



# Falkland Islands NEWSLETTER

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## FACING THE WORLD

The events of 2nd April 1982 changed the Falklands irreversibly. So many people have said it, that it now seems rather a trite statement. However, perhaps even the Falkland Islanders themselves do not yet fully realise the extent of that change.

Visual changes within the Islands are apparent enough: Stanley's new housing estates, another war memorial, some uncleared minefields, the foreign fishing fleets and Mount Pleasant Airport. Less obvious are visual changes in Camp, except for those who own the now smaller farms and tend their own sheep. Then there are those who now have considerably more money in their pockets and most Kelpers now enjoy a much less dependent society.

Yet there are Islanders who understandably would dearly like to turn the clock back and pretend that it never happened. Yes there are, and probably always will be, plenty of remote places on the Islands untouched by war and the wild life is still there, unconcerned, as if nothing changed, but it did all change in April 1982, irreversibly, and in less obvious ways too.

### A REAL PLACE WITH REAL PEOPLE

Brutally the Falkland Islands were thrust into the modern world and the world learnt that the Falkland Islands are a real place with real people. The Islanders were grateful for their salvation but, irreversibly, like a young maiden raped, there is no return to innocence and the Falkland Islanders, whether some like it or not, are now part of the world and can hide no

more. They now have a responsibility to their supporters, to those who fought and died and, indeed to the rest of the world.

### RESPONSIBILITIES

Meeting those responsibilities is the task of the Falklands elected councillors and it cannot be an easy one, especially when they were elected on a mandate of Falklands nationalism at a time when the Islanders felt a need to express themselves strongly. However in return for those who died and the millions invested in the Falklands since, it is not unreasonable for the people of Britain to expect to see the Falkland Islands prosper and to take their proper place in the world.

### HIDING SOLVES NOTHING

No doubt it is still fear of Argentina that prevents Falkland Islands' representatives from attending conferences at which there will be Argentine delegates, but "How then are the Argentines to learn to respect the Falklands as a country with its own identity?" is a question we are often asked and "Are not Falkland Islanders only punishing themselves by preferring to cut all links with South America rather than risk a boat or a plane arriving from Argentina?"

Eight years have passed since the Falklands War, do the Islanders not yet feel secure enough to stand up for themselves and speak out to the world?

Surely hiding, looking only inward and trying to seek the past solves nothing. RNS

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FALKLAND ISLANDS TRUST'S TREE TRIAL SITE ON KEPPEL ISLAND

(see article page 11)

(photo: Dr J. H. McAdam)



## MR STUART MOSEY

Members of the Joint Executive Committee enjoyed meeting Mr Stuart Mosey on the evening of 9th April at the Falkland Islands Government Office in Broadway, Westminster.

Mr Mosey, aged 52, appointed Chief Executive of the Falkland Islands Company Limited last 22nd January on a three year contract, recently returned from his initial visit to the Falklands. Married with three children, Mr Mosey is shortly returning with his wife to the Islands where they will live.

In addition to the traditional roles of the Falkland Islands Company, commerce, sheep farming and wool marketing, external shipping and servicing the fishing fleets, Mr Mosey revealed that the Company plan to extend their activities to tourism and construction.

Their tourism venture will be based at Darwin with the working farm at Goose Green close by. The Camp Manager's house at Darwin will become a tourist lodge and there is potential for a battlefield tour, horse riding and an embryo golf course for development. In addition to the "big house" there are three smaller houses at Darwin which these days is only one hour from Mount Pleasant and two hours from Stanley and current thoughts are of offering self-catering holidays locally and providing a restaurant for Mount Pleasant, perhaps even overnight accommodation for those catching the plane.

Building is envisaged in Stanley with nine houses on Race Course Paddock, eleven north of the Falkland Islands Company store in Stanley, and the possibility of a modern hotel.

Mr Stuart Mosey said that the Company are keen to



MR STUART MOSEY  
(photo: R. N. Spafford)

recruit skilled craftsmen in Britain with a view to emigration to the Falklands on a permanent basis.

Terry Spruce and Brook Hardcastle have recently both been made Directors of the Company and in future Falkland Islands Company Board Meetings will be held in the Falkland Islands, rather than in London as always previously.

Mr Mosey emphasised that the Falkland Islands Company is not just interested in the commercial aspects of the Falkland Islands, but is interested in the future of the Islands too, trying to do many things which will assist the Islands to develop and prosper.

## Eric Varley Elevated to Peerage



THE Rt. Hon. LORD VARLEY

Association member Eric Varley, who was Chairman of the Coalite Group until the take over by Anglo United plc last year, was amongst those created life peers in April.

Lord Varley who was a former Cabinet Minister in the last Labour Government, will be able to strengthen the support for the Falkland Islanders in the House of Lords.

We offer him our sincere congratulations.

## DAVID TAYLOR GOVERNOR OF MONTSERRAT



MR DAVID TAYLOR  
(photo: Foreign & Commonwealth Office)

We offer our warmest congratulation to David Taylor on being appointed Governor of Montserrat.

David Taylor was Chief Executive of the Falkland Islands and then returned for further temporary tour after his successor, Brian Cummings, resigned and until the present Chief Executive, Ronald Samson was appointed.

During his two tours of duty as Chief Executive, Mr Taylor acted as Governor of the Falkland Islands on several occasions.

Recently Mr David Taylor has been an active member of the Joint Executive Committee of the UK Falkland Islands Committee and the Falkland Islands Association.

He has now resigned because of his new appointment, which he took up at the end of May.



## MEETING THE MINISTER

A delegation from the Falkland Islands Association and the United Kingdom Falkland Islands Committee led by our President, Sir Rex Hunt CMG, met the Parliamentary Under Secretary of State, the Hon. Tim Sainsbury MP, at the Foreign & Commonwealth Office on 19th April.

Mr Sainsbury told the delegation about his recent visit to the Falklands and how much he had enjoyed it.

It was clear that he took particular note of what Islanders had said to him both informally and at various meetings, and how much emphasis he places on the wishes of the Falkland

Islanders expressed to him personally by Islanders

Mr Sainsbury went on to talk about the recent Anglo-Argentine talks and the Joint Statement issued at Madrid on 15th February, answering questions about fishing, including arrangements for voluntary restraint outside the zone and the problems of extending the zone to 200 miles.

The delegation, following previous notification to the Minister, then raised the subject of hydrocarbons and a valuable discussion on that subject ensued.

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## Meeting Terry Peck

Members of the Joint Executive Committee had a most valuable discussion with Legislative Councillor the Hon. Terry Peck when they were given the opportunity to meet him at the Falkland Islands Government Office, Broadway, Westminster, London on 18th April.

Councillor Peck had been following a similar programme to that enjoyed recently by other Legislative Councillors taking the opportunity to visit Britain. This had included meeting selected Members of Parliament, including some from the opposition parties, and including useful meetings with Mr Sainsbury, the Minister.

Among subjects discussed with the Joint Executive Committee was that of the ferry *Indiana 1*, which the Falkland Islands Government inherited on the winding up of the fishing Joint Venture Companies.

The subject of hydrocarbons was discussed and Mr Peck declared himself strongly in favour of exploring the potential and the subsequent development of the resource.

Such meetings with Legislative Councillors are of extreme value to the Joint Executive Committee so that they can keep abreast with current thought, development and the

wishes of the Falkland Islanders and act accordingly in Britain.



THE HON. TERRY PECK  
(photo: R. N. Spafford)

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## Labour offers Falklands talks

The *Daily Mail* of Monday 16th April, reported under the above headline:

"Labour has told Argentina it will hold talks on the future of the Falklands if Neil Kinnock wins power.

"Sovereignty of the Islands would be on the agenda despite fierce opposition by Islanders.

"Argentine Foreign Minister Domingo Cavallo, who has just completed a nine-day visit to Europe, said yesterday: Labour spokesmen indicated that they would be willing to put

the sovereignty issue on the bargaining table.'

"Since the Falklands War in 1982, Mrs Thatcher has refused to discuss ownership of the Islands, although diplomatic ties were resumed in February.

"But Labour has committed itself to talks with no preconditions, as long as Argentina remains a democracy. "President Carlos Menem has pledged that force would not be used to try to recover the Islands."

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## Joint Executive Committee

It is some time since the names of the Joint Executive Committee have been listed in Falkland Islands Newsletter. Following the Annual General Meeting in December the Committee is made up as follows:

- Chairman & Editor of the Newsletter, Major R. N. Spafford
- Vice-Chairman, Mr R. Elgood
- Hon. Secretary, Mrs M. Christie
- Hon. Treasurer, Mr D. Powell

Mr D. G. Ainslie, Mr J. Allan (Falkland Islander), Mr D. A. Britton (Fund Raising), E. W. Hunter Christie, Mr M. J. D. Jones, Mrs J. B. Martin (Membership Secretary), Mr G. D. Moir DFC, Miss A. Price.



# THE TRIALS OF DANTE CAPUTO

by Simon Arthur

'The problem with Caputo isn't that he goes away, but that he comes back'. So says a popular piece of Buenos Aires graffiti, photographed outside the opera house in February this year.

Actually, Dante Caputo has spent much of his life outside Argentina, mainly in France, where he studied, married, and has many contacts amongst the left. But he returned to Argentina after the 1982 war to be one of Alfonsín's closest advisors. Later he became Argentina's canceller (foreign minister) and, to everyone's surprise, UN general assembly president in 1989, a post he used to good effect to harrass the Falklands.

## THE BEAGLE CHANNEL DISPUTE

It was as foreign minister that he first acquired serious enemies, during the endgame of the Beagle Channel dispute. This problem had existed since 1878, when Argentina took over much of Patagonia, all of which was claimed by Chile. In May 1977 the world court arbitrated over this, in the Queen's name\*, giving Picton, Lennox and New Islands, the principal bones of contention, to Chile.

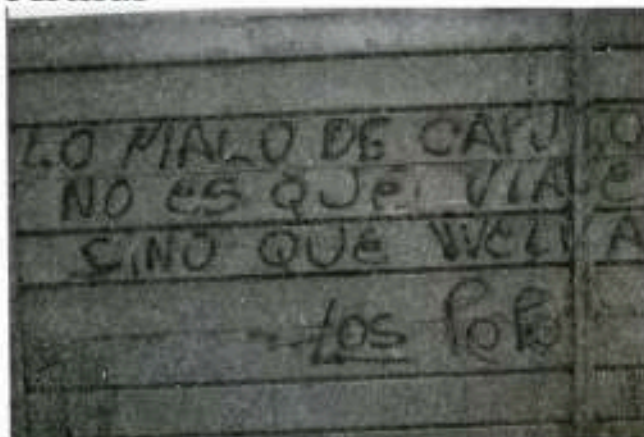
Argentina, of course, immediately rejected this, and started sabre rattling. But that's all it did, until Bolivia began to do the same, a year later, over its claim to Antofagasta, which it lost to Chile after the War of the Pacific (1879-83). This divided Chilean forces dangerously, and allowed Argentina to seriously threaten Chilean Patagonia. Argentina actually opened fire there on Christmas eve 1978 for a few hours - although this was hushed up at the time. Luckily the Vatican stepped in immediately to prevent what could have been a very ugly war - something it did not do in 1982. But Argentina was still threatening Chile over this in 1982; which is why Chile sympathised with Britain then.

## YET ANOTHER DEFEAT

In the aftermath of the Falklands defeat Argentina had to mend its fences with Chile, and accepted a Papal arbitration in 1984 over the Beagle Channel dispute. This merely repeated the Queen's, and again gave the islands to Chile. Caputo's role was to steer this through - something that would have been quite impossible before the Falklands war. He earned the enmity of Argentina's right wing and nationalist elements for this. They saw acceptance of the arbitration as yet another defeat.

## THE 1989 ELECTIONS

Caputo, an arrogant man, had more problems in the run up to the 1989 elections. He was standing as a deputy then and had to face embarrassing questions from Adelina de Viola, a noisy UCD opponent. In a TV debate a week before



GRAFFITI OUTSIDE THE OPERA HOUSE, BUENOS AIRES

the election, she made a mountain out of the costs of a rather expensive dinner that Caputo had thrown for some foreign dignitaries.

## CORRUPT MINISTRIES

But the real problem started after Alfonsín's resignation. He had been too naive to see how corrupt many of his ministries were. So his premature resignation left them with insufficient time to cover up their frauds. The foreign ministry was one of the worst. In November 1989 federal judge Nestor Blondi indicted Caputo and three others for 'malversacion de fondos'.

The case actually began in a small way after the same paid stamp was found to have been used on several small, and probably genuine, expense receipts. But it rapidly expanded when blank hotel bills and paid stamps in several foreign languages were found in the office of one, Jorge Losada, who for several years handled the petty cash. Then there was the discovery of an expense claim for \$190,000, actually in the process of payment, for bills just written on hotel courtesy notepaper! More may have been paid earlier.

## CLAIMING IMMUNITY

The other co-defendants in the trial are Francisco Diez, Caputo's secretary, and Filipe McGough, who was in charge of paying travelling expenses. But there is little evidence against Caputo himself. In any case, according to *Clarín*, he is claiming immunity as a deputy, under articles 61 & 62 of the Argentine constitution. So far this has been rejected by the court, as Caputo was not a deputy when the alleged offence occurred.

The case, like all such cases in Argentina, will probably go on for years. But that's not what's important. What is, is that it demonstrates how corrupt Argentine life is.

\* Arbitration vested in Queen Victoria and her successors

## WINTER TIME

The Falkland Islands reverted to Local Mean Time at midnight on 21st April (the clocks were put back by one hour).



## STANLEY MUSEUM: MORE EXHIBITS, MORE VISITORS

Stanley Museum goes from strength to strength.

Situated in Britannia House, built as the LADE house and then the residence of the Commander, British Forces, Falkland Islands until the barracks were built at Mount Pleasant, Stanley Museum has been receiving more interesting historic exhibits.

### MENENDEZ HAT

Recently Mr David McErlain, Chairman of the Falkland Islands Company, on a visit to the Falklands presented the Museum with Argentine General Menendez' ceremonial hat as the Military Governor of the Malvinas, South Georgia, and the South Sandwich Islands. The decorative headgear, which takes the form of a top hat with white feathers beside the brim, was successfully bid for by Mr Ted Needham, then Chairman of Coalite and the Falkland Islands Company, when it was offered as Lot 95 at the Great Falklands Auction in London in September 1982. The price realised was £5,000 and the proceeds from the auction were divided between the Falklands Appeal and the South Atlantic Fund.

### NEW ISLAND TYPEWRITER

Another new acquisition is the old typewriter from New Island, which the Curator of the Museum, John Smith, received



CURATOR JOHN SMITH WITH THE NEW ISLAND TYPEWRITER  
(photo: W. G. Calvert)

from Riley Short recently. The typewriter bears the maker's name: 'The Type Writer Co. Ltd., 12 Queen Victoria Street, London, Sole Licensees for the United Kingdom, India & The Colonies'.

Record numbers have been visiting the museum. During the first year since it was officially opened by Sir Rex Hunt on 13th February, 1989, there have been just under 2,000 visitors.

## AIR MATTERS

The new buildings at Stanley Airport were completed and ready for occupation at the end of March. These included hangars, workshops, a pilot debriefing centre, stores and managerial offices. During the two years from the summer of 1988 to the summer of 1990, air traffic movement increased by 40%.

### FIRST INTERNATIONAL FLIGHT SINCE THE WAR

Just before midday on Sunday 8th April a Chilean Twin Otter aircraft flew in to Stanley Airport from Punta Arenas. This was the first international flight to Stanley Airport since the 1982 Falklands War.

The owner of the airline was on board the plane and said that he is examining the possibilities of establishing a regular air link and whether it might be possible to organise monthly or weekly flights or even tours of the Falklands. Later he had discussions with the Falkland Islands Company and with Graham Bound, the Director of Tourism.

He said that there are no longer any problems in getting clearance from Argentina to cross their air space and fly into the Falklands from Chile and that each country in South America is now working towards allowing such things to happen and this was confirmed by Gerald Cheek, the Director of Aviation, who said that contact with the Argentine authorities over the flight had been straightforward.

The Chilean airline flies planes to the Antarctic, which is a longer flight by two hours. This flight from Punta Arenas to Stanley had taken 3 hours and 4 minutes flying time.

The Twin Otter can carry 18 to 19 passengers and is probably the largest aircraft that could land at Stanley at present. Gerald Cheek said that he believed that the British Aerospace 146 plane, which carries 80 to 90 passengers, would be able to land at Stanley Airport after a little more work on the runway.

Flights from Brazil or Uruguay would have to land at Mount Pleasant, because the longer distance meant larger aircraft with a greater fuel carrying capacity. It is significant that the Ministry of Defence has agreed to cut landing fees at Mount Pleasant Airport by 50% to encourage future charter flights from South America.

### EDDIE ANDERSON BACK

Many will be delighted to hear that Falkland Islander Eddie Anderson restarted flying as a pilot for Falkland Islands Government Air Service on 29th December, 1989. Eddie has had many years flying experience locally since starting his career in August 1979.

### VERNON STEEN TO BE GENERAL MANAGER

Following the completion of Peter Milner's contract in June, Vernon Steen, an Islander who has worked for Falkland Islands Government Air Service since 1976 and is presently the Chief Engineer, will take up the appointment of General Manager.

Gus Clausen and Kurt Whitney are currently undergoing fourteen month aeronautical engineering courses in Scotland.



## INDIANA'S FUTURE NOW ASSURED

Until late in May the future of the Falkland Islands' freight and passenger ferry *Indiana 1*, brought out to the Falklands from Britain by commercial interests only eighteen months ago, hung precariously in the balance.

The 498 gross tons roll on-roll off ferry, built in France in 1973 to an American design, was purchased by Marr of Hull for a company called Indiana-Marr SA. This was a consortium of five or six international commercial interests, keen to support shipping and fishing in the Falklands, believed to include Greeks, Uruguayans, Taiwanese and British, in partnership with the Falkland Islands Development Corporation.

After sailing from Hull on Friday 25th November, 1988, *Indiana 1* arrived at Berkeley Sound on 1st January, 1989, and entered Stanley Harbour on 5th January, where she berthed at FIPASS.



INDIANA 1, STERN VIEW  
(photo: R. N. Spafford)

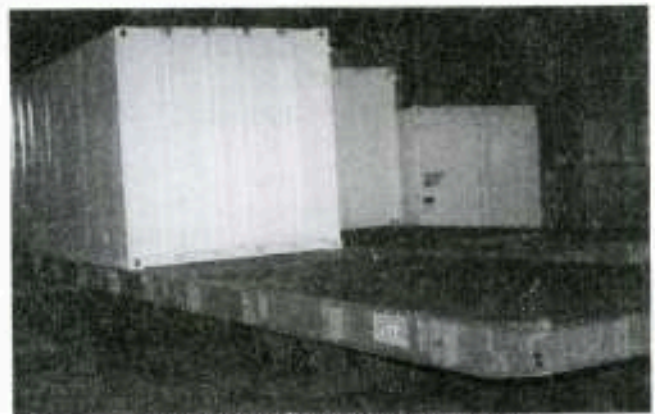
### FREIGHT & PASSENGERS

The *Indiana* has large cargo space with holds on two levels like enormous garages and twelve double passenger cabins, six for fee paying passengers and six for working passengers. Financially it was realised that she would not become cost effective until 1991, as it would take this long to build up her trading potential, and the consortium were prepared to subsidise her for two years.

On arrival in Stanley Harbour no time was lost in putting the ship to work, sailing to the South American mainland and back importing to the Falklands foodstuffs, notably fresh fruit and frozen beef, wine for the Islands' hotels and restaurants and the crews of the fishing fleets, as well as timber, kit houses and container gas. It was anticipated that there would be a demand for passenger space, especially from Far Eastern businessmen concerned with fishing, who would find the short sea journey from the mainland, cheaper, faster and more convenient than flying down on the TriStar from Britain after flying half way round the world to get to Brize Norton.

### ARGENTINE INTERFERENCE

The *Indiana's* maiden voyage from the Falklands was to Montevideo, Uruguay, where subsequently the dockers were pressured by Argentina to 'black' the ship for future voyages. Similar pressure was put on dock labour in Brazil and Chile, but the shipping agents in Punta Arenas, Chile, use non-union labour so no problems were encountered there. Argentina's interference created difficulties with passenger bookings because it prevented the organisation of a



HOLDS LIKE ENORMOUS 'GARAGES'  
(photo: R. N. Spafford)

scheduled service which was necessary for businessmen to make firm travel plans using the ship.

Later in 1989 the Falkland Islands Government inherited the *Indiana 1* after the Falkland Islands Government took over the Joint Ventures and their assets.

### LARGE SUBSIDY & NATIONALISM

Following the recent talks between Britain and Argentina, all obstacles to the *Indiana* docking in any port in South America evaporated and observers expected the Falkland Islands Government to introduce a regular scheduled service to the South American coast. It looked as if the *Indiana's* troubles were over and that she would be able to reach her full potential with freight and passengers, with the probable addition of tourists from the whole of continental America who have been prevented hitherto because of the additional cost of crossing the Atlantic four times.

However the Falkland Islands Councillors looked hard at their accounts and the Government subsidy bill for the *Indiana*, as revealed to us by The Hon. Terry Peck, had been £760,000 since last July. With apparently strong nationalist pressure on the Councillors to refrain from involvement with the mainland, the Falkland Islands Councillors were no longer willing to continue the subsidy. A debate in Council on whether to sell the *Indiana* or put her out to charter resulted in a majority vote for selling her.

It is understood, however, that no offer for her purchase came anywhere near her perceived value.

### CHARTER OFFER AGREED

Meanwhile Graham Botterill, previous manager of *Indiana 1* under her consortium ownership and representative of J. Marr (Vessel Management) of Hull, told Falkland Islands Newsletter that Marr had offered to bare boat charter the *Indiana 1* at £150 a day and were determined to make a success of her.

Finally, following pressure from Stanley businesses, a charter agreement was reached on 21st May between her owners and Marr. A new agency, JBG-Marr Services Ltd will handle her freight and passenger bookings from Stanley.



## FALKLANDS SHIPPING

Good internal sea communications have always been vital to the Falkland Islands and even since the advent of the internal air service, ships, particularly as carriers of freight and livestock remain of supreme importance to the economy of the islands.

One way or another the Falkland Islands Government traditionally has been closely involved with shipping, either by ownership, charter, control or just subsidising it and at the present time their involvement is with several ships of different size and purpose. It may be of interest to mention some of these and the future prospects in this field.

While the quarterly charter vessel the *Anne Boye* is on charter to the Falkland Islands Company Ltd from a Danish company to bring in most of the supplies and take away the wool clip, internal shipping is run by Coastal Shipping Ltd.

### COASTAL SHIPPING LTD

This is a non-profit making company limited by guarantee. The directors are appointed from a cross section of the local population, Coastal Shipping Ltd is managed by the Falkland Islands Company, whose staff have the knowledge and experience to do so efficiently.

The principal boats under their control are the 230 G.R.T. *Monsunen* and the 138 D.W.T. *Forrest*.



THE 'MONSUNEN' DELIVERING SUPPLIES AT CHARTRES  
(photo: R. N. Spafford)

The larger *Monsunen* (skipper, Stephen Clifton), built in Denmark in 1957, bought by the Falkland Islands Company in 1972 and owned jointly by the Company and their London shipping agents, Jeppesen Heaton Ltd., is the chief boat used to collect the wool from settlements and take it to the wool store in Stanley for later transhipment to Britain on the charter vessel. She is supplemented by the Falkland Islands Government

owned *Forrest* (skipper, George Betts), purpose built in Essex in 1967 for the Falkland Islands and named after Forrest McWhan, the popular United Free Church Minister in the Falklands in the 1950s.

She too collects wool from around the islands and delivers stores. The Falkland Islands Government always subsidised the *Forrest* by £135,000 per year, but now this sum is paid as a Government subsidy to Coastal Shipping which was previously unsubsidised.

### FOR SALE

In addition to the *Indiana I*, which has been covered in a separate article, the Falkland Islands Government inherited the 194 ton *Southern Star* purchased by Falkland Islands Tourism in 1988 to run sea trips round the Falklands. This small shallow draft passenger vessel, equipped to carry ten passengers and a crew of six, was built in 1973 at Tomago, New South Wales, to service the off-shore islands there. Although her accommodation was popular with the tourists, the trips round the Falklands never got off the ground successfully and she failed financially.

Like the *Indiana I* the *Southern Star* too is up for sale. Arrangements are being made now to move her back to the River Thames so that prospective buyers can have easy access. The *Southern Star* has been laid up at FIPASS since May 1989 without a buyer.

### FUTURE PLANS

The Falkland Islands Government has committed itself to the purchase and operation of an inter-Islands ferry, probably purpose-built, between East and West Falkland in the very near future.

This commitment has been made in response to the demand by West Falkland Islanders for a sea link between the Islands to carry passengers, livestock and vehicles.

It is not intended that the ferry would run every day but on a schedule of, say, once or twice a week. In order to reduce the inevitable financial loss such a ferry would incur it will also transport wool and stores between farms in the same way as the *Monsunen* and *Forrest*, making one of those ships surplus to requirement.

However this inevitably means that an integrated shipping system becomes necessary with a need for an overall policy and a set of priorities. For example during the shearing season, when most farmers are engaged with their sheep, the priority need will be to carry wool before passengers, stock and vehicles.

### AN OLD FRIEND FOUND

In the March issue of *Falkland Islands Newsletter* we published a request from our member John Webb for news of Falkland Islander Rod McRae.

In response Bertie MacRae wrote from the Isle of Mull, Scotland, to say that his brother Rod, or George MacRae as

they call him, has recently retired from farming on Mull, and is now living with his wife, Nancy, near John O'Groats and his daughter lives nearby with her family.

His address has been forwarded to John Webb and we look forward to reporting news of their reunion.

### SUPPORT FOR FOX BAY MILL

Council has approved the carry forward to 1990/91 of the vote surplus of £7,545 and a further provision of £12,695 in support of Fox Bay Mill pending consideration of a report on its progress in due course.



# Falkland Islands Development Corporation

## Development Update

### STANLEY BUSINESS CENTRE

Commercial development in Stanley is being supported by two local businesses with the construction of Stanley Business Centre. FIDC is providing support through an Interest Relief Grant on a Standard Chartered Bank loan.

JBG (Falklands) Ltd., a local company, and C & P. H. Chalmers, the only local independent legal company, have jointly set up Stanley Business Centre Limited as a commercial venture to provide office space for the business community. It is envisaged that this will alleviate, to some extent, the present necessity to use houses and portakabins as offices which aggravates even further the current housing shortage.

Stanley Business Centre Ltd. is to be a purpose built split level office building in the centre of town, at the junction between Philomet Hill and Fitzroy Road. It will consist of three office blocks, one small retail outlet, and a business/conference room, which will be rented out to local businesses and organisations complete with secretarial services. A membership fee system for priority rental is envisaged with non-members being permitted to rent it in slack periods. It is anticipated that another function for the Business Centre might be the dissemination of information for local businesses on contracts abroad. A full commercial reference library will also form part of the service.

Two of the offices will be rented by JBG and Chalmers, and the retail outlet by Falkland Fashions Ltd., a company majority owned by the Directors of JBG. There is, therefore, a third office available for rent and membership subscriptions to the Conference Suite to be decided.

The building itself will be known as Atlantic House and construction should be completed by August of this year with expected occupancy in the following month. Hopefully local businessmen will soon discover the advantages of having a local commercial centre.

### CASHMERE GOATS

An examination into the possibilities of expanding Falkland Islands Agriculture from a single cash crop industry into a secondary source has been approved by the Executive Board of FIDC.

The project, which is to be jointly run with the Falkland Islands Company at Goose Green and the Department of Agriculture, is to test the suitability of cashmere goats to Falkland Islands conditions. The aim is to find an alternative source of revenue for the economy to improve the current agricultural yield from sheep, by diversifying into alternative compatible species, and, at the same time, reaping the benefits of a product under supplied on the world market in terms of both wool and meat. Current market prices for cashmere wool run at nearly £60.00 a kilo with an average yield similar to that of sheep.

Similar trials on hill farms in Scotland suggest that the goats would mainly feed off the drier, coarser grasses, such as Christmas bush and diddle-dee, which are not generally favoured by sheep. As yet little is known about stocking rates of sheep to goats or of the long term effect of grazing habits on the grassland. The initial introduction of goats will thus be a pilot project, closely monitored by the Department of Agriculture over a period of at least five years, to determine the effect and reaction to native pastureland and the extent to which they contribute overall to agricultural yield.

The goats will run with sheep (about 15:85) to provide a supplementary income rather than develop them as a specialist enterprise. If the project is successful it is expected that goats will be available for sale to other interested farmers.

FIDC is purchasing the original batch of goats: 60 does and 5 bucks which will remain their property. The Falkland Islands Company will fund the cost of transporting and farming the animals and will own future progeny from the base flock, after which the latter will probably be removed to another location. The does are expected to arrive this spring with bucks following at a later date to prevent kidding until November 1991, after which there will be some indication as to their suitability to the Islands. Hopefully, the future will see the production of local cashmere wool and garments and - who knows! - perhaps some kid as well.



# Falkland Islands Development Corporation

## Development Update

### SALMON FARM PROJECT

The salmon farm pilot project is due to come to an end this winter after successfully proving that salmon respond very positively to Falkland Islands conditions.

The salmon farm was established in 1985 to determine the suitability of Falkland Islands waters for rearing Atlantic salmon covering the whole cycle from egg to harvested fish. Despite the series of problems encountered, the Norwegian expert in control of the project over the past year found great reason to be optimistic about the average growth and feed conversion rates in the sea cages which promise high yields on investment.

The future of the salmon industry is thus hopeful in the Falklands as long as an overseas market for the product can be reliably established, an objective currently studied and pursued by FIDC. The aim would be to seek co-operation through minority equity involvement with a major foreign salmon production and marketing organisation either in Chile, which is developing a major industry of its own, or elsewhere in the world.

Meanwhile, the Board of FIDC has decided not to continue the project at Fox Bay due to the considerable additional capital investment required in new equipment at a time when continuation of the pilot scheme is not necessary to the establishment of the industry in the Islands. Moreover, the water flows and currents at Fox Bay are not considered ideal and the cost of moving the whole project would be high.

Locals will be able to sample some of the results of the salmon farm this winter when the first batch is harvested - perhaps our local restaurants will soon be offering freshly baked salmon as part of their everyday fare!

### GENERAL TRAINING AND APPRENTICESHIP

A series of new developments have taken place in the training sphere which should improve the quality of work in local businesses and provide new opportunities for young Falkland Islanders.

Falkland Islands Tourism has taken on Sally Robertson as a new trainee for the period of one year with the aim of making her conversant with all aspects of tourism, from general hotel management and tourist bookings to the day to day running of the office. This is a recognition of the rapid expansion of Tourism which by the 1993/94 season should be well established as a third industry and grossing an annual revenue of over £1 million.

Stanley Growers is also recognizing the need to establish future management of the Market Garden, and has taken on Jonathan Clarke, a young school leaver, for a 4 to 5 year training period. His training will include plant science and botany, conventional horticulture and basic financial control, partly from the current manager but also through a correspondence course, the Department of Agriculture and experience at an overseas horticultural establishment.

FIDC is helping with the training of a chef at Monty's Restaurant, the mounting popularity of which deserves quality cooking and service. The training spans a two year period after which the trainee, Tracy Saunders, will take the City & Guilds 706 exam which, if successful, can lead onto further courses.

Training does not only cover apprenticeships, however, and two experienced employees from Chalmers and FIDC are also due for training. Kevin Kilmartin has been practicing law at C. & P. H. Chalmers since August 1988 but, to become a fully qualified barrister, he needs to spend time training under a barrister. He is to spend three months with a Norwich firm, Messrs Danes, Hill & Perks, who, in turn, will be sending one of their articled clerks to Stanley to replace Kevin for a short time. At FIDC the Projects Officer, Natalie McPhee, will be furthering her knowledge and training in Development Activities, by spending a period of time with a Regional Development executive in Britain. This should give her greater insight into methods and systems of both rural and urban development in the U.K.

Finally FIDC helped arrange a Falkland Islands Company funded Land Rover course for a number of mechanics in both Stanley and Camp. Meanwhile the Agricultural Training Scheme restarts its programme this winter offering a series of courses to all farmers. No doubt it will be as successful as it was last year.



## FISHING AROUND SOUTH GEORGIA

On 2nd March, 1990, our member Mr Michael Shersby, Member of Parliament for Uxbridge, asked the following parliamentary question:

"To ask the Secretary of State for Foreign and Commonwealth Affairs, what information he has concerning the threat to wild life on South Georgia, especially penguins and seals, resulting from the depletion of stocks of krill and ice fish following intensive fishing by Soviet and East European fishing fleets; and if he will extend the present 12 mile limit to 200 miles."

Mr Tim Sainsbury replied:

"We are concerned that the present level of fishing activity around South Georgia is threatening the conservation of fish stocks. We are also concerned about the possible consequences of this for wildlife in the area, particularly, the Wandering Albatross.

"We are tackling these problems through the multilateral Convention for the Conservation of Antarctic Marine Living Resources (CCAMLR), in which we play a leading role.

"The Commissioner for South Georgia commissioned a research cruise in January 1989 and another in January this year, and we are in touch with the Soviet authorities at both diplomatic and scientific levels. We have no plans at present to impose a 200 mile exclusive economic zone unilaterally around South Georgia."

### FALKLANDS TRAWLER

The research voyage to evaluate the present state of the fish stocks around South Georgia was undertaken by the Falkland Islands' factory freezer trawler *Hill Cove*, master Captain Trevor Doyle of Hull. The vessel, owned by Stanmarr



THE 'HILL COVE' AT SOUTH GEORGIA

(photo: Stanmarr Limited)

Limited and registered in the Falkland Islands, was chartered for the month-long survey by the Renewable Resources Assessment Group (RRAG) based at Imperial College, London, on behalf of the Government of South Georgia and the South Sandwich Islands.

The scientific team was led by Dr. Inigo Everson of the British Antarctic Survey (BAS) together with staff from RRAG and the Sea Fisheries Institute of Gdynia in Poland. The Commissioner for South Georgia is, of course, Mr Fullerton, the Governor of the Falkland Islands.

### THE REPORT

The Foreign and Commonwealth Office have told *Falkland Islands Newsletter* that the report is now being written and may be published shortly in the form of a paper.

It will certainly be on the table at the CCAMLR annual meeting towards the end of the year. Meanwhile the hope is for a mutual agreement on conservation with the USSR, rather than the imposition of a unilateral solution.

## S.S. GREAT BRITAIN: BANQUETS ON BOARD



SS GREAT BRITAIN, APRIL 1990

(photo: R. N. Spafford)

There was a record attendance of 85 members at the Annual General Meeting of the S.S. *Great Britain* Project on 26th April with an additional 71 proxy votes received.

The AGM took place in the First Class Dining Saloon on board the ship at Great Western Dock, Bristol.

One of the most exciting new developments has been the successful issue of shares in a new venture, S.S. *Great Britain* Banquets PLC. The Company under the Chairmanship of Mr J. A. S. Burn, who is Vice-Chairman of the S.S. *Great Britain* Project, will restore the Dining Saloon to its former glory and operate it as a venue for banquets on board.

It will be possible to run such a function for up to 170 people, and the standard of catering, both food and wine, will be at the top end of the market. It is proposed to start trading in one year's time.

Of the £300,000 worth of shares on offer, two thirds have been taken up, mostly by Project members, and there are still £100,000 worth on offer. The minimum investment is £1,000 for 2,500 ordinary shares, unless an investor is a member of the S.S. *Great Britain* Project Limited, in which case the minimum is £500 for 1,250 shares. The Company qualifies within the terms of the Business Expansion Scheme and investors resident in the U.K. may be able to claim tax relief.



# THE UNITED KINGDOM FALKLAND ISLANDS TRUST: A Biological Husbandry Project

Since February a pilot plant has been set up at the market garden to produce liquid seaweed extract which will be used for trials on trees and pasture.

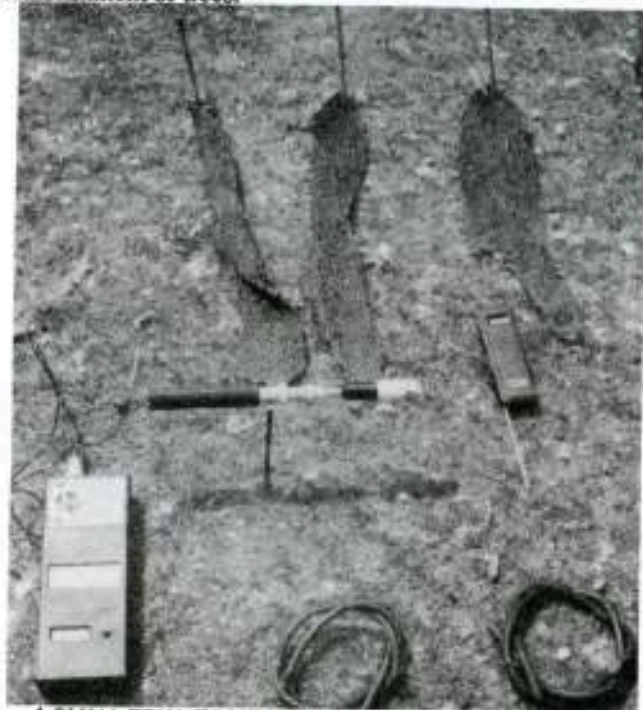
The main limitations to sheep production in the Falkland Islands are the poor feed value of the pasture and the adverse climate for grass growth and animal performance. It is also clear that, within current farming practice in the Islands, most of the output is produced without resort to any chemical treatment or artificial means, so it is only in the context of improvement and increasing output that the use of biological means arises.

The primary way output can be increased is by improving pasture production and quality. This can be done on a large scale by the improved management of native pastures or, on a smaller scale, by fertilising reseeded or native pasture.

The Agriculture Department's Research Unit has an active programme of grazing management research and has solved most of the technical problems of reseeded, though the practice was seen as uneconomic due to the high cost of imported fertiliser. In this context the only substantial indigenous source of fertiliser is seaweed or 'kelp'.

Kelp contains a wide range of plant nutrients and natural growth promoting substances, and is found in huge quantities in the waters around the Falklands or washed up on the beach following a gale.

Hence the Trust's project has concentrated on testing the use of kelp as a fertiliser on grassland, and as an aid to the establishment of trees.



A SMALL TRIAL TO MEASURE THE RATE OF DRYING OF PIECES OF KELP

(photo: Dr. J. H. McAdam)

Mr David Stickland of Organic Farmers & Growers Ltd. acts on behalf of the trust as project consultant and the

\* with the Agricultural Research Centre at Fox Bay and at Bold Cove.

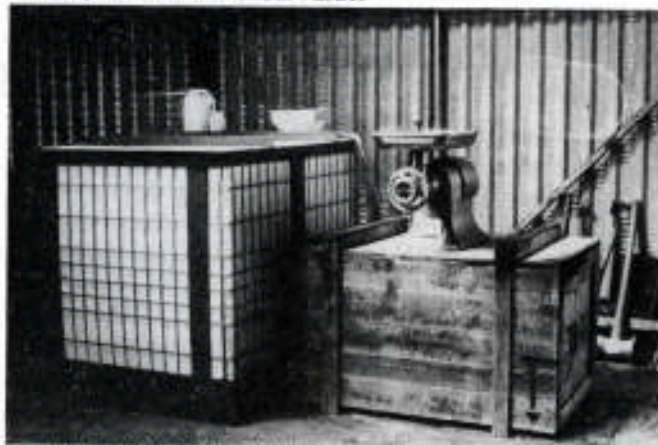
programme is implemented by Dr Jim McAdam of the Department of Agriculture for Northern Ireland.

## THE GRASSLAND PROJECT

The Trust's research programme can be conveniently split into two phases:

1. An assessment of the value of kelp as fertiliser.
2. The processing and utilisation of kelp.

Trials were carried out on small plots at a range of locations in the Islands and it was found that, provided sufficiently large quantities were used, kelp, applied as a liquid extract, had some fertiliser value.



PILOT DIGESTER RUNNING AT THE MARKET GARDEN, STANLEY

(photo: Dr. J. H. McAdam)

The response it evoked in terms of grass growth was more than just the nitrogen content of the material. Both reseeded and Tussac Grass responded to kelp extract and the results were sufficiently encouraging to proceed with further trials on the response of Whitegrass pasture\* and larger reseed trials\*\*.

## TREE ESTABLISHMENT PROJECT

In view of the interest in tree planting and the problems encountered in establishing trees in the Islands, the Trust has also embarked with Falkland Islands Development Corporation support on a series of tree planting trials. Research has commenced on the effect of seaweed, compost products and conventional fertiliser on tree establishment and survival.

A small-scale pilot seaweed digester has been successfully assembled in Stanley and is producing liquid extract from locally collected kelp.

These two projects are in areas which do not overlap with the research programme of the Falkland Islands Government's Agriculture Department.

\*\* initially at Port Howard



## AMONG THE TOP 200

### DAVID McERLAIN

'If you are worth less than £50 million you are not seriously rich', wrote Ivan Fallon, deputy editor of *The Sunday Times*, introducing the main feature article 'Britain's Rich, The Top 200', in *The Sunday Times* magazine of 8th April, 1990.

153rd. and gold starred as a new entry this year is Mr David McErlain, Chairman of the Falkland Islands Company and also Chairman of Anglo United plc., owners of the Falkland Islands Company. Mr McErlain is noted as aged 42 and worth £57 million, £7 million more than philanthropist Sir Jack Hayward, who is listed as the joint 167th richest.

*The Sunday Times* wrote about David McErlain:

Leaving Durham University in 1970 with a master's degree in business administration, McErlain worked in his family's plant hire and road haulage business. After three years he started McErlain (Plant). His big break came in 1974 when, working for a pottery company searching for clay, he came across an ideal site for open-cast mining. Borrowing £31,000, he bought an option on the site in Chesterfield, then

exploited the coal reserves so successfully that he was able to sell the concern, Northern Strip Mining, in 1981 for £12m. McErlain described the secret of his success as an ability to obtain planning permission for the open-cast sites. He told *The Times*: "You have to find a reason, like getting the clay out underneath the coal to secure continuity of employment at a local pottery or to create a cricket pitch for the community. And wherever you've got coal you've got Labour controlled councils." He then acquired a new open-cast mining company, Coal Contractors, in Derbyshire and South Yorkshire. Last year McErlain mounted an audacious raid on the Coalite group, run by Eric Varley, the former Labour cabinet minister. Coalite was eight times larger, but such was the respect he had earned that the banks were eager to support the bid. McErlain is very close to the powerful Kuwait Investment Office, which channels Kuwait funds into British companies. He collects vintage cars and may have been the under-bidder for a Bugatti Royale recently auctioned for £5m.'

## The Falkland Islands Business Directory 1990

Compiled and edited by Nicola Summers, Falkland Islands Government Information Officer, the 94 page directory is divided into fifteen main sections starting with 'Arts and Crafts', listing such companies as Black Sheep Designs (Rosemary Wilkinson's initiative at Dunnose Head) and Leathercrafts, managed by Colin Davis making handbags and belts etc.

Ending with a 'Useful Information' section, which includes many matters such as harbour dues, import duty, postal rates and public holidays for the next three years, the largest sections are a 13 page complete listing of 96 Farms on East and West Falkland with separate listings for the smaller islands and Stanley, 'Fisheries' (8 pages), 'General Services' (11 pages), 'Government Departments' (7 pages), 'Hotel and Catering Services' (10 Pages). 'General Services' listed range from Banking and Bird Breeders to Vehicle Repairs.

There are also sections for 'Manufacturing', 'Professional Services', 'Repairs and Maintenance', 'Retailing' and 'Utilities'.

The directory, printed and published by the Falkland Islands Government, "believed to be correct as at 30 November 1989", is stacked with useful information and the nearest similar previous publication was probably T. R. St. Johnstone's *The Falkland Islands: An Illustrated Handbook*, published in 1920.

Not only will this directory, the only reference to list over 300 companies/associations working in and associated with the Falklands, provide essential information for businessmen, but it is also a most valuable aide-memoire for interested Falklandophiles. Mrs Summers hopes to update it annually.

It is available from the Secretariat, Stanley, Falkland Islands at £5.

## Fishing Company's Donation

Following an appeal made in the Falkland Islands by the Local Committee for donations in support of the Falkland Islands Association, the fishing company *Fortuna*, owned by John Cheek and Stuart Wallace, has given £1,000.

It is understood that the appeal has been very successful with several local people donating £25 and similar amounts making a total of nearly £3,000.

We are all most grateful

## Falkland Islands Agency Success

Brian Paul and Annabelle Spencer had a very busy summer '89 with their Falkland Islands Roadshow, culminating in their exhibition at Croydon in October which was opened by Lewis Clifton, Falkland Islands Government Representative in Britain.

They will be at the Fairfield Halls, Croydon, for their third successive year from 10th to 22nd September.

Other engagements over the next few months include

- Jun 9-10 Battle of Britain Air Show, Boscombe Down
- Jul 23-26 Royal Welsh Show, Llanelwedd, Builth Wells
- Aug 10-12 Scottish Country & Game Fair, Blair Drummond
- Aug 25-27 Town & Country 1990 Festival, Stoneleigh.



# PHILATELIC STOCK BOOK

## Stamp World London 90

Without doubt Stamp World London 90, held at Alexandra Palace, London from 3rd to 13th May was a resounding success and a success too for Falkland Islands philately.

Sited in the Great Hall, opposite Stanley Gibbons, the Falkland Islands Post Office manned by Mrs Phyllis Stewart, manager of the Falkland Islands Philatelic Bureau, and Mrs Marge McPhee, accountant at Stanley Post Office, was always crowded with stamp enthusiasts keen to buy. Stocks of stamps had to be replenished by the Crown Agents half way through the week and, by that time Mrs Stewart said that sales had already equalled those at the Falklands Post Office stand at Ameripex '86 in Chicago, the last time the Islands had their own stand at an International stamp exhibition.

### VISIT BY SIR REX HUNT



SIR REX HUNT RECEIVES HIS FIRST DAY COVERS FROM MRS MARGE McPHEE

(photo: R. N. Spafford)

Sir Rex Hunt attended the exhibition on Friday 4th May and, after looking at the Falklands competitive exhibits, visited the Falklands Post Office. There he met Tony Theobald, the designer of the special Spitfire commemorative stamps, issued to coincide with the exhibition. Sir Rex then went on to meet Falklands philatelists at a joint meeting of the Falkland Islands Philatelic Study Group and the Polar Postal History Society of Great Britain held that afternoon at Alexandra Palace.

Alastair Burnett, producer of the BBC Overseas Service

### AWARDS

#### Falklands and Related Subjects

##### Traditional Class:

- Major R.N.Spafford (U.K.) Falkland Islands Vermeil
- Mr Walter S.Sondheim (U.K.) Antarctica Vermeil
- Mr Dempsey JPrappas (U.S.) Falkland Islands Silver

##### Thematic Class:

- Mrs Margery Wharton U.K. Antarctica. Large Silver



DEPSEY PRAPPAS DESCRIBING HIS EXHIBIT TO ALASTAIR BURNETT OF CALLING THE FALKLAND ISLANDS

(photo: R. N. Spafford)

radio programme *Calling the Falklands*, attended the opening ceremony on 3rd May and recorded interviews with the two exhibitors of Falklands stamps in front of their frames.

Geoff Moir also recorded several interviews at the exhibition so that a good programme marking the exhibition should have been heard throughout the Islands.

### ASSOCIATION RECEPTION

On Thursday 10th May the Association Committee hosted a small Reception at the Falkland Islands Government Office for the Committee Members of the Falkland Islands Philatelic Study Group and the overseas Falkland Islands stamp collectors who had travelled to Britain for Stamp World London 90.

## FALKLAND ISLANDS



### COME WITH ME

on a

## PHILATELIC HOLIDAY

to the

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Jan 24 to Feb 7, 1991

Write for details to

Major R. N. Spafford

29 Queens Road,

Weston-Super-Mare BS23 2LH



## THEATRE ROYAL: H.M.S.CUMBERLAND

On the page opposite we illustrate an old notice (original enlarged by 140%) advertising an amateur theatrical production, first a Musical Farce in two Acts entitled 'The Boarding House or Five hours at Brighton' and then another entitled 'The Irish Post', to be performed at the Theatre Royal H.M.S.*Cumberland*, Falkland Islands, on Wednesday evening the 26th of January, 1859.

The patrons are stated to be 'R<sup>d</sup> A<sup>d</sup> Sir S. Lushington KCB, Commander in Chief and Captain H. B. Rogers CB' - Admiral Sir S. Lushington was the Commander in Chief of the Brazil station and he is known to have arrived at Stanley on 17th January, 1859, in his flagship HMS *Cumberland*. Presumably Captain H. B. Rogers CB was the Captain of HMS *Cumberland*.

### LOCAL GIRLS?

The male cast are stated to be the Gun Room officers, but included in the cast are a number of women: Miss Byng, Hon<sup>ble</sup> Miss Hood, Miss Edwards and Miss Heane. Immediate thoughts are that they would be Falkland Islands girls, but their names are unfamiliar. Could they have travelled down on HMS *Cumberland*?

### THE FALKLANDS IN 1859

By 1859, sheep farming would have been established with about 8,000 sheep on East Falkland only, West Falkland had not yet been settled. The Governor was Capt. Thomas Edward Laws Moore RN (1855-1862), the Colonial Secretary was J. R. Longden and the Colonial Manager of the Falkland Islands Company was James Lane; the total population was about 500. The Falkland Islands Company was then only eight years old and James Lane was third Colonial Manager but to remain in appointment until 1867 when he was succeeded by Mr F. E. Cobb.

### THEATRE ROYAL, GILBERT COTTAGE?

Would the production have taken place on board HMS *Cumberland* or did it take place at Gilbert Cottage in Stanley, which was known as the Theatre Royal? What can anyone tell us about HMS *Cumberland* and her visit to Stanley in 1859?

The intriguing notice was found recently in a small antique shop in the Bloomsbury area of London by our Swedish member, Stefan Heijtz, and purchased quite cheaply. Such historic trivia can still be found on occasion and is very collectable.



THE CANBERRA AT SAN CARLOS WATER, 21st MAY, 1982, IN COMPANY WITH HMS PLYMOUTH AND HMS INTREPID.

Colour print, 13 X 22 1/4 inches (33 X 56.50 cms), published by the Parker Gallery, after the original oil painting by Geoff. Shaw.

## THE PARKER GALLERY

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## BOOK REVIEWS

**SPECIALISED STAMP CATALOGUE OF THE FALKLAND ISLANDS AND DEPENDENCIES INCLUDING POSTAL HISTORY AND CANCELLATIONS 1800-1990**, written and published by Stefan Heijtz, Box 26048, S-100 41 Stockholm, Sweden, 1990. 240 pages 6 1/2 X 9 1/2", with more than 1,500 illustrations. Seven Chapters: 12 page Introduction with explanations, promotional and technical information. Separate chapters listing the stamps and covers of the Falkland Islands Falkland Islands Dependencies and British Antarctic Territory. Cancellations of all three territories, a Miscellaneous chapter embracing such collectables as Postal Stationery, Registration labels, Cachets, Privileged mail, Censored covers and listings of Postal Rates from 1850 to date. Appendix listing comparative catalogue numbers for all three territories in Stanley Gibbons, Scott, Michel and Yvert & Tellier. Soft bound. Available from philatelic book shops and the author. ISBN 91-7970-878-1. Recommended retail price £15.

The first edition of Stefan Heijtz catalogue (1,000 copies) published in 1988 sold out in only twenty-one months. In publishing the second edition he has been able not only to take advantage of many valuable comments from Falklands philatelists world-wide, but also to add new information uncovered as a result of his visit to the Falkland Islands during 1989.

The inclusion of destruction figures for all stamp issues from the Falklands 1912 high values almost to date now permits a more accurate assessment of remainder figures, hence relative scarcity and value, and the arrival dates of stamp issues in the Colony listed from the Queen Victoria 2s6d. and

5s. allows more accurate identification of printings and shades than reliance on printers' dates or those of delivery to the Crown Agents, which were previously the only known data.

It goes without saying perhaps, that the latest stamp issues up to the end of 1989 have been included, but in this second edition Stefan has added the whole new sections listing British Antarctic Territory (25 pages) and its cancellations (19 pages), as well as the sections on Registration labels, instructional and departmental cachets, privileged and censored mail markings etc.

Stefan Heijtz, who is a member of the Falkland Islands Association and a keen supporter of the Islanders, provided a valuable philatelic omnibus with his first edition and the comments of its readers have contributed to produce this even more accurate and complete volume. Being a true researcher Mr Heijtz is still not satisfied and appeals for further additions and corrections that could be made.

**ANTARCTICA**, by Helen Cowcher, published by Andre Deutsch, 105-106 Great Russell Street, London WC1B 3LJ, 1990. 34 illustrated pages (animated paintings) of Emperor and Adelie penguins, Weddell and Leopard seals and skuas with a few lines of text on each page. Hard cover with strong binding. ISBN 0 233 98451 8. Cost £5.95.

Although this is a children's book, published for those aged from 4(!) upwards, it is surprisingly sophisticated and carries a warning message about endangering the environment. The illustrations are delightful, especially the 'ferocious Leopard seal', and the simple and accurate text does not hide the natural and human dangers threatening life in the Antarctic.



The Weekly Magazine With A Smile!

# Teaberry Express

Recently we received a copy of the *Teaberry Express* which is produced in the Falklands weekly on a photocopier by Juanita Brock.

The issue which Juanita sent was forty A5 pages which included four pages of SSVV TV programmes, a contents page, one listing advertising rates and three of advertisements.

*Teaberry Express* is rather like a parish magazine and the copy seen carried a four page article on How to Can Fruit and Vegetables and articles covering Hints for Showing Vegetables, the Brownies, Women's World Day of Prayer,

Schedule of Church Services, Schedule of Evening Classes, Written Questions by the Legislative Council and the visiting Bishop's programme.

There are also pages of local happenings with photos such as the recent clean-up of *Lady Elizabeth* beach and various building works around Stanley and a crossword puzzle.

Juanita says that readers can be put on the mailing list by just sending her their names and mailing addresses, and she will send four issues every month.

### POLO FOR THE CATHEDRAL

Mr and Mrs Fernyhough have written to say that there is to be a Charity Polo Match and Reception on Wednesday 13th June, organised by the Royal Berkshire Polo Club and sponsored by National Car Parks. Her Royal Highness the Duchess of York, Patron of Christ Church Cathedral appeal, has agreed to name the Cathedral Appeal as one of the charities which will benefit from the event. National Car parks has promised to donate £25,000 to the funds. The cost to each guest attending will be £100. Any members of the Association wishing to help by taking a table at the Polo Match should contact Mr and Mrs Fernyhough, 29 Carmel Road, Beach Avenue, Birchington, Kent CT7 9JT, for further details.



## OBITUARIES

### MURIEL SLAUGHTER

Many Islanders, especially those of the older generation, will have been grieved to hear of the death on 28th December, 1989, of Mrs E. M. Slaughter at the age of 91. The second child of George Bonner of San Carlos, Muriel married T. G. (Tom) Slaughter, seventeen years her senior, in 1921.

Tom Slaughter was the Falkland Islands Camp Manager living at Darwin and will be remembered by some as the person who pioneered motoring in the southern part of East Falkland. He imported a Ford Model T saloon, illustrated on the 58p. value stamp of the April 1988 issue featuring early Falklands vehicles, and when visiting Stanley he would drive the 35 miles on the rough track to Mount Pleasant House and there exchange his car for a horse, on which he would complete his journey into town.



TOM SLAUGHTER IN THE FALKLANDS

His daughter says that Tom Slaughter had a love-hate relationship with the car, calling it an "infernal combustion engine". They were frequently bogged down on fishing picnics and would have to be rescued by horses, which her father much preferred. He was a brilliant rider.

### GAVIN BELL

It is with deep regret that we have learned of the death in December 1989 of Mr N. G. H. Bell.

Gavin Bell was an early member of the United Kingdom Falkland Islands Committee and will be remembered as a forthright and outspoken supporter of the Islanders, notwithstanding his commercial interests in South America where he lived for a time representing his firm's interests.

Until the sale of his firm a few years ago, Gavin was a

Theirs was a very happy marriage and two children, Dick and Eileen, were born at Darwin, before the Slaughters returned to England in 1931.

Tom Slaughter died in 1962 aged 81, but Muriel revisited the Falklands in 1965 and toured the Islands with Beat Harding and Connie Luxton, of whom she was a great friend.

Their son Dick, who joined the Royal Navy, was lucky enough to return to the Falklands two years running in the *John*



left to right: MURIEL SLAUGHTER, BEAT HARDING & CONNIE LUXTON, TOURING THE FALKLANDS JANUARY 1966

*Biscoe*, but after leaving the Navy was tragically killed in December 1971, in a car accident in Kenya where he was living.

Latterly, when Connie Luxton was living in Yeovil before she died last year, Muriel Slaughter used to visit her.

As she neared the end of her life, although sadly her recent memory had gone, Muriel's memories were those of her Falklands days.

Beside her daughter, Mrs Slaughter is survived by four grandchildren, who loved her dearly, and, recently, a great-grandchild. RNS

partner in Jacomb Hoare & Company, eminent woolbrokers who had handled the sale of Falkland Islands wool since the early 1920s.

His father, A. E. Bell, was a director of the Falkland Islands Company Limited for many years.

A lover of sport, one of Gavin's favourite stories was of being coached at cricket as a young man by the great Sir Jack Hobbs.

We extend our sympathy to his widow. FGM

## Illex Fishery Closed Early

The Illex squid fishery in the Falklands Interim Conservation Zone was closed from 10th May, 1990 to conserve stocks. This early closure was necessary because an assessment of the Illex stock in the Zone and adjacent areas indicated that additional measures were necessary to safeguard the resource.

The Falklands Government, encouraging voluntary restraint of fishing effort outside the Zone, only allocated licenses for the current fishing season to vessels participating in the voluntary restraint agreement.

Catch rates during the current season have been lower than previously and because it has been calculated that the stock of Illex is much smaller, it is necessary to allow sufficient squid to survive until the end of the season to spawn. Illex squid only live for about one year and the recommended escapement rate for conservation is 40%, but over the last two years this has been a significantly lower figure.

The early closure affects 137 vessels from six countries.

The fishing season for *Loligo* squid, on the other hand, has been extended by one month.



## LETTERS TO THE EDITOR

Opinions expressed are not necessarily those of the Falkland Islands Association or of the Editorial Committee

### Argentine Respect for the Falkland Islanders

From Mr P. J. Pepper

Sir, What are we to make of Domingo Cavallo's comment (*Daily Telegraph*, 9th April) that "Argentina will always be prepared to respect the interests of the inhabitants of the Falklands"?

Does this mean their interests, as defined for them in a hostile Argentina? We know what that time honoured formula means: the complete subjugation of all Falklander rights, interests and desires - to Argentina's whims. Or does it really mean some form of genuine respect for the Islanders themselves? If Domingo Cavallo means this, he's the only Argentine politician that does.

I was in Argentina for most of last winter and watched the economy collapse - for the second time in less than twelve months. I saw inflation exceed 100% per month. I saw interest rates exceed per day, what most people pay per year. I saw average salaries reach about \$80 per month. This forced the low paid to walk miles to work - they couldn't even afford the bus. I saw unemployment rise dramatically. I saw food shops sacked on the TV, as people in Rosario just tried to eat. Finally I saw the Government seize all bank deposit accounts over £500, and convert them into a bond due in ten years time. This was the notorious 'Bonex 89'. Hardly anyone has their bonds yet. Those who do have something worth a third of the face value.

I also saw the queues at the Italian embassy, as Argentines tried to escape. They saw their interests best served back where their grandparents came from. When leaving in March, I found Canadian Pacific booked up until August, with Argentines leaving the country. They saw their interests better served as illegal immigrants in North America. How can the Falklander's interests ever be respected by association with such a permanent disaster area - whose own citizens wish to leave?

As a cousin of mine used to live

in the Falklands, I have often discussed the Falklands with ordinary Argentines, who in any country are much more honest than politicians are. But I've never met one who believed that Argentina would ever behave properly to the Islanders. I've never met one either who believed that Argentina would keep the terms of any agreement that allowed them even access there, let alone sovereignty. 'Bonex 89' breached Argentina's own constitution: what chance would an agreement over the Falklands have?

According to the Argentine newspaper *Clarín's* poll in March, some 24% of Argentines now believe that the Falklanders should be left alone to chose their own future. But these are the more liberal elements who have no place in Argentina's corrupt politics. It is not difficult to find out what the rest think. In the Argentine press Falklanders are the object of contempt. The term 'Kelper' is always used perjoratively. This helps rationalise the Falklanders status as non-people, without normal rights. There are worse than this too. Father Vicente Martinez, one of fourteen military priests in the Falklands during the War, publicly described the Falklanders as 'Trogodytes'.

There is not the least concern for the Islanders in Argentina. Under Argentine rule, the Falkland Islanders would be expected to leave. This is what General Menendez invited them to do during the War. Operation Goa, the original Argentine plan for the seizure of the Islands, actually called for their immediate deportation.

When we listen to Argentine politicians talking about respect for the Falkland Islanders we can learn a lot more about Argentine mendacity than Argentine goodwill.

PETER J. PEPPER

Sutton, Surrey.

From Finchley to the World

From Mr M. Meadmore

Sir, The review of *From Finchley to the World* in *Falkland Islands Newsletter* of December 1989 ended with the words "Falkland Islanders will love this

book about their heroine as will many of their supporters." Unfortunately, the text of the book, which is written by an author who is wholly independent of the Finchley Conservative Association, reads at times like a first draft and is so extreme in parts that it spoils the fine concept that underlies the book. In it, the Falklands War is called "Thatcher's War", and the blurb, unsurprisingly, calls Mrs Thatcher "a most amazing woman". Both descriptions reappear in the review that prompted David Grant to write in.

His letter in the March issue of *Falkland Islands Newsletter* is an uninformed and muddled attack on the Prime Minister, wherein he attempts to show why he doesn't excuse her "original failure, along with preceding Governments, to avert the war and keep the Islands British" and why "To me, at least, she is no heroine." (it was never suggested that, as a non-Islander, he might regard her as such).

Since the conflict, the British ambassador has let it be known that during 1981 he made clear to the Junta that force on their part would be met by force. They "misunderstood" him - just as, later, as James Callaghan said in the Franks debate, Galtieri "also mistook the resolution of the House and the resolution, determination and stamina of the Prime Minister."

John Nott's refusal (on the grounds that the Government's strategy of defence economies might collapse) to rescind his decision to withdraw HMS *Endurance* was not as crucial as David Grant supposes. The Argentines are able to twist anything: the presence of *Endurance* off South Georgia in March 1982 was deemed by them to be part of "a disproportionate and provocative response" by Britain. It is likely that nothing short of our present defence arrangements for the Falklands would have prevented the Junta's War of 1982.

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# The Falkland Islands Association

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

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The annual Falkland islands reunion is scheduled to take place on Saturday 25th August from 2pm. until 10.30pm as usual at Ham Hall, Ham Close, Ashburnham Road, Ham (near Richmond), Surrey.

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