Robson and their delightful daughters Anna and Debbie in time for lunch. Here were the Exmoor stallion HAWKWELL HOLLY, the Welsh collie dog DRIFT and six Romney rams of which only four were on view. All these animals were in excellent condition, DRIFT running in front of the Landrover at 30 mph, turning round and running just as fast backward but never in danger of being run over! That evening Ray showed his video of Rockhopper Penguins coming ashore, a spectacle I would have liked to witness live but was too late in the year to do so.

The next day, 25th, Neil Pullan flew in to attend to a horse with hoof trouble and we re-visited the animals to take video shots of them.

LIVELY ISLAND

Sad to take leave of the Robsons and their superb hospitality we set off by Islander for Stanley where Neil left but I was flown on to Lively Island. The weather was thoroughly bad by now with pouring rain and at Lively transport from the airstrip to the Settlement is a 20 minute ride on an open sled behind a tractor driven by Nick Davis. Wet through but soon dried out in front of Yona Davis' peat burning Rayburn stove! Again a splendid welcome but the rain had caused an electrical short circuit which prevented the generator from providing light. Albert Davis and Nick repaired the fault the next day. Here were Yona's Exmoor mare KANO and Nick's Stallion FRITHSDEN LINNAEUS both looking well and fat in spite of the bad winter. They had been together since arrival at Stanley but KANO did not seem to be in foal. Sadly she died for no apparent reason only seven days later but I hope that Yona may be able to get a foal as a replacement as there are three Exmoor stallions and seven mares in the Islands all part of the Noah's Ark shipment. Yona has one of the 'Hatchmaker' incubators provided by the Appeal and it was full of eggs and operating well. I was not looking forward to another wet ride on the sled but fortunately the 26th proved to be a glorious day with no wind and cloudless skies. I took off at 2-30 p.m. for Stanley via East Cove and spent the remainder of the afternoon with Jim Rodgers sorting out the programme for the next day and the following week.

THE MURRELL

Saturday 27th October dawned fine but windy as Lynda, Neil and I squashed into an Army 'Gazelle' helicopter at 9-00 a.m. for a 4½ minute flight to Murrell Farm. For this we were most grateful as the journey overland would have taken us at least two hours each way. Claude and Judy Molkenbuhr with their son Lee were waiting to show us a selection of the Ayrshire cattle, Romney sheep and Saddleback pigs which they had received as partial replacements for the animals lost during and after the conflict. Claude had experienced more bad luck during the winter months, having lost one Ayrshire bull who slipped on ice, broke a leg and had to be destroyed, one Ayrshire



Looking at Claude Molkenbuhr's Saddlebacks

heifer who fell into a ditch and broke her neck, another Ayrshire heifer who dropped dead being driven to the Eastern end of the farm and nine Romney sheep buried in a snowdrift. The two Ayrshire cows we saw had not wintered well but had survived and were accompanied by their two fine looking calves recently born. Similarly, the Romney sheep had had a hard time and had not yet started lambing, but the Saddleback boar and sow appeared to be in good shape. After lunch the rain set in again and the helicopter came for us at 3-30 p.m. Just before we left Claude said that he reckoned that his farm was just about back to what it was on 2nd April, 1982. Our pilot Stephen Cox delivered us safely back to Stanley, again in 4½ minutes.

TALUQDAR



Taluqdar

On Sunday afternoon Neil Pullan and I were accompanied to the Racecourse by Heather Pettersson to see her Arab stallion TALUQDAR who had been delivered to her in June following a voyage aboard the AES. He was full of life and rapidly shedding his winter coat. Heather had been wanting to own an Arab for many years and left us in no doubt as to how pleased she was with him. She had offered him as stud to mares in the Camp and at that time had received twenty-four applications so it seems that TALUQDAR is going to be busy this coming summer!

PORT HOWARD

Monday 29th October saw the start of a ten days excursion to the Camp and West Falkland. At mid-day by Islander to Port Howard via Salvador and Douglas Station, to be met by Rodney and Carol Lee. After lunch I was first sown the start of the season's sheep shearing — much delayed by the wet weather — followed by a Landrover trip

Major General Mills continues to Saunders Island

to see the Shetland herd which had been donated by the Rate Breeds Survival Trust. These cattle had lost weight during the winter but all had survived and the bull and five cows were accompanied by two recently born calves. A third calf was due any day. We then drove on to visit Tim and Elaine Miller hoping to see their Jacob sheep but we were out of luck as they were out at pasture. However we admired the marvellous job they were making of the ramshackle house they had taken over with their new farm.

Back at Port Howard Settlement I was shown the Community Centre and the games and equipment sent to them in 1982 and now much appreciated.

SAUNDERS ISLAND

The next day, Tuesday 30th October, Lynda and Neil joined me and we flew to Saunders Island in the North-west Archipelago where the Pole-evans family, Tony, Biffo and

Suzan had kept the Union Flag flying throughout the conflict. Suzan had taken on the two Oxford Sandy & Black gilts which had been in-pig during the voyage and had produced litters on 8th November and 6th December, 1983 respectively. The gilts had then been crossed with local Large White Saddleback boars and further litters were born on 25th June and 28th September, 1984. We saw this most recent litter consisting of five black and one sandy black spotted piglets, all very full of life. After lunch Lynda, always ready for a cross-country hike, marched us to see the remains of the blockhouse at Port Egmont where the British had made their first landing in 1765. On the way back we were fortunate to see a pair of kelp geese swimming near the shore, and a flock? of loggerducks on a nearby beach. After too short a stay with this splendid family an Islander aeroplane arrived at 3-30 p.m. to take us on to Golding Island.

(to be continued)



Mrs. Lilian Kidd with her daughter Melanie and their toy Penguins
(Photo: R. N. Spafford)



One of the Brewster Houses
(Photo: R. N. Spafford)

STANLEY POWER HOUSE EXTENSION

Sociologists can carry out surveys and in-depth studies, draw erudite conclusions and publish lengthy books packed with statistics, but perhaps one of the easiest ways of indicating the sophistication of a society is by how much electric power is required to maintain that society.

Since 1982, Stanley has grown, not only in size but in stature and sophistication and it will continue to grow. To meet the new situation the Power Station needed to be extended urgently. The building itself was extended well before the target date of March 1985.

POWER FOR STANLEY

When I visited the Power Station, the man on duty was George Butler, who is on of the five staff officially entitled Watchkeeper Engineer-men. Mr. Butler explained to me that until now Stanley has existed on four small generators producing a total of just over 1½ M.W.: two produce 488 K.W. and the other two a mere 320 K.W. each. Inevitably the system is now grossly overloaded and sometimes breakdowns occur. George showed me with enthusiasm the new building extension, which more than doubles the size of the Power Station, and the bases for the new generators each of 1 M.W.

I asked the Power Station Superintendent, Les Harris, and his Assistant, Bob Gilbert, about the increased demand for electricity in Stanley. He listed the fifty-four new houses. The all electric bakery, the increased demand by Cable & Wireless as examples. Then the Standard Chartered Bank is electrically heated, the new Stanley Hostel complex alone requires 325 K.W. and the new hospital, when it is built, will be a heavy user. He added

that the life style in Stanley had improved; people had now seen what is available in Britain and want the same in their houses in the Falklands. He observed that, whilst the housewife was satisfied in the past with a twin tub washing machine, she had now changed to a fully automatic one, and there was the huge increase in Video T.V. equipment.

NEW GENERATORS

Standing outside in an enormous wooden crate on a trailer was one of the new 1 M.W. generators awaiting unloading the next day. The second one, unfortunately, suffered, what the Crown Agents are said to have described as, a 'controlled drop' by a crane at the docks before leaving England; it has had to be returned to the manufacturers for repair, which is reported to have cost £26,000. However, now repaired, it was due to leave Britain during the third week of March.

Les Harris confidently expented that the first new generator would be in operation by 10th June and the second one by the end of July. Then the power available in Stanley will have increased by over double to over 3½ M.W. They all seemed to think, however, that it would not be long before an order was placed for yet a third 1 M.W. generator, and indeed a base has already been constructed for this in the new Power House extension.

Such are the needs of modern day Stanley.

UNITED KINGDOM FALKLAND ISLANDS TRUST

The organic husbandry trials initiated by the Trust continue in the Falkland Islands, with the aim of increasing the yield of the soil. Liquid seaweed, sent from Britain as part of the trials and improvement to grass growth, is



*Awaiting the arrival of the first Jumbo, Main Runway, Mount Pleasant Airport, Falkland Islands
(Photo: R. N. Spafford)*

showing signs of promise in the trial areas. The trials are scheduled to end in the Falklands' Autumn of 1986, and the Trust appreciates the interest shown by those in contact with the exercise.



*Sheep Shearing, Port Stephens, 1985
(Photo: R. N. Spafford)*

THE DIDDLE DEE TELEGRAPH

STANLEY HORTICULTURAL SHOW

The winner of the main trophy in the Stanley Horticultural Show, the Haskard Challenge Cup, was Mrs. Rene Rowlands for the eleventh time. The trophy is awarded for the most points overall in the flower, vegetable and home produce classes. The Hunt Trophy awarded for the most points received by an exhibitor from Camp, went to Mrs. D. Goss of Salvador.

NEW SUPERINTENDENT OF POLICE

Mr. Ken Greenland has taken over from Mr. Richards as the new Superintendent of Police in the Falklands. Mr. Greenland was previously an officer in the Royal Military Police stationed in Stanley after the War. He arrived on the *Uganda* in February with his French wife, Liz, and their three small children, Alison, James and Sophie.

MILITARY CHANGE OVER

The 1st Battalion the Royal Welsh Fusiliers took over from the 1st Battalion the Royal Green Jackets early in March.

ENGINEER REGIMENT DISBANDED

37 Engineer Regiment, Royal Engineers, reformed shortly after the Falkland War, was disbanded on 14th March. The Regiment has achieved much in the Islands including the repair of Stanley Airfield, making the battle areas of Camp safe from weapons and mines, restoring the facilities of Stanley, and constructing the accommodation and providing the facilities including water, sewage and electricity for the British Forces in the Islands. The majority of this work required so urgently after the War has now been completed and there are now no major facilities left for the Royal Engineers to undertake. The Property Services Agency has now taken over maintenance of all these services. 37 Engineer Regiment has been replaced by the new Falkland Islands Field Squadron Royal Engineers, which will continue to have all the skills available that may be required.

NEW COMMANDER BRITISH FORCES FALKLAND ISLANDS

Air Commodore 'Kip' Kemball CBE ADC, has been appointed to be the new Commander British Forces Falkland Islands in the rank of Air Vice-Marshal. He succeeds Major General de la Billiere CBE DSO MC, and will be taking up the appointment in August 1985.

(Falkland Focus)

It is understood that the appointment will alternate between the Army and the RAF.

NOT ALWAYS SUCH GOOD RELATIONS

Perhaps it is not surprising that the Falklands get a bad press. On my second day in Stanley, when I paid a courtesy call on the Services P.R. Officer, Mr. Keith Ansell, he spent some minutes telling me how he threw out of the Colony, journalists not cleared with the Ministry of Defence. The Assistant Chief of Staff, Colonel Peter Jones, was not helpful either. It seems that some of the Military still do not know that the Falklands are a civil country too, and the Military are there as guests. Service P.R. and the Ministry of Defence, please note — Ed.

ISLANDERS RETURN

Mrs. Jenny Pollard (nee Luxton) has returned to resettle in the Falklands with her husband, John, and their two young children Andrew and Mark. John Pollard, who was a Royal Marine stationed in the Falklands, has taken up a managerial position in the West Store.

20 year-old Mr. Ken Johnson, who left the Islands after the War to have a look around the world, has now returned to the Islands, having completed full training as a Welder on a six month TOPS course and four months employment in his trade with Container Care in Southampton. He is now skilled at Welding containers and hopes to set up his own business in Stanley.

LETTERS TO THE EDITOR

KRILL

From Mr. John Huckle of Pebble Island Projects Ltd.

Sir, Obviously it is important to establish control over the offshore fisheries around the Falklands and Dependencies to obtain revenue from those operations and, perhaps more importantly, to conserve the stocks. However, these immediate considerations may be regarded as the 'tip of the iceberg'. In the longer term, control over these waters will provide the Falklands with control over an immensely important industry: the exploitation of krill.

Some authorities state that the tonnage of krill that may be caught will equal that of all other species of fish taken from the waters of the entire world — a possibility quoted by Lord Shackleton in his 1982 Report.

My notes taken during three years flying in search of whales around the whole Antarctic Continent show that a high percentage of the total krill stock is to be found in the waters around the Dependencies and the coasts of the Palmer Peninsula: in other words, largely within the proposed offshore fishery areas which the Falkland Islanders wish to control. I would 'guesstimate' that when krill fisheries are developed, 25 to 50% of the total annual catch may be extracted from these waters, making the Falklands share of this industry a multi-million pounds business.

Alas there are problems. Processing krill is not easy, because it is essential to do so almost immediately after the catch is removed from the sea. Furthermore, krill is not particularly palatable: considerable research will be required to make it acceptable as a food for humans. Research into both problems has commenced and a full scale industry may develop within 25 years.

The above in itself is sufficient justification for the Islanders' wish to control the offshore fisheries: the economic potential is very great. However there is another important reason why such control is absolutely imperative. Twice in history the overexploitation of natural resources in these waters has led to ecological disasters. Between 1820 and 1826 the fur seal, found in colonies of tens of thousands at the commencement of that period, declined to a few hundred because of the uncontrolled depredations of British and American sealers. More recently, between 1905 and 1965, whale stocks were similarly depleted, despite some measure of international control which aimed at conservation.

History cannot be allowed to repeat itself yet again in the Southern Ocean. With krill, conservation is even more important than with seals and whales. Both the latter are at the top of the 'ecological tree', and their demise, tragic as it may have been, had little effect upon other species. Krill may be considered as the root of the tree, with many other species totally dependent on it. Bird, seals, whales will all decline if krill declines, and some species will become extinct virtually overnight. The overexploitation of krill within 100

miles of the coast could create an ecological disaster of unimaginable proportions.

Yours sincerely,

JOHN HUCKLE

(Antarctic Survey 1946-50, Harbour Master & Director of Civil Aviation 1951-57, Chr. Salvesen & Co. 1957-60)

Dale Head, Slaidburn,

Clitheroe, Lancs BB7 4TS

SUCCESS OF GREEN PATCH SUBDIVISION

From Mr. Colin Smith

Sir, I would give credit to the Falkland Islands Company for selling Green Patch, one of their less economic and poorer land estates, six years ago. This was in response to the 1976 Economic Report headed by Lord Shackleton and followed mounting pressure and public statements by elected Falklands councillors at that time. I congratulate the Falkland Islands Company because this original subdivision has resulted in six fine owner occupied family farms, whose production has increased from less than 57 tonnes of wool in 1978/79 to over 84 tonnes in 1983/84; Over 150% in value/income. This was due to the sound management and reinvestment by Islanders in their own homes and farms. At the same time the average production of the absentee owned estates, including that of the Falkland Islands Company, has remained stagnant. Thus that original subdivision instigated by the Falkland Island Company has demonstrated the route to economic and social progress in the Islands and vindicated the 1982 Economic Report recommendations, which are subjected to the so called 'gradual approach', by the Foreign & Commonwealth Office, the overseas Aid Administration and the Civil Commissioner.

I must also agree with Patrick Watts and his comment that the Falkland Islands Company has failed to react to the 1982 Report, by not offering any further land for sale to Islanders from their vast estates of over 1,300,000 acres. Instead they have supported the 'gradual approach' and offered the alternative of so called 'sharefarming', which, in an impartial report by the Country Landowners Association of Great Britain, has been described as onerous and autocratic in nature.

This alternative is claimed to demonstrate Falkland islands company open mindedness. It is, in my view, a great shame that the Falkland Islands Company has not fully taken credit for their original subdivision of Green Patch and followed up by making further land available.

Yours faithfully,

COLIN M. L. SMITH

D.S. & Co. (Sheepfarming) Ltd.,

Abbey Mill Farm, Abbey Road,

Knareborough, North Yorkshire.

DR MELCHIONNE'S THESIS

A member of the Falkland Islands Association, Dr. Thomas L. Melchionne PhD of New Jersey, USA, has presented the Association's library with a copy of his thesis entitled "Alcohol Beverage Use in the Falkland Islands Camp: an Ethnography of a Cultural Domain".

Dr. Melchionne spent seventeen months in the Falkland Islands between 1981 and 1983, working as a travelling school teacher. His 398 page thesis, which is an in depth study of drinking habits in the Falkland Camp, is extremely valuable, not only because of his observations on this Falkland Islands problem, but also because of his detailed and accurate record of Camp life as it is now.

Falkland Camp life is now changing with subdivision of the large farms, and Dr. Melchionne's work may soon become of great historic importance. For the present this accurate record will be of great value to intending immigrants, who want to discover what life is like on one of the large farms, what types of work exist and how things are organised.

Copies of Dr. Melchionne's thesis will be scarce in the extreme and we are very grateful to him for this very precious gift. It is suggested that the thesis should not leave the Association Office, but remain available there for reference.

The Falkland Islands Association

An Association supported by the subscriptions of members and voluntary contributions.

2 Greycoat Place, Westminster, London SW1P 1SD
Telephone 01-222 0028 Telex 888164

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APPLICATION FOR MEMBERSHIP

I would like to support the right of the people of the Falkland Islands to decide their own future for themselves and to help them to develop their Islands in accordance with their wishes.

I/We wish to join the Falkland Islands Association.

Individual Members (Annual subscription £10)

Associate Members (Pensioners & Students) (Annual subscription £5)

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All subscribers will receive the quarterly Newsletter.

Donations to support the work of the Association are welcome.

I enclose cheque/P.O./Bankers Order £

Full Name

Address

Telephone Number

Signature

Date

Cheques should be made out to the Falkland Islands Association.

✂-----

BANKERS ORDER

Date 19

To Bank Branch

at

Please Pay to National Westminster Bank PLC, Piccadilly Circus Branch, 19 Shaftesbury Avenue, London W1V 7RL. Bank Code 56 00 29 for the credit of: THE FALKLAND ISLANDS ASSOCIATION Account No. 24223999 the sum of

pounds on receipt of the order £ and thereafter annually on the anniversary thereof until notice the sum of pounds £

Signature

Name (Capitals please)

Customer's Account No.

Address

Date

Please return to: The Falkland Islands Association, 2 Greycoat Place, London SW1P 1SD.

THE BLACK AND WHITE BALL

The Black and White Ball, a well established annual society event in London, will be sponsored by the Falkland Islands Trust as a fund raising event within the Charity.

The Ball will be held at the Cafe Royal in Regent Street on Wednesday 5th June. Reception 7-30 p.m. Dinner will be served at 8-15 p.m. After-Dinner Guests 10-00 p.m. Black Tie.

The Ball will be a major event with four bands present and other side attraction. Full Tickets, including Three Course Candlelit Dinner and Souvenir Programme: £30 each. After-Dinner Tickets, including a Souvenir Programme: £20 each. All prices include VAT.

Applications for tickets and full details are available from Simon Ayre, Ball Chairman, 34 Emperors Gate, London SW7. Telephone 01-373-0300 (9-30 a.m. — 5-30 p.m.)

As the date coincides with a time when a number of Falkland Islanders are in London on holiday, it is hoped that many of them will be able to take tickets.

FALKLAND ISLANDS RECEPTION

This will be held by the Falkland Islands Government Office at Lincoln's Inn on Friday, 14th June, the third anniversary of the Argentine surrender in 1982.

Application forms for tickets are enclosed, and should be returned as usual to the Falkland Islands Association.

Miss Kathleen Biggs and Mr. & Mrs. Arthur MacBain have most generously each sent a picture to be raffled at the Reception. It is understood that both were painted some years ago in the Islands.

FALKLAND ISLANDS ASSOCIATION ANNUAL GENERAL MEETING

The first Annual General Meeting of the Association (which has succeeded the Falkland Islands Research & Development Association) will be held on Saturday 15th June at 11-30 a.m. at 16 Regency Street, London SW1.

This will be followed by a buffet lunch. Application forms for this have been printed with the application forms for the Annual Reception, and should be completed and returned to the Hon. Secretary as soon as possible.

All Falkland Islanders in the United Kingdom at the time are invited to attend the A.G.M.

FALKLAND ISLANDS REUNION

The Falkland Islands Reunion will take place on Saturday 24th August from 2 p.m. until 10-30 p.m. as usual at Ham Hall, Ham Close, Ashburnham Road, Ham (near Richmond), Surrey.

HOSPITALITY

The Honorary Secretary has received several generous offers of hospitality from members living in the Home Counties for the night of Friday 14th June, to enable members travelling long distances for the Annual Reception to attend the Annual General Meeting on Saturday 15th June.

Would any member requiring hospitality please write to the Honorary Secretary as early as possible.

More offers of hospitality would be very welcome.

ADVERTISING

The present circulation of the Newsletter is 3,000 copies. It is distributed to members of the Association, to all Members of the House of Commons, Members of the House of Lords, all British Members of the European 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.

A special concession is offered to members of the Association living in the Falklands who own small shops and businesses to advertise in the Newsletter at half the above rates.

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.

RECOMMENDED BOOKS

"THE FALKLANDS STORY 1592—1982" by Mary Cawkell, £2 incl. P & P 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.

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

"CONWAYS AND THE FALKLANDS 1914—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 H.M.S. Conway men with their own photos.

HISTORY FACT SHEET

An accurate four page history of the Falkland Islands and the Dependencies. No charge sae please.

HOTEL ACCOMMODATION IN THE FALKLANDS

Accommodation for visitors has always been scarce in the Falkland Islands. In Stanley there is the *Upland Goose Hotel* and there are the two guest houses: *Emma's* and *John Smith's Sparrow Hawk House*. In the camp the only accommodation available has been by personal invitation in a private house on a no cost basis.

Since the Falkland War most of the hotel and guest house accommodation has been filled by official visitors, immigrants awaiting house and weekend contractors. Now, with the open of Mount Pleasant Airport, it is hoped to restart soon a small tourist industry, and the first moves are now taking place to provide the necessary accommodation and facilities.



**Falkland Islands
NEWSLETTER**

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