



Falkland Islands NEWSLETTER

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HALF A DOUGHNUT:

A DIPLOMATIC TRIUMPH OR PRELUDE TO DANGER?

The Falkland Islanders pressed for an all round two hundred mile conservation zone and got an additional fifty mile semi-circle to the east. The western side outside the 150 mile FICZ is also to be denied to the predacious squid raiders, but is being controlled and policed by Argentina.

If both parties to the Conservation Agreement conscientiously carry out their commitments and take immediate preventive and, if required, punitive action against offenders, the aim of the Agreement, to protect the Illex squid from annihilation by uncontrolled irresponsible fishermen, seems likely to be achieved - in theory at least.

Suspicion is, of course, inevitable.

However, the relative unimportance of their fishing industry to Argentina and the study of their previous scientific analysis give the Falkland Islanders reason to doubt much Argentine commitment.

DOMINGO CAVALLO'S DISHONESTY

In the editorial in the last issue of *Falkland Islands Newsletter*, we wrote, "Whatever Domingo Cavallo agrees must be presented so as to be acceptable to the chauvinistic pride of the Argentines" and his comment that the document signifies "implicit British recognition of the Argentine claim to sovereignty over the 200 miles of territorial waters around the Malvinas Islands" is just 'window dressing'. In no way could the wording of the Agreement, contrived under the sovereignty umbrella, be interpreted as British recognition of Argentine sovereignty claims. Recalling recent past events, it is Domingo Cavallo's dishonesty to his own people that might lead to irresponsible action against the Falkland Islanders which leaves some of our supporters anxious.

The Conservation Agreement: a diplomatic triumph or a prelude to danger? We shall just have to wait and see! RNS.

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WREATH LAYERS LINE UP BEHIND A SAILOR FROM HMS KENT ON BATTLE DAY
IN WHITEHALL (report on page 2)

(Photo: Giles Martin)

BATTLE DAY and AGM 1990



Left to Right: MR WILLIAM FULLERTON, ADMIRAL OF THE FLEET SIR WILLIAM STAVELEY, SIR REX HUNT, MAJOR R. N. SPAFFORD, MR DES KEOGHANE, MR MAURICE JONES.

The 8th December, 1990, fell on a Saturday and so the 76th Anniversary of the Battle of the Falkland Islands was celebrated in London on the correct day.

This year, an unusually cold and wet December day, the occasion was honoured by the attendance at the Cenotaph of Admiral of the Fleet Sir William Staveley GCB RN, who laid a wreath in recognition of the South Atlantic Squadron 1914 and the Task Force 1982. Admiral of the Fleet Sir William Staveley is the grandson of Admiral Sir Doveton Sturdee of the Falkland Islands KCB CVO CMG RN, who commanded the British Squadron at the Battle of the Falkland Islands.

HIS EXCELLENCY THE GOVERNOR

The occasion was also honoured in London by the attendance of His Excellency the Governor of the Falkland Islands, Mr William Fullerton CMG, who laid a wreath on behalf of the Falkland Islanders.

Other wreaths were laid by Sir Rex Hunt CMG as President of the Falkland Islands Association, Chairman of the Joint Executive Committee Major R. N. Spafford on behalf of the United Kingdom Falkland Islands Committee, Mr Desmond Keoghane as Chairman of the Falkland Families Association and Mr Maurice Jones on behalf of the Men of Kent and Kentish Men.

HMS KENT

A party of six sailors from HMS *Kent* escorted and carried the Falkland Islands colours and buglers from the Royal Marines sounded the Last Post and Reveille.

One of the cruisers taking a leading part in the Battle of the Falkland Islands was also named HMS *Kent*. She sank the SMS *Nurnberg* at 7.27pm on 8th December, 1914.

THE AGM

The Buffet Lunch and Annual General Meeting, which followed the Battle Day Ceremonial at the Cenotaph, this year took place at St. Matthews Vicarage, 20 Great Peter Street, Westminster.



BUGLERS OF THE ROYAL MARINES SOUND THE LAST POST WHILE A COLOUR PARTY FROM HMS KENT LOWERS THE FALKLAND ISLANDS COLOURS.

As well as our President, Sir Rex Hunt, and Vice-President Sir Edwin Arrowsmith, it was a great pleasure to welcome His Excellency the Governor of the Falkland Islands and Mrs Fullerton, Admiral of the Fleet Sir William and Mrs Staveley, Mr Peter Innis, who heads the Falkland Islands Section of the South Atlantic and Antarctic Department at the Foreign and Commonwealth Office and also quite a large number of Falkland Islands students presently on courses in Britain.

Mr E. C. J. Clapp was elected as Hon. Treasurer in place of Mr D. Powell, who did not seek re-election and Dr R. Lewis-Smith was co-opted to the Joint Executive Committee. All other Committee members were re-elected for a further year.



HIS EXCELLENCY THE GOVERNOR OF THE FALKLAND ISLANDS, MR WILLIAM FULLERTON LAYS A WREATH ON BEHALF OF THE FALKLAND ISLANDERS.

In spite of heavy overnight snow in many parts of Britain, making travel in some places impossible, the occasion was well attended by many members of the Association and Falkland Islanders in Britain.

Photos by Mr Giles Martin

FISHERIES CONSERVATION

The Foreign & Commonwealth Office issued the following Press release on Wednesday 28th November, 1990:

"Following meetings in Madrid on 12-14 and 23-24 November between UK and Argentine Government representatives, Britain and Argentina have agreed arrangements for cooperation on fisheries conservation in the South Atlantic*.

The two sides have agreed:

(a) to establish a UK/Argentine 'South Atlantic Fisheries Commission' (SAFC) to meet at least twice a year, to exchange information on fishing activity between 45°S and 60°S, and make recommendations relating to conservation and

(b) to a total ban on fishing in an area outside and

contiguous with the FICZ.

The ban, effective 26 December 1990, is necessary in view of the growing threat to the illex squid stocks from unregulated and irresponsible fishing. The area in which fishing is banned is indicated on the attached map[†] and will be under Falkland Islands jurisdiction.

These arrangements, concluded under the sovereignty umbrella agreed at Madrid in October 1989, have been arrived at following intensive discussions with the Argentines and consultations with the Falkland Islands Councillors. They represent a practical step in UK-Argentine collaboration in protecting South Atlantic fisheries."

* Joint Statement - see page 4 † Map at Annex see page 5

Comments and Reactions

The Falkland Islands Government Press Release in London on 29th November read: "The Falkland Islands Government (FIG) has noted the Foreign & Commonwealth Office announcement of 28th November 1990 on fisheries conservation measure in the South West Atlantic.

"The depletion of squid stocks outside the 150 mile Falkland Islands Conservation Zone (FICZ) has been a matter of concern for the Falkland Islanders for some time. The agreement that has now been reached between HMG and the Government of Argentina is a move towards the conservation of the region as a whole.

"The ban on fishing in the area outside the FICZ but within the 200 mile zone (Falklands Outer Conservation Zone - FOCZ), will conserve the stocks of Illex squid and various fin-fish species which have been under threat from over-fishing by unlicensed vessels."

On 30th November requested by *Falkland Islands Newsletter* to give his reaction to the Agreement from the fisherman's point of view, Andrew How, Director and General Manager of Marr (Falklands) Limited, said that the Agreement was good, provided the zone is properly policed and immediate physical action, such as cutting off nets, is taken against offenders on the spot.

In Argentina, Foreign Minister Domingo Cavallo, commenting to reporters on the Argentine-British agreement on co-operation to preserve fishing resources in the South Atlantic said that the document signified "implicit British recognition of the Argentine claim to sovereignty over the 200 miles of territorial waters around the Malvinas Islands", the *Noticias Argentinas* agency reported on 29th November. Earlier, Cavallo had rejected criticism of the agreement by opposition Radical and Centrist deputies and senators, stating that it was of great benefit to Argentina and had been "made possible by the active participation of Argentine and British legislators, who were able to bring some flexibility to the two governments' positions". (SWB 30 Nov 90)

Sir Rex Hunt in his *UK Letter* published in the 14th December issue of *Penguin News* wrote, "Despite the sovereignty umbrella, I am concerned that the recent announcement on UK/Argentine co-operation on fisheries conservation will be interpreted by the Argentines as a

weakening of our resolve on the sovereignty issue.

"Already Cavallo has told reporters that the joint statement signified 'implicit British recognition of the Argentine claim to sovereignty over the 200 miles of territorial waters around the Malvinas Islands'.

"He must know that this is not true and one can only assume that his comments were intended for purely domestic consumption; but such blatant dishonesty is bound to lead to further misunderstanding and, eventually, confrontation. After all, the 1982 conflict had its origins in the 1971 Communications Agreements."

Asked to comment by *Falkland Islands Newsletter* on Cavallo's statements about the Agreement, a Stanley spokesman for the Falkland Islands Legislative Councillors, said "the Argentine Foreign Minister presumably has to make some positive statement for Argentine public consumption", but that "Consultation (as reported in the F & C.O. Press Release - see above) would appear to us to be the wrong word. Executive Council members were kept informed of the progress of the British/Argentine talks."

"We would obviously wish to have a 200 mile Economic Zone but at this stage we have ended up with an extended conservation zone which should at least protect the Illex to a far greater degree."

Some sharp comments were made in the *Letters Column* in *Penguin News*. Tim Miller bitterly wrote, "Well done the Foreign Office! You are indeed starting us off on the slippery slope once more because...can you name any agreement which Argentina has not used and abused to further her own ends?"

'Puzzled', on West Falkland asked, "Could somebody please explain to me exactly why the extension of the EEZ to 200 miles and the ban on fishing in the 'doughnut' is being represented as such a marvellous diplomatic coup by the British negotiators? As far as I can make out, Argentina has permitted Britain to do something which it was already entitled to do unilaterally under international Law." and Roger Edwards at Fox Bay wrote, "As I see it, we have given everything and got nothing"....."Through clever diplomacy the Foreign Office has opened the door, just a little, to joint control of fisheries with Argentina. Now the foot is in the door, how much further will they go?"

JOINT STATEMENT ON THE CONSERVATION OF FISHERIES

1. The Government of the Argentine Republic and the Government of the United Kingdom of Great Britain and Northern Ireland agreed that the following formula on sovereignty, contained in the Joint Statement issued at Madrid on 19 October 1989, applies to this Statement and its results:

(1) Nothing in the conduct or content of the present meeting or of any similar subsequent meetings shall be interpreted as:

(a) a change in the position of the United Kingdom with regard to sovereignty or territorial and maritime jurisdiction over the Falkland Islands, South Georgia and the South Sandwich Islands and the surrounding maritime area;

(b) a change in the position of the Argentine Republic with regard to sovereignty or territorial and maritime jurisdiction over the Falkland Islands, South Georgia and the South Sandwich Islands and the surrounding maritime areas;

(c) recognition of or support for the position of the United Kingdom or the Argentine Republic with regard to sovereignty or territorial and maritime jurisdiction over the Falkland Islands, South Georgia and the South Sandwich Islands and the surrounding maritime areas.

(2) No act or activity carried out by the United Kingdom, the Argentine Republic or third parties as a consequence and implementation of anything agreed to in the present meeting or in any similar subsequent meetings shall constitute a basis for affirming, supporting, or denying the position of the United Kingdom or Argentine Republic regarding the sovereignty or territorial and maritime jurisdiction over the Falkland Islands, South Georgia and the South Sandwich Islands and the surrounding maritime areas.

2. In order to contribute to the conservation of fish stocks, the two Governments agreed to open the way for cooperation in this field on an ad-hoc basis; this will be done:

a) By means of the establishment of the 'South Atlantic Fisheries Commission', composed of delegations from both states, to assess the state of fish stocks in the South Atlantic in accordance with paragraph 7 of the Joint Statement issued at Madrid on 15 February 1990*;

b) by means of the temporary total prohibition of

commercial fishing by vessels of any flag in the maritime area defined in the Annex to this Joint Statement, for conservation purposes. The two Governments further agree to review this Joint Statement annually, in particular the duration of the total prohibition.

3. The Commission will be composed of a delegation from each of the two states, and will meet at least twice a year, alternatively in Buenos Aires and London. Recommendations shall be reached by mutual agreement. In accordance with paragraph 7 of the Madrid Joint Statement of 15 February 1990*, the maritime area which the Commission will consider in relation to the conservation of the most significant off-shore species will be waters between latitude 45°s and latitude 60°s.

4. The Commission will have the following functions:

a) In accordance with paragraph 7 of the Joint Statement issued at Madrid on 15 February 1990*, to receive from both States the available information on the operations of the fishing fleets, appropriate catch and effort statistics and analyses of the status of the stocks of the most significant off-shore species. Both Governments will provide such information in the form recommended by the Commission.

b) To assess the information received and to submit to both Governments recommendations for the conservation of the most significant off-shore species in the area.

c) To propose to both Governments joint scientific research work on the most significant off-shore species.

d) In accordance with international law, to recommend to both Governments possible actions for the conservation in international waters of migratory and straddling stocks and species related to them.

e) To monitor the implementation of the prohibition and make recommendations in this regard to both Governments.

5. The prohibition in paragraph 2(b) will take effect on 26 December 1990; both Governments agreed to cooperate in order to implement it.

6. Each Government will take the appropriate related administrative measures in accordance with the Joint Statement.

*Paragraph 7 of the Joint Statement issued at Madrid on 15th February, 1990, reads:

"7. Both delegations expressed the satisfaction of their governments with the report of the Working Group on fisheries which met in Paris on 18 and 19 December 1989. It was agreed that both Governments should proceed - through their respective Foreign Ministries - to exchange available information on the operations of the fishing fleets, appropriate

catch and effort statistics and analyses of the status of the stocks of the most significant off-shore species in the maritime area of the Atlantic Ocean between latitude 45 degrees S and latitude 60 degrees S. They also agreed to assess jointly such information, and to explore bilaterally the possibilities for co-operation and conservation."

CONSERVATION OF FISHERIES (continued)

ANNEX

The area referred to in paragraph 2(b) is the one encompassed by the lines of the type specified in the second column, joining points in the first column defined to the nearest minute of arc on WGS 72 Datum by coordinates of Latitude and Longitude in the order given.

Coordinates of Latitude

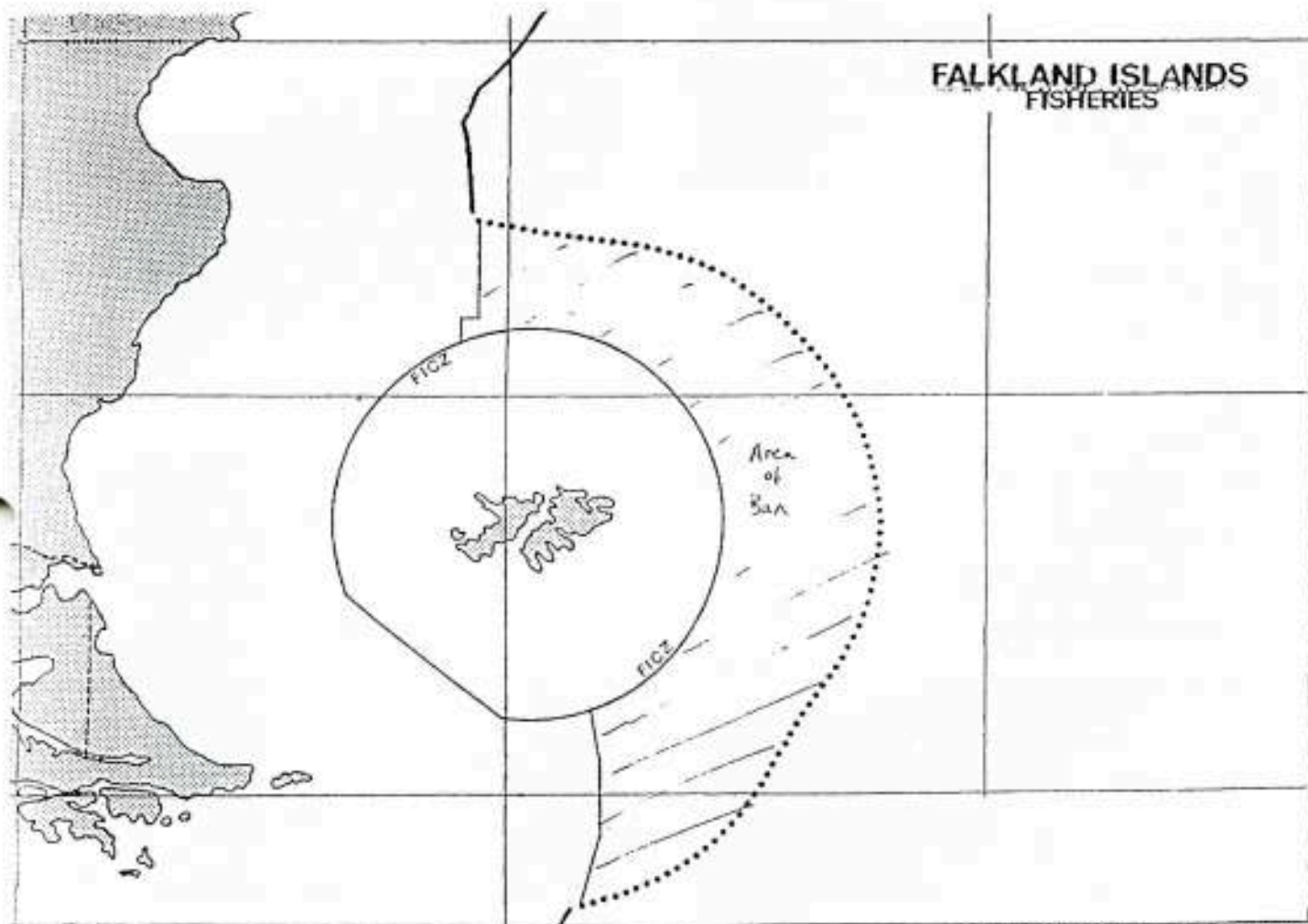
1. 47°42'S, 60°41'W
2. 49°00'S 60°41'W
3. 49°00'S 60°55'W
4. 49°20'S 60°55'W

5. 54°02'S 58°13'W
6. 54°38'S 58°02'W
7. 55°30'S 58°02'W
8. 56°14'S 58°31'W

Line Type and Longitude

- 1-2 rhumb line along meridian
- 2-3 parallel of latitude
- 3-4 rhumb line along meridian
- 4-5 arc of the circle which has a radius of 150 nautical miles and its centre at Latitude 51°40S, Longitude 50°30'W, moving clockwise
- 5-6 rhumb line
- 6-7 meridian
- 7-8 rhumb line
- 8-9 a line drawn anticlockwise along the maximum limit of jurisdiction over fisheries in accordance with international law 9. 47°42'S 60°41'W

The area mentioned above is described for the sole purpose of the total prohibition in paragraph 2 (b) of this Joint Statement and, in particular, the formula on sovereignty in paragraph 1 of this Joint Statement applies to it.



Cartographer: A. M. J. S. J. L. & M. Dept., FCO, Oct. 1990

REPORT OF THE EXECUTIVE COMMITTEE

Delivering the Executive Committee's Report at the Annual General Meeting on 7th December 1990 the Chairman, Major R. N. Spafford, said that the year for the Association has been marked by continuing close contact with Falkland Islanders and significant progress towards the exploration and development of off-shore hydrocarbons.

CHANGES OF PERSONALITIES

Inevitably there have been some changes of personalities. After three years of excellent work as Falkland Islands Government Representative in London, Lewis Clifton was replaced by Sukey Cameron who was our Executive Secretary from 1979 to 1982 and whom we are, of course, very pleased to support and assist in any way we are able in her new role.

Then the Minister at the Foreign & Commonwealth Office changed. We congratulated Mr Tim Sainsbury on his promotion to Minister of Trade at the Department of Trade and Industry and we have welcomed the warm and positive approach to us by the new Minister, Mr Tristan Garel-Jones. There have been changes too within the South Atlantic & Antarctic Department at the Foreign & Commonwealth Office and it is a pleasure to report that our relationship is most harmonious.

Within our Executive Committee, a most valued member, David Taylor was appointed Governor of Montserrat and so had to leave us, and David Powell, after many years of membership of the Executive Committee, latterly as Hon. Treasurer, is not seeking re-election due to many other new commitments which have to come first. We miss them both and thank them for their most loyal support and work over several years.

We have welcomed to the Committee an old friend Ted Clapp, who worked for many years with British Antarctic Survey and is well known in the Islands. We are grateful that he has agreed to take over as Treasurer, an appointment which we recommend you to confirm later at this meeting. We were delighted when Cindy Buxton, who has had close involvement with the Falklands for a number of years, and Lewis Clifton, Kelper, recently Falkland Islands Government Representative, who is now studying at London University, both accepted our invitation to join the Committee. In addition we have co-opted Dr Ronald Lewis-Smith, who is a well known member of British Antarctic Survey with a particular interest in South Georgia, and again someone who is very familiar with the Falklands and the people there.

FUND RAISING: A GOOD START

At last we have been able to get our Fund Raising project off the ground and after a great deal of hard work first by David Taylor, and then by David Britton and our President, Sir Rex Hunt, we have already received either money or an undertaking for a total of £4,200, which, hopefully, will be repeated on a continuing annual basis. We still need a great deal more money to carry out our role thoroughly, but it has been a good start.

KEEPING IN CLOSE TOUCH

We have continued to keep closely in touch with Falkland Islanders during the year.



THE CHAIRMAN: MAJOR R. N. SPAFFORD
(Photo: Universal, Press & Agency Ltd.)

Whenever Councillors visit this country we make every effort to meet them. As a result we have met and had discussions at one time or another with every Councillor except Gavin Short, who has not yet been to Britain. In addition we have met the Chief Executive, Mr Ronald Sampson, and the Director of Fisheries, Mr John Barton, on their way back from Japan, and Mr Stuart Mosey, the new Chief Executive of the Falkland Islands Company, who now lives in the Falklands.

Two members of the Committee visited the Falklands during the year, both at their own expense. Maurice Jones and his wife Gwenda, whom many of you know works part time in our Office, were able to make a most valuable visit in January. Among other purposes their visit was to present to the Governor and the people of the Islands the permanent bonds of friendship and assistance from the people of Kent.

PROGRESS ON OIL

In March, our Vice-Chairman, Robert Elgood, made a most fruitful visit to the Islands, which influenced one of our most important achievements during the year. This has been the awakening of interest by a large number of important and influential people towards the expectation of the exploration for, and eventual development of, Falklands off-shore hydrocarbons. Previously it was hard to get anyone to listen about Falklands oil. Now, chiefly due to the hard work of our Vice-Chairman, Robert Elgood, who has sought out leading oil men, tackled leading politicians at every opportunity, used persuasion on the Foreign Office and polarised the Falklands Legislative Councillors' thoughts, everyone claims to be a champion of Falklands oil exploration. Falklands oil development has been a commitment of several of us for a long time. Robert's hard work in overcoming all the obstacles and objections has advanced that prospect so that the first practical start towards that end can only be weeks away.

It is an exciting prospect.

COMMITTEE'S REPORT (continued)

NEED FOR GREATER CONTROL OF FISHING

The other big issue facing the Falkland Islanders at this time is the urgent need to improve the control of fishing for Illex squid before it is annihilated. The Falkland Islanders have been calling on the British Government for some time now for this to be achieved by extending the Interim Conservation Zone to 200 miles and time is running out. Talks between Britain and Argentina are continuing on this issue and the Minister told us that he hopes that Argentina will co-operate on adequate fishing conservation measures by next February, the start of the next fishing season. We must watch developments carefully and give the Islanders all the support we can.*

* Since this report was written the British and Argentine Governments concluded an agreement on conservation of fisheries on 24th November, effective 26th December, 1990 - see page 4.

ASSOCIATION SEMINAR

Finally mention must be made of our Weekend Seminar at Cambridge from 12th to 14th April, entitled 'The Falkland Islands in the 1990s'. We have some excellent speakers coming along to talk on a number of subjects including Off-shore Fishing and Oil prospects.

We are delighted that the Minister, Mr Tristan Garel-Jones, has accepted our invitation to be our guest at the Dinner on the Saturday night and speak on 'Past Successes and Future Prospects for the Falkland Islands'.

We invite you all to come along and contribute to the discussion. It should be a very interesting, entertaining and worthwhile weekend.

CHRIST CHURCH CATHEDRAL RESTORATION

Repairing the Windows

by Mr Cliff Durant of Glimmer Glass, Horsham.

In June 1990 having been asked to estimate for the replacement of sixteen Cathedral windows at Stanley, Falkland Islands, I duly travelled down from Brize Norton via the RAF to Mount Pleasant Airport, 35 miles from Stanley. I was looked after well by Canon Gerry Murphy and his wife at the Deanery in Stanley, while I took all necessary templates and measurements and had a good look around these lovely islands and within that week became to enjoy this very British environment.

ORIGINAL GLASS

It was decided that the sixteen windows would have to be replaced complete with new oak subframes, but we could use the original coloured Cathedral glass. As this was still in fine condition, it was only the subframes and the lead holding the glass together that needed urgent attention. Over the hundred years that Christ Church Cathedral has stood, a quantity of the original coloured glass had been replaced by handpainted windows. Fortunately the various Church Wardens had kept a good eye on the glass that had been taken out and the Restoration Committee was able to strip this of its lead and fly it back to Britain via the RAF.

ENGLISH OAK FRAMES

Back in Horsham, where all the various items were being collated together for my return visit to Stanley, I began to rebuild the glass into panels. A local joiner made the frames from air dried English Oak; some were very large, nearly four metres high, and all with a gothic head. Once all the glass sent from Stanley had been rebuilt, we started to pack the two seven and a half ton lorry loads of tools, materials, frames, lead glass, and gas, in fact everything that was needed including scaffolding.



MR CLIFF DURANT IN HIS HORSHAM STUDIO FINISHING LEADED PANELS FOR CHRIST CHURCH CATHEDRAL

SLOWLY THE JOB TOOK SHAPE

After a month on the high seas our shipment arrived at Port Stanley and once unloaded we got straight down to work, taking out windows from the Cathedral, saving the coloured glass to be rebuilt, as the glass which had been sent back to Horsham for rebuilding was only enough to complete half the windows. A temporary studio was prepared in the Cathedral Hall where the rebuilding of the lovely old glass began again, slowly cleaning and piecing together the new panels for installation into the new oak frames and slowly the job began to take shape. The work included eight windows in the Nave, one in the Chancel, three in the Belfry, four in the entrance lobby in addition to new stainless steel grills to thirty-five windows and stained glass repairs to several other windows. Once completed we were able to leave the sixteen Cathedral windows as they were one hundred years ago - in perfect condition, able to withstand the rigours of the South Atlantic for years to come.

Mr Cliff Durant, who is a member of the Falkland Islands Association has his studio at 2a New Street, Horsham, West Sussex RH13 5DU. He specialises in all aspects of Stained Glass.

Falkland Islands Development Corporation

Development Update

POULTRY PRODUCTS LIMITED

In early 1988 the Executive Board of the FIDC approved funding for the establishment of a commercial egg unit, Poultry Products Limited, in Stanley and, since late 1989, eggs have been available to Stanley residents, hotels and restaurants on a daily basis. Some sales have also been made to the fishing fleet.

The enterprise has long been regarded as marginal in corporate terms and, in early December 1990, the decision was made to close down the operation. Geoff Pratlett, Manager of Poultry Products Limited, approached the Corporation with a proposal to continue the business in a reduced form. This proposal received Board approval, and Mr Pratlett will purchase certain items of plant and machinery, packaging, feed and six hundred 'point-of-lay' birds. The enterprise will be sited on his land along the MPA road, and will be operated on a part time basis in conjunction with other activities, for example the production of vegetables for sale to Stanley consumers.

SEA LION LODGE

In accordance with the FIDC policy of privatising all Corporation shareholdings whenever possible, the Sea Lion Lodge business was sold by FIDC to Mr and Mrs Gray in late 1990. Dave and Pat have been managing the Lodge at Sea Lion Island on behalf of FIDC since it was first built, always with the intention of one day owning the business. This has now been effected by FIDC retaining ownership of the Lodge building and renting it to the Grays who are, in all other respects, the new owners of the business. The co-operation of Terry and Doreen Clifton in effecting the sale and in the continued operation of the Lodge business is gratefully acknowledged.

CONSERVATION VIDEO

Funds have recently been approved towards the cost of producing a conservation video in conjunction with the Falkland Islands Foundation. The short video will have two principle applications: the military community at Mount Pleasant Airport and visiting cruise ships. A possible third role is the introduction of local school children to the need for conservation. The film is to be produced by Media Natura and will use, in the main, existing footage of the Falklands flora and fauna.

Falkland Islands Development Corporation

Development Update

MANAGEMENT TRAINING COURSES

Over sixty participants from local businesses and Government Departments attended the management training course organised by FIDC in early December 1990.

Modules on Accounting, Human Resources, and Operations Management were delivered over a two week period by three tutors from Middlesex Polytechnic.

The principal aims of the course were to enable participants to:

- understand the different part of the organisation and inter-relationship between them.
- understand the importance of the environment within which the business operates.
- draw up and implement basic plans which take into account both of the above.
- improve managerial competency and knowledge.
- translate their improved knowledge and competency into increased profitability or efficiency.

The level of interest proved the need for training of this kind, and it is hoped that similar courses will be held in the future using local tutors.

ENERGY CONSULTANCY

As a result of the Corporation's early recognition of the problems of energy supply in Camp, almost £175,000 has been expended to date on alternative and renewable energy projects. These projects comprise the harnessing of wind, solar, hydro and diesel generator power for the production of electrical and heat energy.

There is an increasing awareness among both the general population and the Government of the need to maximise the use of natural resources available in the economic provision of energy. An Energy Advisory Committee has been established to develop an energy policy for the future.

As the subject is very technical and the expertise level required is not available in the Islands, FIDC have recently approved the retention of Manx Wind Energy Services as Corporation energy consultants for an initial period of six months; thereafter the situation will be reviewed. Manx Wind Energy Services have been very supportive in the past in solving project practical problems. Furthermore they have sound experience of energy development in island situations and know the Falklands well.

FLIGHT LIEUTENANT ROBERT PACKE

THE FIRST FALKLANDS PILOT?

Jean Alexander continues the story of this young Islander

HAZARDOUS DAYS OF AVIATION

Patrols at night and in landplanes over water were hazardous enough in the early days of aviation. The brave young men who flew from Great Yarmouth did not get involved in dogfights as often as their colleagues in the Royal Flying Corps, but some memorable engagements did take place, even between formations of British flying-boats and German seaplanes.

The RNAS pilots became increasingly successful in downing Zeppelins and, by the end of the war, had been responsible for shooting down at least eight of the huge German airships. The LZ37 was the first German airship to be destroyed in aerial combat on 7th June, 1915. Flight Sub-Lieutenant R. A. J. Warneford RNAS shadowed the LZ37 for an hour while he struggled to climb above the airship. At 11,000 ft. he dropped his bombs, but was so close to his target that the explosion knocked his Morane temporarily out of control. Warneford became the first RNAS pilot to be awarded the Victoria Cross. No more German airships were shot down by British aircraft until September 1916 when Captain Leefe-Robinson RFC shot down a Zeppelin over Essex. Then five more German airships were shot down by British aeroplanes before the end of 1916. At last the aeroplane was proving its supremacy in aerial combat and, in fact, the number of Zeppelin raids against Britain declined from twenty-two in 1916 to seven in 1917. As well as these successful interceptions, RNAS and RFC patrols frequently caused the Zeppelins to retreat or jettison their bombs before reaching their targets.

The German airships were forced to fly ever higher, with their crews having to resort to oxygen. However, as they always operated at night often in bad weather, the British pilots were always faced, on returning from an already difficult patrol, with first finding their landing grounds and then landing in the dark with only flares to help them. Not surprisingly, the pilots sometimes lost their way and there were mishaps and even fatalities.

PACKE'S NARROW ESCAPE

On the night of 12th April, 1918, five Zeppelins attacked targets in Lincolnshire, Northampton, Lancashire, Warwickshire and Norfolk, dropping 135 bombs, killing seven people and injuring twenty more. The Zeppelins had chosen a misty night and, although several British aircraft took off, none succeeded in intercepting the German raiders. Among them were the Great Yarmouth machines led by their commanding officer, Major E. Cadbury*, who had helped to shoot down the L21 the previous September. According to Major Cadbury, the Germans were "really absolute experts in foretelling the weather", which that night was "so thick,



*Flight Lieutenant
Robert Christopher Packe
R.N.A.S.
4946 3 July 1917*

ROBERT PACKE'S ROYAL AERO CLUB PILOT'S CERTIFICATE

No. 4946, DATED 3RD. JULY, 1917

(photo: RAF Museum, Hendon)

the defending aircraft could achieve nothing".

Major Cadbury, who had himself been lost until he broke cloud 200 to 300 feet above Cromer, described how Robert Packe in a BE2c had "a very narrow escape. He got lost in the inky blackness of the night and the fog, and came down to 200 feet to try to discover his whereabouts. His engine suddenly gave out and he just let his machine land itself. Missing a huge tree by inches, he merely wiped the undercarriage off his machine. A Special Constable came along and Packe, being alone, put him in charge of the machine while he went to telephone headquarters. When he left the machine it was just resting on the fuselage and lower planes, being very little damaged. When he came back he found a heap of charred ruins and a perfectly unperturbed Special Constable smoking a cigarette alongside. In leaning up against the machine, or examining it, he must have touched a small switch which ignites two Holt flares. He said he heard a slight pop and a fizz under one wing, and then sat down and watched it burn".

Simply patrolling over the North Sea in a landplane was hazardous in days when engine failure was not uncommon; there were many stories of the seaplanes and flying boats of the Great Yarmouth station being forced to land on the water to effect repairs or even taxi back home.

In March 1918, the Station's commanding officer had put in a special request for six of the new Bentley-engined 2F1 Camels, because the Bentley was considered more reliable than

* The RFC and the RNAS became the RAF on 1st April, 1918, and for a time army and naval ranks and uniforms were used side-by-side. Lieutenant Packe's unit became No.212 Squadron RAF.

FLIGHT LIEUTENANT ROBERT PACKE (continued)

the usual Clerget engine. In fact engine trouble prematurely ended fourteen, about a fifth, of the Camel patrols during the first three weeks of June 1918 - and the majority of these aircraft were the improved 2F1. Most returned to Great Yarmouth, but one Camel landed in the sea off Lowestoft on 1st June and another crashed in fog at Orfordness on 6th June; neither of these mishaps resulted in casualties.

HIS TRAGIC END

On 21st June one of the big twin-engined F2A flying-boats and two single-seat Sopwith Camel landplane fighters took off at 5am on a hostile aircraft patrol, heading for the Smith's Knoll area of the North Sea, some eight miles or so to the east of Great Yarmouth. After 55 minutes the Bentley engine of Robert Packe's Camel started to give trouble and he attempted to come down in the sea near the Cross Sands light vessel. Unfortunately he was forced to ditch downwind and the Court of Inquiry which followed concluded that it was this fact that caused the Camel to sink more quickly than if he had landed into the wind. It was difficult enough to land on the water in a powerless landplane in normal conditions, but the weather conditions at the time were so bad that the F2A flying-boat which attempted to land to rescue Robert Packe itself crashed in the heavy seas, although the crew managed to escape from the flying-boat before it sank. No trace was found of Robert or his aircraft. There can be little doubt that Robert Packe's Camel must have sunk almost immediately, and there would have been very little hope of spotting him in the heavy sea, even if he had been able to get out of his Camel. Nevertheless the search was continued throughout the morning by aircraft from Great Yarmouth and surface vessels. His commanding officer described him as a splendid fellow and went on to say



SOPWITH 2F1 CAMEL (150 HP BENTLEY BR1 ENGINE) No.6620, A SISTER PLANE TO N6608, WHICH ROBERT PACKE WAS FLYING AT THE TIME OF HIS DEATH. N6620, ONE OF THE GREAT YARMOUTH MACHINES MAY WELL HAVE BEEN FLOWN BY ROBERT ON AN EARLIER OCCASION.

(photo: RAF Museum, Hendon)

"our loss is irreplaceable, but it is asking for trouble, sending land machines out to sea".

Sopwith Camels flown off the deck of the aircraft carrier HMS *Furious* the following month successfully bombed the German airship sheds at Tondern without loss and two Zeppelins caught inside the sheds were totally destroyed. Following trials with a Camel launched from a lighter towed at speed by a destroyer, one of Robert Packe's colleagues, Flight Lieutenant S. D. Culley, who was launched in this way, shot down Zeppelin L53 on 11th August and, with only one pint of fuel remaining, successfully ditched alongside his "tug", HMS *Redoubt*, and was safely returned to Great Yarmouth.

Sources: *The Story of a North Sea Air Station* by R. Snowden Gamble, Oxford 1930; papers at the Public Record Office; Peter Elliott, Librarian at the RAF Museum, Hendon, and Anthony Packe of Burnham, England.

FAREWELL TO MARGARET THATCHER

The following letter was sent by the Joint Executive Committee to The Right Hon. Margaret Thatcher MP PC on 22nd November, following her announcement that she had resigned as Prime Minister.

"Dear Mrs Thatcher,

On behalf of the United Kingdom Falkland Islands Committee and the Falkland Islands Association I am writing to express our sadness when we heard, today, that you have resigned as Prime Minister.

We shall never forget how you rescued the Falkland Islanders from Argentine domination in 1982.

We are all most grateful to you for your unstinting support and the understanding that you have shown for the wishes of the Falkland Islanders.

The Falkland Islanders have every reason to feel confident that the new British Prime Minister, Mr John Major, will support them fully and take a real interest in their future. Members of the Association and readers of *Falkland Islands Newsletter* will remember the personal message of commitment which Mr Major sent to the Islanders, when he was Foreign & Commonwealth Secretary for a short period towards the end of 1989 and which we published verbatim in the December 1989 issue of *Falkland Islands Newsletter*.

The progress in development of their country that the Falkland Islanders have achieved since their liberation in 1982 must bring you great satisfaction.

We have no doubt that you will continue to follow their progress closely and support them as strongly as we do.

You will know how much the Islanders hold you in their affection, as indeed we do also.

Yours sincerely, R. N. SPAFFORD,

Chairman, Joint Executive Committee"

OIL

by Peter J. Pepper

There isn't really any doubt that there are oil reserves in Falklands waters. The Patagonian continental shelf is the biggest in the world, and contains huge thicknesses of the carbonaceous sediments from which oil derives. Seismic surveys were done there in 1978 and 1981 and were promising. Further, Argentine rigs are known to have made several strikes along the median line that separates Argentine from Falklands waters and these produced a good light to medium crude.

HOW MUCH OIL?

What are in doubt are the estimates that have been put on oil reserves there, and to what these may have led. An article in *Somos*, Argentina's best magazine, on 2nd April 1982, but written before the invasion that took place that very day, spoke of favourable indications from the 1981 survey. It said that this was a major factor influencing Argentina's demands for possession of the Islands. This issue of the magazine also covered the street disturbances, in which Carlos Menem was prominent, from which the Junta was so desperate to divert public attention. Then on 9th April, in an article entitled "The Oil Decides", *Somos* quoted BP and Western Geophysical as saying that indications were promising, and quoted YPF's estimate of total offshore Patagonian reserves, including, of course, Falklands waters, as nine times the size of those in the North Sea! This gives some idea of Argentina's thinking as the crisis developed. This estimate was, however, probably only a theoretical one, that may not have taken account of how much could be extracted at a reasonable cost. It should not be given much weight.

Falklands reserves themselves, however won't be and don't have to be, even as big as those in North Sea. That is a huge field. They don't contain the spectacular rock structures which made North Sea oil easy to exploit either. Further, the Burdwood Bank has rock dips too steep for oil retention, and seas too rough for easy exploration. Areas west of the Islands in more sheltered waters, near where Argentina has just sold several concessions, are more hopeful.

WHAT IS IT WORTH?

There is no doubt though that oil can play a critical role in the development that is so essential to the Falklands' future. Even though the auction of licences would produce

some income this wouldn't be much. While marine exploration is not expensive, marine drilling is very expensive, and production engineering even more so. So oil companies would have to be allowed licenses at prices that reflected this, and the difficulties of the area - as well as the possibility of Argentine interference. It would be several years before there was any production, but when that happened royalties would appear right away. These would be between \$5 and \$10 per barrel now but in a few years time they might be a lot more and from then on money would be steadily coming up out of the seabed. By then too, Britain, which is only going to be a net exporter of oil for another ten years, would need to begin importing again. It might well be in Britain's interest then to be able to do this somewhere away from the problems of the Gulf and in the Falklands British companies could do it all, and pay for it in sterling. The Falklands are 2,000 miles closer to Britain than the Gulf is via the Cape of Good Hope tanker route.

WHAT FALKLANDS OIL COULD OFFER

The real advantages, though, are what oil itself, rather than just money, could do. Firstly, exploitation of it in the west would stop any Argentine encroachment there. Next, it would provide employment and, if correctly handled, could increase the population steadily, probably with a new town to handle the industry. It would also permit a small refining capacity. This could provide cheap fuel throughout the Islands, cheap electricity, asphalt for roads etc. - in short development, which is the only way to survive in the long term. The Falklands could then offer the Ministry of Defence fuel at 'knock down' prices, or even, free. This would dramatically reduce the defence bill and, at the same time, provide an asset to defend instead of a liability.

The Falklands would then be able to offer cheap fuel for bunkering or civil aviation too. This could attract airlines to fly the south polar route to New Zealand via the Falklands. That would attract still more development and provide freight and passenger links independent of the Ministry of Defence. At this point there would no longer be any real chance of a sell-out to Argentina and the Falklands future would be assured.

It is difficult to understand why so little has been done about oil exploitation before now. There is no time to lose.

It is not part of the Falkland Islands Association proposals on the development of hydrocarbons that processing should take place on land in the Falkland Islands and, to the best of our knowledge, this is not desired by Falkland Islanders at the present time. We are, however, prepared to listen to and publish any reasonable ideas or logical arguments which are worth consideration - Ed.

'Argentina is now looking beyond the horizon.'

So reads the headline of the current advertisement for ENATUR, the Argentine Tourist Office. It continues:

'By gazing out towards the horizon, Argentinians survey the incredible beauty of their country. From the Andean mountains covered with eternal snow, the winding roads leading to Iguazu Falls, or to the unique natural wonder of

Patagonia.

But the Argentinians are also looking beyond the horizon, seeing that their country has been reborn. Argentina is a responsible and reliable nation that fulfills its commitments and keeps pace with other modern nations with its strong work ethic, and a competitive and creative spirit.'

As they say, "Tell that to the Marines!"

FALKLAND ISLANDS ASSOCIATION SEMINAR

Cambridge 12 - 14 April 1991 OUTLINE PROGRAMME OF EVENTS The Falkland Islands in the 1990s

- **Friday 12 April** Wolfson Court
8.30 - 9.30pm Mr Harold Briley sets the scene
9.30 - 10.30pm Slides of the Falklands by Mr Geoff Moir
- **Saturday 13 April** Scott Polar Research Institute
9.30 - 10.45am Off-shore Fishing by Andrew How
11.15 - 12.30pm Hydrocarbons by an oil geologist
1 - 2pm Buffet Lunch
2.15 - 3.30pm Prospecting for Oil off the Falklands:
The Economic Aspects by Professor Alexander
Kemp of Aberdeen University
3.45 - 5pm Mr Merrick Baker-Bates, who heads the
South Atlantic & Antarctic Department,
Foreign and Commonwealth Office will speak

7.30 for 8pm Dinner at **Wolfson Court**. (Dress, Lounge suit). After dinner Mr Tristan Garel Jones MP, Minister of State, Foreign and Commonwealth Office will speak on

'The Falkland Islands: Past Successes and Future Prospects'

The Lord Buxton of Alsa will reply.

- **Sunday 14 April** Scott Polar Research Institute
9.30 - 10.45am Global Warming and its possible effects on the Falkland islands by Dr Peter Wadhams
11.15 - 12.15pm Agricultural subjects by the UK
Falkland Islands Trust; Major General N. St.G Gribbon, Mr David Stickland, Dr Jim McAdam.
12.15 - 12.45pm Mr Bill Hunter Christie will sum up

ACCOMMODATION AND COST

The accommodation we are offering at Wolfson Court is in good standard single students rooms. It is regretted that no double rooms are available and those requiring alternative high quality accommodation are recommended to make an early booking with The Garden House Hotel, Granta Place, Mill Lane, Cambridge CB2 1RT (single room £85, double £105 per night, VAT incl.).

The all in cost of the weekend is £89 per head, including Conference Fee, two nights dinner, bed and breakfast at Wolfson Court, Buffet Lunch and the Formal Dinner charge. For those wishing to make their own accommodation arrangements a Conference Fee of £15, which includes the

Buffet Lunch on the Saturday, will be required and the cost of the Formal Dinner will be £25 additionally.

ATTENDANCE

Bookings for the Seminar are coming in well and are not limited to members of the Falkland Islands Association, but members of the Association and Falkland Islanders will receive a special welcome.

Many well-known 'Falklands people' will be there. We hope you will join them for this exciting weekend Seminar.

If you have not reserved your place, please do so now with your Conference Fee of £15 to avoid disappointment.

Falkland Islanders in New Year Honours

It is a long time since any Falkland Islanders featured in the New Year honours list. The last time was 1983? This time there are three recipients.

John Smith as Curator of Stanley Museum. MBE

Myriam Booth as Senior Clerk, British Antarctic Survey, Stanley. MBE

Don Bonner as Steward and Chauffeur at Government House. BEM

Many of us count all three as personal friends and we know that they fully deserve these honours, not just for the role listed in the public announcement.

Donation to Snake Hill Adventure Play Group

A collection for the Snake Hill Adventure Play Group, Stanley, taken at the AGM on Battle Day realised £176.20.

A cheque for this amount will be handed to Mrs Moffatt

by the Chairman during his coming visit to the Falkland Islands.

PHILATELIC STOCK BOOK

The Port Foster Handstamp

A remarkable document - a telegram - of great importance to the history of Falkland Islands Philately will be offered for sale by auction at Christie's Robson Lowe next month.

The South Shetland Islands, a group of more than twenty islands, 660 miles south west of South Georgia and now a part of British Antarctic Territory, were first sighted and taken possession for Great Britain by William Smith in the brig *Williams* on 18th February, 1819 and together with the other Dependencies the South Shetlands came under control of the Falkland Islands Government on 21st July, 1908.

One of the South Shetlands, a volcanic crater island called Deception Island, lies to the east and within the crater is Port Foster, named after Commander Foster RN FRS, captain of HMS *Chanticleer* in 1829. Port Foster, with its ice free beaches, warmed by hot sulphurous springs, was the only port of entry (effective only during the whaling season).

The first British Stipendiary Magistrate was sent to Deception Islands in 1910-11 where a shore station was established at Port Foster in 1912 by Hvalfangerselskabet Hektor A/S of Tønsberg, the first Norwegian whaling company to operate in the Antarctic.

On 15th October, 1912 the Governor of the Falkland Islands, Sir William Allardyce, appointed Mr E. B. Binnie as Magistrate and Coroner at Port Foster and with the job went the appointment of Whaling Officer and Postmaster for a period of six months, the length of the whaling season.

NO SOUTH SHETLANDS CANCELLER

Mr Binnie took with him about £5 worth of current King George V postage stamps, said to be mostly of the 1/2d. value, which he had to fund out of his own pocket. No special cancellation existed for South Shetlands at that time and so Binnie had with him one of the 'Falkland Islands' circular date stamps from Stanley Post Office to cancel stamps on outgoing mail.

On 6th March, 1913, a radio telegram was received on board the 5,003 GRT factory ship *Hektor* for Mr Binnie from Mr M. Craigie-Halkett, Falkland Islands Colonial Postmaster, giving the Governor's authorisation for stamps on mail from the South Shetlands to be obliterated with the words 'Port Foster', and instructing Mr Binnie to bring the handstamp used for this back to Stanley Post Office when he returned on the *Hektor* at the end of the season.

ONLY A FEW DAYS USE

There is speculation amongst philatelists as to why it was not until almost the end of the season that such a decision was made, although almost the only mail leaving the island would be at the end of the season. It has been suggested that perhaps Mr Binnie had lost the Falkland Islands Post Office canceller (perhaps he had dropped it in the sea by mistake?) and therefore needed to take some local action to be able to cancel stamps on mail. Whatever the answer, the use of the 'Port Foster' handstamp was properly

authorised and it was returned to Port Stanley on the *Hektor* at the end of March (exact date is unknown).

For the next whaling season the new Postmaster for the South Shetlands, Mr A. G. Bennett, took out with him a new oval 'Deception Island' handstamp to cancel the mail and so the 'Port Foster' handstamp was only used for a few days and genuinely used examples of it are very rare.

FALKLAND ISLANDS AND DEPENDENCIES.
WIRELESS TELEGRAM. (B)

Date	Time	Class	Priority	Text	FILE STORAGE STAMPS	Time Stamp
21			1	from Stanley to Hektor		6/2

The Sender's Name and Address, or other of these, if to be telegraphed, must be written at the end of the text of the Telegram.

TO: Magistrate South Shetlands.

Governor sanctions letters being obliterated words Port Foster stamp used. Must be returned to post office on return of Hektor.

Postmaster

* Signatures and Address of Recipient (not to be telegraphed)

THE RADIO-TELEGRAM AUTHORIZING THE USE OF THE PORT FOSTER HANDSTAMP

Apart from the telegram being an important document, very few such documentary items exist available to postal historians; they are much prized by collectors and provide authenticity to exhibits.

The last time this telegram came on the market was about twenty years ago. Since then the study of Postal History as a subject in its own right has grown greatly in popularity and, hence, good items have advanced in desirability and value. It will be interesting to see how much the telegram realises in the auction of 13th March.

Also included in the auction is an example of the well-known HMS *Glasgow* error, which occurred in 1964, when one sheet of the 6d. black and light blue stamp featuring HMS *Kent* was mistakenly printed with the vignette (central part of the design) of HMS *Glasgow* instead. Sixty such stamps must have been printed, but fifteen have only yet come to light. This example was found unidentified in a club circulating packet in 1965 and cost the owner just \$1. Its estimated sale value is £7000-£8000.

FALKLANDS ENTHUSIASM DISPLAYED AT CROYDON

Television, press and radio, all attended the third Annual Falkland Islands Exhibition at the Fairfield Halls, Croydon, organised by Brian Paul and Annabelle Spencer of the Falkland Islands Agency, Falkland House, Tucker Street, Wells, Somerset.

BATTLE OF BRITAIN

Many tales were told and some relayed on the BBC Overseas Service, *Calling the Falklands*: a soldier's experience as a 6d. a day boarder in Stanley in World War II, a despairing note at the sinking of a cargo of pianos, and the story of a yachtsman and his wife who sailed round Cape Horn and called into Port Stanley earlier this year.

Philatelic enthusiasts travelled from afar to see the brilliant Falkland Islands stamp display exhibited and manned by kind permission of Geoff Moir DFC and Bar.

To coincide with the 50th Anniversary of the Battle of Britain, Geoff autographed a limited number, a hundred only, of the Gallantry Silk issue. This proved an enormous success, with an added bonus for the Christ Church Appeal of a donation by Geoff Moir from each cover sold. This was a sell out during

the first Exhibition week.

OFFICIAL VISITS

The film studio area was so successful that, on a number of occasions, there was not even standing room. Falklands wool sweaters went to the Alps; visitors came from Iran, Australia and America. There were official visits from the Falkland Islands Government Office, the Foreign and Commonwealth Office, Falklands Tourism, BBC *Calling the Falkland Islands*, the Falkland Islands Association Committee, the Cathedral Appeal Fund and the Mayor of Croydon. Even a representative from the 'Cape Horners Club' called on it. The Artists' Gallery included work by Ian Strange, Tony Chater, John Smith, Una Hurst, Dorothy Dennis and Algernon Asprey.

FALKLANDS WOOL

Their *Green Message* to the world is **Wear Falkland Islands Wool**- one of nature's most natural resources and, of course, an annual renewable product of the highest quality.

FALKLAND ISLANDS



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CHRISTIE'S
ROBSON LOWE

DEATH IN THE ARGENTINE

by Simon Arthur

When Carlos Menem took office in July 1989, it was the first constitutional handover of power between elected Presidents for sixty-one years. It was several months premature to allow him to start tackling the economic collapse that Raoul Alfonsin left behind. On October 6th that year he pardoned thirty-nine officers who were about to stand trial for murders committed during the dirty war. In January 1990 he signed the 'Indulto', which granted amnesty to all those, bar a handful of leaders, responsible for the torture and death of more than 10,000 people in the dirty war. This marked the success of four years of pressure against Raoul Alfonsin by members of the armed forces, the main beneficiaries, who came primarily from the mutineers of the Carapintadas, Argentina's extreme right wing militarists. They were deeply involved in the 'dirty war' and got their name, which means 'painted faces' from their frightening practice of appearing in public wearing camouflage paint. The weekend after benefiting from the 'Indulto' they were all back doing military style exercises again in the park at Palermo, a suburb of Buenos Aires.

AGGRESSIVE POSTURING

Many of the Carapintadas, including their two leaders, Aldo Rico and Mohammed Seineldin, were in the Falklands in 1982, where they were well known to favour a tough line with the Kelpers. The officer who spat on the Queen's portrait in Port Howard social club and then threatened to shoot Robin Lee for refusing to take it down, was almost certainly one. Their first mutiny was the seizure of the Campo de Mayo military base at Easter 1987. This was led by Aldo Rico. He seized Monte Caseros in January 1988 too. The seizure of Villa Martelli in December 1988 was led by Mohammed Seineldin. One bystander was killed by a stray bullet there, but no other life was lost in any of these episodes - although the aggressive posturing terrified the civilian population.

LEFT WING NATIONALISTS

The next incident, the bloody seizure of the 3rd Infantry Regiment arsenal, La Tablada, in January 1989 was not the work of the Carapintadas. This was carried out by a left wing nationalist group, the Movimiento Todo Por La Patria (MTP), which is also known to favour a tough line over the Falklands. While their heavily armed assault team killed nine soldiers and two policemen, they themselves lost twenty

six dead when La Tablada was stormed, and two more were summarily executed immediately after their capture. Several of their safe houses and training facilities were discovered after this but not whom their financial backers were. The MTP has now melted back into the shadows of Argentina's extreme politics.

AN ATTEMPT TO RESTORE THE DEATH PENALTY

With the start of Carlos Menem's presidency in July 1989, serious mutinies appeared to stop. However the economy was soon in chaos again and in May, June and July 1990 this led to another serious crime wave. Guillermo Ibanez, son of peronist Diego Ibanez, a close associate of Menem, was kidnapped and murdered. On 2nd August Carlos Menem sent a bill to Congress to restore the death penalty for murder to try to stop this but, so soon after the 'Indulto' and with memories of the 'dirty war' still so vivid, this provoked horror and the bill failed to become law. Suspicion had it that Carlos Menem guessed this might happen but knew he could then blame Congress for continuation of the crime wave.

AN ATTEMPTED COUP?

During June, July and August 1990 there were more drumblings of discontent from the army too. A minor mutiny took place at Puerte del Inca, near Mendoza, but was put down quickly. Then in November Mohammed Seneildin was sentenced to sixty days in jail for writing to the President to complain about army 'grievances', and that promises extracted from Alfonsin by earlier mutinies had not been honoured. Finally on 3rd December the Carapintadas struck again. This time they seized the military headquarters in the heart of Buenos Aires and four other military bases, and shot anyone who resisted them. They all surrendered within twenty-four hours when forced by loyal army units, but left nineteen people dead. Two hundred Carapintadas were captured and they then claimed that this, like their earlier mutinies, was just to draw attention to their 'grievances'. Given the scale of the rebellion and the shooting of other members of the armed forces, this seems very unlikely to be true and it is much more likely that this was an attempt to precipitate a coup like the MTP's bloody seizure of La Tablada.

Carlos Menem has stated this belief himself.

Joint Executive Committee

Following the Annual General Meeting the Joint Executive Committee is now as follows:

- Chairman & Editor of the Newsletter, Major R. N. Spafford
- Vice-Chairman, Mr R. Elgood
- Hon. Secretary, Mrs M. Christie
- Hon. Treasurer, Mr E. C. J. Clapp

Mr D.G. Ainslie, Mr J. Allan (Falkland Islander), Mr D. A. Britton (Fund Raising), the Hon. Lucinda Buxton, Mr E. W. Hunter Christie, Mr D. L. Clifton, Mr M. J. D. Jones, Mrs J. B. Martin (Membership Secretary), Mr G. D. Moir DFC, Miss A. Price, Mr R. Lewis Smith.

BOOK REVIEWS

LAND OF THE ICE KING, An Antarctic Journey, by Clive Johnson, published by Swan Hill Press, an imprint of Airlife Publishing Ltd., 101 Longden Road, Shrewsbury, SY3 9EB. Printed in Singapore by Kyodo Printing Co. (Singapore) Pte Ltd. 24 X 31cm hardbound with dustcover having coloured photo of Antarctic landscape. 160 pages including Foreword by H.R.H. The Duke of Edinburgh KG KT. Introduction and Bibliography but no Index. 143 coloured photos, some double spread. Maps on the end pages. ISBN 1 85310 143 5 £19.95

In five chapters, South Atlantic, Shackleton's Island, Into the Ice, Winter, and The Future, Clive Johnson has recorded the magical beauty of the Antarctic through brilliant photography of land, sea and ice scape, wild life and the activities of man which threaten the last great unpolluted wilderness on earth. Clive Johnson has kept the text to the minimum, under thirty pages in all, and has wisely concentrated on a pictorial record of great beauty. Many of the photographs are stunning.

Included in the Chapter entitled South Atlantic, as a bonus, are a few fine photos of the Falkland Islands and their wild life.

The author, first an industrial and scientific photographer with the National Coal Board and with a serious interest in climbing and mountaineering, joined British Antarctic Survey in 1975, spending two summers and a winter on South Georgia where he worked as a professional mountaineer. Antarctica became a fascination and in 1977 Clive Johnson worked at to Rothera Base, travelling extensively and collecting the photos used in this book.

This is an impressive picture book which many will want to possess and an example of the highest standards of photo reproduction.

ECOLOGY AND AGRONOMY OF TUSSAC GRASS, by J. H. McAdam and D. W. H. Walton, published by The Department of Agricultural Botany, The Queen's University of Belfast, January 1990. A4 softbound with cover showing coloured photo of experimental Tussac plot on Keppel Island. 166 pages including Contents, Acknowledgements, Lists of Figures and Plates, Summary, References (6 pages), and two Appendices: Tables (37 pages) and the text of a six page leaflet being a practical guide to the establishment and management of Tussac Grass in the Falkland Islands. 17 handpasted photos, all but two, in colour. No ISBN given. Available from the Agricultural Department, Stanley, Falkland Islands, and from Dr McAdam at the Department of Agricultural Botany, The Queen's University of Belfast, Newforge Lane, Belfast BT9 5PX, Northern Ireland. £10

This technical report is not only erudite and of considerable merit, but is also a most readable 'book' for those with even a passing interest in this comparatively rare but 'giant' grass. Tussac is found only on South Georgia, Tierra del Fuego, Isla de los Estados, Gough Island and the Falkland Islands, where it has been exterminated in many parts due to unrestricted grazing.

Many people have been interested in Tussac even from the earliest days as is borne out from inclusion in the References of Governor Moody's account of it published in the Journal of the Royal Agricultural Society of England in 1843 and a letter by J. Scobie published in the same Journal in 1849. The report, quite properly, ends with recommendations for further work.

Personally I found this book fascinating and can recommend it to those with more than a passing interest in the Falkland Islands and South Georgia.

Falklands at World Travel Market

Falkland Islands Tourism was well in evidence again at the World Travel Market held at Olympia from 27th to 30th November.

The Falkland Islands stand, sited on a busy corner, was attractively laid out with large photos of the Islands and their wild life.

Present at the stand were the Director of Tourism, Graham Bound, who had come up especially from the Falklands for the exhibition, Sukey Cameron, Falkland Islands Government Representative, and Victoria Poland, Falkland Tourism's Representative in London.

A LOT OF INTEREST

There seemed to be a lot of interest from the public in the Falkland Islands display and the Islanders were kept busy, so it was obviously well worthwhile.

There were lots of 'lions', 'hippopotami' and 'wildebeest' walking around. Who'll volunteer to be a penguin next year?



Left to Right: SUKEY CAMERON, VICTORIA POLAND AND GRAHAM BOUND.

(Photo: R. N. Spafford)

OBITUARIES

ADA MABEL WATTS

In the Falklands spring of 1984 I stayed with Mrs Ada Watts at 18 Davis Street, where my husband, Ian, had been billeted fourteen years before. Ada was a light, energetic lady living alone in a neat white house with box hedge, chickens and daffodils and a red roof edged in green. She welcomed me with mutton chops, fried in deep fat, cooked on her Modern Mistress, cousin of the Aga.

Ada was born in 1916, a twin and one of thirteen children brought up at High Hill, outside Goose Green, where her father, Henry Hollan, was a shepherd. On Sundays, she remembered, the family dressed smartly, though there was no church, and did schoolwork at the kitchen table. Her mother, Anne, made bread in a "shard", a roasting pot, under the fire of a stove's open grate and butter was pickled in salt and water. When Ada was fifteen her father died and the family reluctantly boarded a steamer to Stanley where Ada was to spend the rest of her life. In 1940 she married James Watts who was a wonderful accordionist and played at many Stanley dances.

When the Argentines invaded in 1982 Davis Street, at the top of the town, was evacuated and Ada moved to her son Patrick's house on Ross Road. Each day she bravely climbed the hill with white hankie tied to a stick over her shoulder to feed her cows. Sometimes she accompanied Agricultural Officer Adrian Monk to the Stanley slaughterhouse to identify and try to save Islanders' milk cows

and heifers. But, eventually, hers and many others were killed for meat. On liberation day, 14th June 1982, Ada's birthday, she danced a jig around the kitchen with the late Monsignor Spraggon.

Ada was a generous and entertaining hostess to many visitors from Britain. She will be remembered by so many people as a lovely friend. She leaves three children, Hulda, Patrick and Rita. LG.

JIM LELLMAN

Eighty-two year old Jim Lellman, younger brother of Karl Lellman now of Auckland,



MR JIM LELLMAN
(Photo: R. N. Spafford)

New Zealand, died in November at his home in Bristol.

A kelper, he was well known in

the Falklands as a teacher for forty-seven years, first as a Camp teacher, travelling on horseback, and later as headmaster of the Senior School.

He was skilled at making horse gear in the old traditional Falkland Islands style and taught various people this art, including Lady Haskard when her husband was Governor.

In retirement in Britain, he was a familiar figure at Falkland functions remaining a keen supporter of the Islanders, and during 1982 appeared on Television speaking for the Islanders on several occasions.

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To *Penguin News*, Stanley, Falkland Islands, South Atlantic. Enclose £31.50/£16.50 for 26 issues (one year) / 13 issues (six months)

NAME

ADDRESS

ASSOCIATION SEMINAR: Cambridge 12-14 April The Falkland Islands in the 1990s

Many well known 'Falklands people' will be there.

Will you be one of them?

See page 13 for further details.

The Falkland Islands Association

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

2 Greycoat Place, Westminster, London SW1P 1SD

Telephone 071-222-0028 Telex 22487 INNLOW FAX 071-222-2541

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 Vice Chairman: Mr R. Elgood
 Hon. Secretary: Mrs M Christie
 Hon. Treasurer: Mr E. C. J. Clapp
 Editor of Newsletter: Major R N Spafford

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 £15)
- Associate Members (Pensioners & Students) (Annual subscription £5)
- Corporate Members/Companies and Trading Organisations (Minimum Annual subscription £50)

All subscribers will receive the quarterly Newsletter.

Donations to support the work of the Falkland Islands Association are welcome.

I enclose cheque/P.O./Bankers Order

Full Name Profession
 Address Connection with Falkland
 Islands, if any
 Telephone Number Signature

Cheques should be made out to the Falkland Islands Association, but it would be appreciated if overseas members would pay by Sterling Bankers Draft to avoid incurring bank foreign currency surcharge.

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) Customer's Account No.
 Address Date

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

ANNUAL RECEPTION

The Annual Falkland Islands Reception will be held in Lincoln's Inn on Tuesday 18th June, 1991. The Band of the Royal Marines will beat Retreat.

Booking forms are enclosed with this issue of *Falkland Islands Newsletter*.

The Hon. Secretary will be most grateful if these can be completed and returned to the Falkland Islands Association Office before the end of May.

The Association has been asked not to take money for tickets at the door of the Great Hall in Lincoln's Inn. The Office at 2 Greycoat Place, Westminster, SW1, will be open until 5pm on 18th June for last minute collection of tickets.

ADVERTISING

The present circulation of the *Newsletter* is 4,000 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. 800 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 maps. Other publications are invited to quote freely. However, we do ask that quotations are made in context and we should appreciate an acknowledgement of *Falkland Islands Newsletter*, as the source quoted.

PUBLICATION METHOD

The text of this issue of *Falkland Islands Newsletter* was set by the Editor in Times and Helvetica using a Zenith computer and Xerox Ventura Publisher software. The master pages were produced by Polygon of Chippenham, Wilts and final production, including photo insertion, was by Michael Sessions & Colleagues of York.



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Mrs M. Christie

Mr M. Dodds

Mr R. Elgood

Mr F.G. Mitchell

Major R.N. Spafford (Editor)

FOR SALE

The following articles are available from the Falkland Islands Association office, 2 Greycoat Place, London SW1. Please enclose cost of postage and packing (additional). Please would overseas purchasers pay by Sterling Bankers Draft to avoid incurring bank foreign currency surcharge.

- Blazer Badges, Falkland Islands crest, £10
- Navy blue headsquares, Falkland Islands crest, £6
- Desk flags, £1.20
- Ties, Falkland Islands crest, navy blue, £5
- Tea Cloths, Map of the Falkland Islands, £2.25
- Dusters, Map of the Falkland Islands, 75p
- Ordnance Survey Map of Falkland Islands, £3
- Reproduction of 1770 Map of Falkland Islands, 12"x9", £2
- Illustrated Map of the Falkland Islands in colour, £2.50
- Bookmarks "Stanley, Falkland Islands" various colours 80p
- Car Stickers, green plastic, "Remember the Falkland Islands - They're British", £1
- Sticker: "I Love Sunny Falkland Islands", £1
- Plastic stick-on Badges, Falkland Islands Crest, 50p
- Lapel Badges, Falkland Islands Crest, 60p
- Key Rings, Falkland Islands Crest, £2
- Eraser, Falkland Islands Association, 25p
- Small spiral notebooks, penguin cover, 40p.
- 4 Assorted Penguin Notelets & Envelopes £1
- Coloured picture postcards by Steve Whitley: The Race Track Stanley, Upland Geese, Night Heron, Blackbrowed Albatrosses courting, all at 12p each.**

Steve Whitley's greeting cards: Christchurch Cathedral in winter, Winter Scene Pebble Is., Gentoo & King Penguins Volunteer Lagoon, Bull Elephant Seal Sea Lion Is. at 52p each. Settlement & Harbour Port Howard, Sunset Stanley Harbour, Jackass & Gentoo Penguins Pebble Island, King Penguins Volunteer Pt., Rockhopper Penguins Pebble Is., Christchurch Cathedral, *The Plym* and *Lady Elizabeth* Stanley Harbour, Corriedale sheep, all at 35p each.

Packs of 10 blank notecards by Audrey Barry:

- 5 X 2 designs Elephant Bay and Settlement, Pebble Is. pack £4
- 5 X 2 designs Stanley View and Penguins, Pebble Is. pack £4

Coloured picture postcards by Tony Chater: Port Stanley, Port Howard, Mount Pleasant Airport, Mr Fred Coultts driving lambs, Grytviken, FIGAS, Gentoo Penguin, Settlement Rookery, Rockhopper Penguins, King Penguins, all at 20p each

THE FALKLANDS STORY 1592-1982 by Mary Cawkell, £1. A concise and accurate account of the history of the Falkland Islands and the events leading up to the invasion.

THE FALKLAND ISLANDS, by Paul Morrison (145 colour photos) £14.95 + p. & p.

OLD FALKLAND PHOTOS, by Shane Wolsey £5.95 + p. & p.

TASTE OF THE FALKLANDS (Cathedral Appeal) £2.50.

1988 SUPPLEMENT TO POSTCARDS OF THE FALKLAND ISLANDS, by Henry & Francis Heyburn. £14.95 + p. & p.

GUIDE TO BIRDS OF THE FALKLAND ISLANDS, by Robin W. Woods. £14.95 + p. & p.

A LIFE OF OUR CHOICE, by Sydney Miller CBE £5